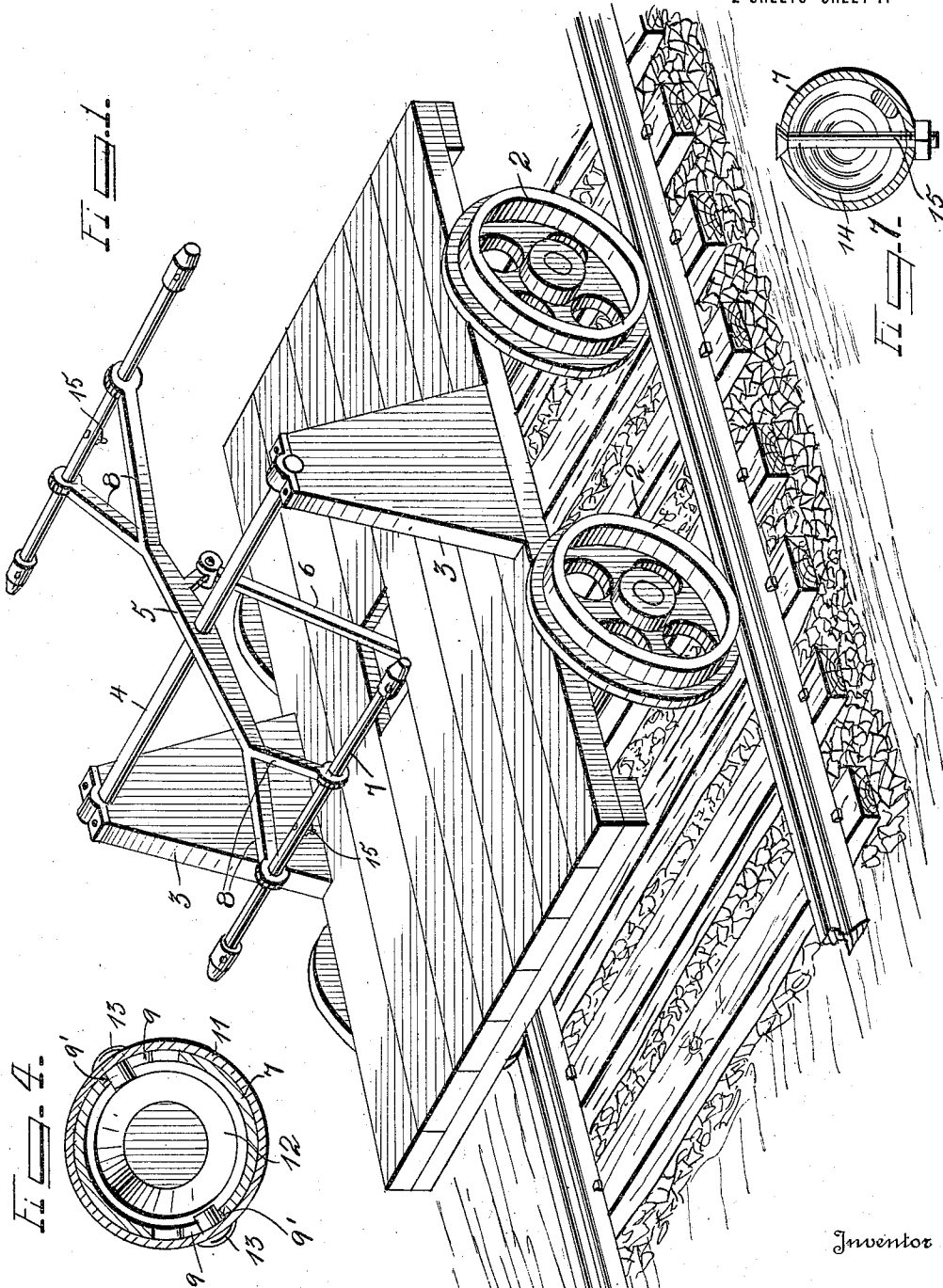


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1,150,093.

Patented Aug. 17, 1915.

