

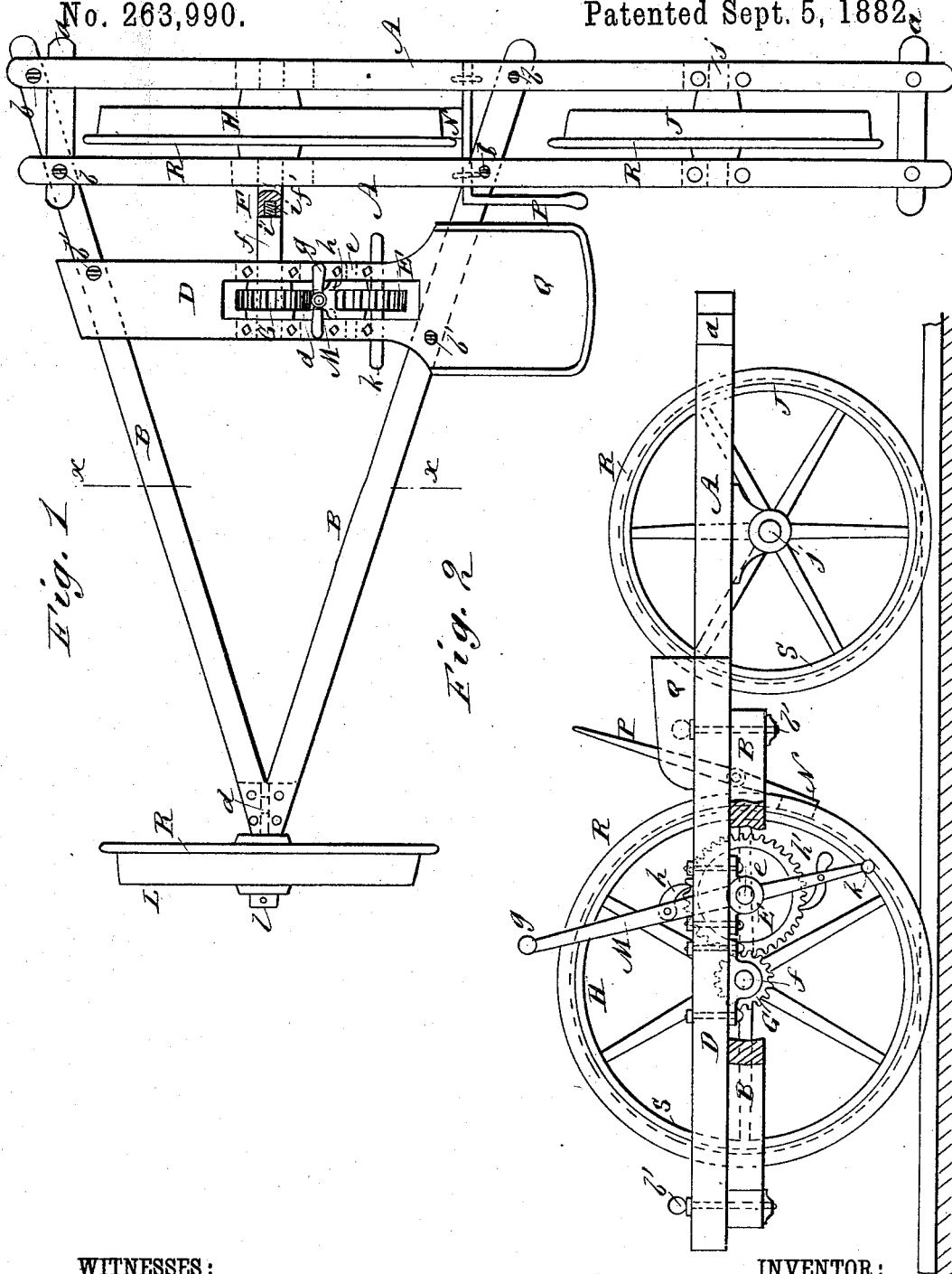
(No Model.)

A. M. STONER.

HAND CAR.

No. 263,990.

Patented Sept. 5, 1882.



WITNESSES:

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UNITED STATES PATENT OFFICE.

ALLEN M. STONER, OF NEW ALBUQUERQUE, NEW MEXICO.

HAND-CAR.

SPECIFICATION forming part of Letters Patent No. 263,990, dated September 5, 1882.