2 SHEETS—SHEET 1.



Inventor

Witnesses

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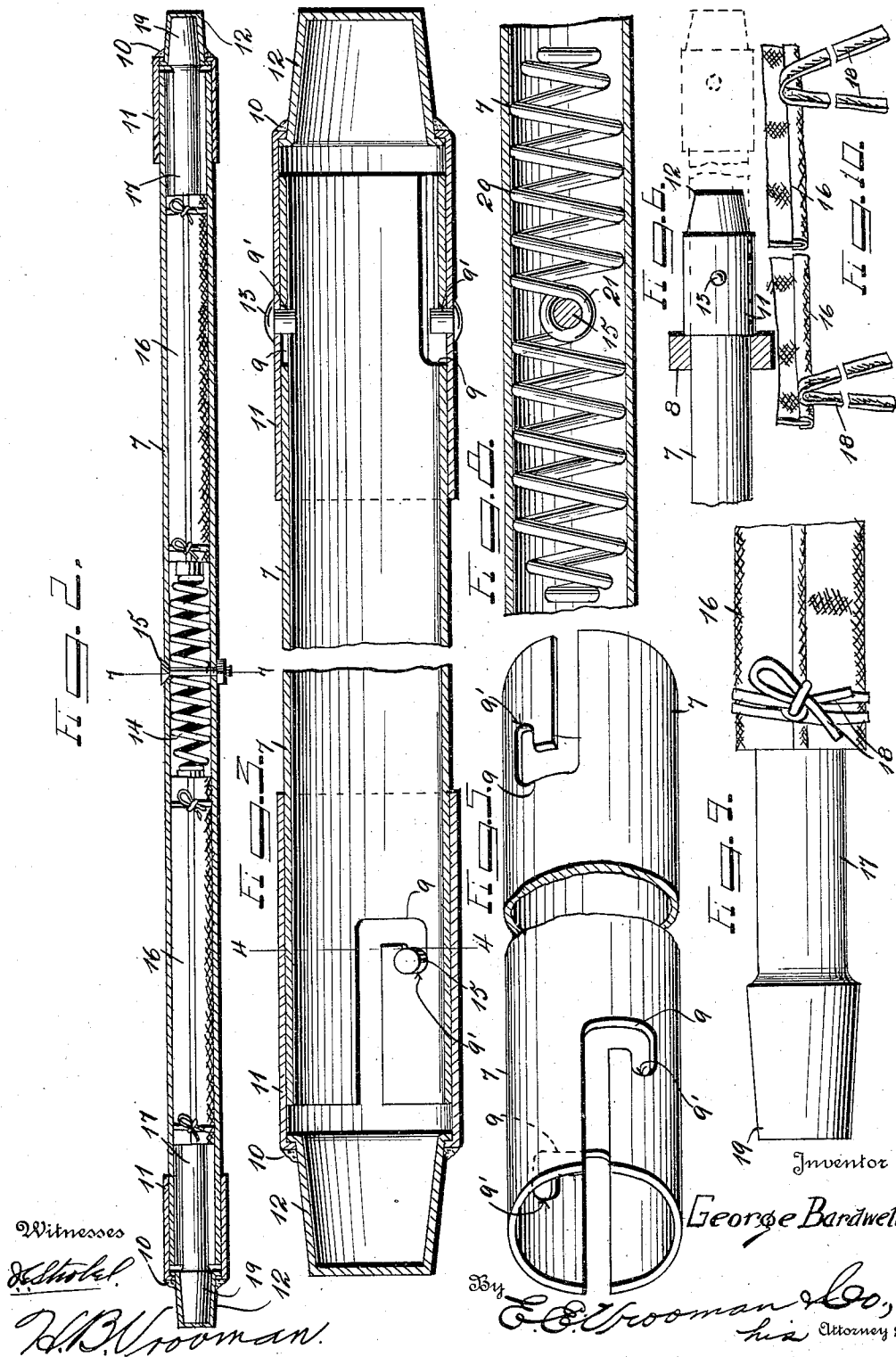
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# UNITED STATES PATENT OFFICE.

GEORGE BARDWELL, OF WINKELMAN, ARIZONA.

COMBINATION HAND-CAR LEVER AND FLAG-SCABBARD.

1,150,093.

Specification of Letters Patent.

Patented Aug. 17, 1915.

Application filed October 13, 1914. Serial No. 866,519.