Application filed June 6, 1882. (No model.)

To all whom it may concern:

Be it known that I, ALLEN M. STONER, of New Albuquerque, Bernalillo county, Territory of New Mexico, have invented a new and Improved Railroad Hand-Car, of which the following is a full, clear, and exact description.

My invention relates to that class of railroad hand-cars which have only three wheels; and it consists principally in the employment of a double-acting lever having pawls, in combination with a large wheel for driving the car.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view, partly in section, of my new and improved hand-car; and Fig. 2 is a sectional elevation of the same, taken on the line *x x* of Fig. 1.

A A represent parallel bars of wood or metal, which are tied together near their ends by the cross-pieces *a a*, and constitute the main part of the frame of the car.

B B represent diagonal bars, which are bolted by the thumb-screws or bolts *b b* (shown in Fig. 1) to the bars *A A*, and form the arm of the frame for carrying the single side wheel. These bars may also be either of wood or metal, and they are by preference hinged together at their outer ends by the hinge *d*, so that one of the bars may be folded upon the other when the car is taken apart.

D represents the platform or body of the car, which is secured upon the bars *B B* by the thumb-screws or bolts *b' b'*, and forms the seat for the rider. This body is formed with the slot *d*, and is provided with suitable shaft-hangers, in which the short shaft *e* of the large gear-wheel *E* and the section *f* of the shaft *F* are journaled. Upon this section *f* of the shaft is fixed the pinion *G*, the cogs of which mesh with the cogs of the large gear-wheel *E*. The other section, *f'*, of the shaft *F* is journaled in suitable hangers secured to the under side of the bars *A A*, and the main drive-wheel *H* is fixed upon this section between the said bars, as shown. These sections *f f'* of the shaft *F* are by preference connected together by means of the screw-tap *i*, formed in one of the sections, and the screw-shank *i'*, formed upon the end of

the other section. This sectional construction of the shaft permits the shaft to be divided when the car is taken apart for shipment. *J* is the rear wheel of the car, the shaft or axle of which is journaled in suitable hangers secured to the under side of the parallel bars *A A*, immediately in rear of the wheel *H*; and *L* is the side single wheel, placed upon the short axle *l*, held or formed at the outer ends of the bars *B B*; and *M* is the double-acting lever. This lever is placed upon the shaft *e* of the large gear-wheel, and is provided with the pawls *h h'*, arranged respectively above and below the periphery of the said large gear-wheel. The pawl *h'* is a weighted or counterbalanced pawl, and is so arranged that its forward end will be held constantly in contact with the cogs of the wheel *E*. At the upper end of the lever *M* is formed or attached the hand-grasps *g*, and at the lower end is attached the cross-piece *K*, which forms stirrups, against which the feet of the rider may be placed for propelling the car, the upper end of the lever being at the same time oscillated by the application of hand-power to the said hand-grasps *g*.

N represents the brake, the bent lever *P* of which comes near the seat *Q*, so as to be in easy reach of the rider for stopping the car or controlling its speed when on downgrade. The wheels *J*, *H*, and *L* are made of the ordinary light wood-work, *S*, which is the same as is used for making ordinary carriage-wheels, the flanged wide tires *R* being substituted for the ordinary narrow tires of such wheels, to adapt the wheels to run upon and keep the ordinary railroad-rails.

By this construction of the car it will be seen that the car may be easily and quickly taken apart by simply removing the thumb-screws or bolts *b b'* and uncoupling the sections of the shaft *F*, and that the parts may be folded and packed so as to occupy very small space. Besides this the car is very light and cheap, easy to propel, and the wheels may be locked so that they cannot move simply by carrying the lever *M* forward, so that the pawls will engage the cogs of the wheel *E*.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. In a hand-car, the combination, with the

driving-wheel H, pinion G, and spur-gear wheel E, of the lever M, and pawls *h h'*, engaging said spur-wheel E, the foot-rest *k*, and handle *g* on the lever M, as shown and described.

2. The body or platform D, secured upon the bars B B, and carrying the gear-wheels E and G, in combination with the drive-wheel H and divided shaft F, substantially as described.

3. In a hand-car, the divided shaft F, having the drive-wheel secured to one section, and the pinion G, secured to the other, substantially as and for the purposes set forth.

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Witnesses:

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