*To all whom it may concern:*

Be it known that I, GEORGE BARDWELL, a citizen of the United States of America, residing at Winkelman, in the county of Gila and State of Arizona, have invented certain new and useful Improvements in Combination Hand-Car Levers and Flag-Scabbards, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to a combination hand-car lever and flag scabbard and has for its principal object the production of a hollow lever which is used for operating a car and which is so formed as to allow signal flags to be detachably carried therein thereby forming a scabbard.

Another object of this invention is the production of a combination hand-car lever and flag scabbard which is so formed as to carry flags therein and allow the flags to engage the caps carried upon the ends of each lever for preventing the accidental disengagement of the caps or the removal of the flags.

With these and other objects in view this invention consists of certain novel combinations, constructions, and arrangements of parts as will be hereinafter fully described and claimed.

In the accompanying drawing, Figure 1 is a detailed perspective view of a hand-car showing a plurality of the combination lever and flag scabbards. Fig. 2 is a central longitudinal section through the lever and flag scabbard. Fig. 3 is a fragmentary sectional view of the lever and scabbard, the flags being removed. Fig. 4 is a section taken on the line 4-4 of Fig. 3. Fig. 5 is a fragmentary perspective view of the opposite end of the scabbard, the caps being removed. Fig. 6 is a fragmentary sectional view illustrating how the cap will prevent the accidental disengagement of the lever from the rock arm. Fig. 7 is a section taken on the line 7-7 of Fig. 2. Fig. 8 is a sectional view through a portion of the lever and scabbard illustrating a slightly modified form of the spring. Fig. 9 is a fragmentary plan view of one of the flags. Fig. 10 is a fragmentary view of one of the flags illustrating the manner in which the retaining cords are secured thereto.

Referring to the accompanying drawing by numerals 1 designates the platform of the hand-car which is supported upon the

usual wheels 2 and which is provided with the supporting blocks 3 carried in alinement with each other. The shaft 4 is carried by these supporting blocks so as to freely pivot thereon and carry the rock arm 5 which is connected to the link 6 whereby upon the actuating of the rock arm the link 6 may operate a suitable mechanism for running the car.

The combination lever and scabbard comprises an elongated tubular casing 7 which passes through the Y-shaped ends 8 of the rock arm 5. It will be seen that by passing these levers through the Y-shaped portions of the rock arm that the rock arm may be easily swung up and down by grasping the levers 7 and moving the same in the desired direction. Each combination lever and scabbard has bayonet slots 9 formed in each end in opposite directions to each other. The caps 10 comprise a sleeve portion 11 which is secured to the hood 12 by means of solder or other securing means so as to form a complete cap. The studs 13 pass through the sleeve portion 11 of each cap and are secured to each cap in alinement to each other as clearly shown in Fig. 3. By placing a cap upon one end of the tubular casing 7 a cap may be turned upon the casing by allowing the studs 13 to pass within a pair of the longitudinal slots 9 and then by rotating the cap to one side the studs will pass into the angular ends of the bayonet slots for holding the cap upon the tubular casing. A coiled spring 14 is positioned within the tubular casing at a central portion as clearly shown in Fig. 2 and a retaining bolt 15 is carried by the casing so as to pass through the spring for positively retaining the spring in its correct position within the casing. A flag 16 mounted upon the pole 17 may be passed within each end of the casing 7. Each flag is provided with the strings 18 which are stitched thereto as shown in Fig. 10 and which may be folded around the flag and tied as shown in Fig. 9. When the flags are placed within the casing they will appear upon each end of the coiled spring 14 as shown in Fig. 2. The pole 17 of each flag is provided with a knob 19 which is formed so as to fit snugly within the hood 12 of the particular cap. The cap may then be placed upon the tubular casing so as to force the flag inwardly and compress the spring 14. As soon as the cap has been turned slightly to one side it may

be released at which time the pressure of the spring 14 upon the flag will cause the flag to urge the cap outwardly. At this time however the studs 13 will rest within the socket portions 9' of the bayonet slots 9 whereby the cap will be positively locked upon the end portion of the casing. In order that the flag may be removed the cap may be forced slightly inwardly and turned so as to allow the studs to again register with the main portions of the bayonet slots. A cap may then be removed from the casing and since the knob 19 of the pole 17 fits snugly within the hood 12 the flag will also be pulled from the interior of the tubular casing. It is obvious that these flags may be of any color desired for use in signaling upon railroads.

By referring to Fig. 8 it will be seen that the casing 7 carries a spring 20 having an eye 21 formed at its central portion and bent at right angles to the convolutions of the spring. Therefore, the bolt 15 passing through the eye will positively engage the spring and prevent the same from rotating within the casing. Upon using a device of this character for a long time and placing the flags in the casing and removing the same the spring may be caused to gradually rotate within the casing and gradually be removed from engagement with the bolt. But when a spring is provided as shown in Fig. 8, with the angular eye 21, it will always be retained in its correct operative position.

From the foregoing description it will be seen that a simple and efficient lever has been produced which is used for operating the rock arm for running a hand-car and which will carry signal flags in convenient positions for use. Furthermore, the signal flags will be prevented from becoming torn or otherwise injured and since the combination lever and scabbard is provided with a spring at its central portion, the flags will bear upon the caps for preventing the accidental removal of the caps and flags.

By referring to Fig. 8 it will be seen that the casing 7 passes through the Y-shaped end 8 of the rock arm 5 but it will be impossible for the casing to move entirely from engagement with the Y-shaped end of the rock arm provided the same becomes loose inasmuch as the inner end portion of one of the caps 10 will come into engagement with the Y-shaped end of the rock arm preventing the accidental displacement of the tubular casing and the Y-shaped end.

What I claim is:—

1. A hand-car lever of the class described comprising a hollow casing, said casing being adapted to actuate the operating mechanism of a hand-car, and means engaging the end portions of said casing for releasably retaining articles therein.

2. A hand-car lever of the class described comprising a hollow casing, said casing being adapted to actuate the operating mechanism of a hand-car, and means fitting over the end portions of said casing for retaining articles within said casing.

3. A hand-car lever of the class described comprising a hollow casing, said casing being adapted to actuate the operating mechanism of a hand-car and caps releasably engaging the end portions of said casing for retaining articles within said casing against accidental displacement.

4. A hand-car lever of the class described comprising a hollow casing, said casing being adapted to actuate the operating mechanism of a hand-car, means carried by said casing for releasably retaining articles within said casing and means carried by said casing for automatically ejecting articles from the interior of said casing when said first-mentioned means are removed.

5. A hand-car lever of the class described comprising a hollow casing, said casing being adapted to actuate the operating mechanism of a hand-car, means fitting over the ends of said casing for forming closures whereby articles may be retained within said casing, a spring carried within said casing at its central portion for urging articles within said casing outwardly when said means are removed.

6. A hand-car lever of the class described comprising a casing, means releasably carried by the end portions of said casing for releasably retaining articles within said casing, a spring carried within said casing adjacent its central portion, means engaging said spring for fixedly retaining said spring in position, said spring being adapted to urge articles from said casing when said first mentioned means are removed from engagement with said casing.

7. A hand-car lever of the class described comprising a casing, means carried by the end portions of said casing for releasably retaining articles within said casing, a spring carried within said casing contiguous its central portion, a bolt passing transversely through said casing and engaging said spring for holding said spring in a fixed position, said spring being adapted to urge articles from said casing when said means are removed from engagement with said casing.

8. A hand-car lever of the class described comprising a casing, means engaging the ends of said casing for releasably retaining articles within said casing, a coiled spring carried within said casing adjacent its central portion, said spring being coiled to form an eye at its central portion, a bolt passing transversely through said casing and through said eye for fixedly retaining said spring in its correct position, said spring being adapted

to urge articles contained within said casing outwardly when said means are removed from engagement with said casing.

5 9. In a hand-car lever and flag scabbard, the combination of a casing having J-shaped slots formed contiguous its end portions, a coiled spring fixedly carried within the central portion of said casing, flag-staffs carried within said casing and engaging said spring, 10 caps fitting over the ends of said casing, studs carried by said caps and fitting within the inner portions of said slots when said caps engage said casing, said spring holding said staffs in engagement with said caps, 15 whereby said caps will be held against accidental displacement, said caps adapted to be urged inwardly for compressing said spring by means of said staff at which time said caps may be turned and removed from 20 said casing, whereby said spring will again expand for urging said staffs from the interior of said casing.

10. In a hand-car lever and flag scabbard, the combination of a casing having J-shaped slots formed contiguous its end portions, flag 25 staffs carried within said casing, caps fitting over the ends of said casing, studs carried by said caps and fitting within the inner portions of said slots when said caps engage said casing, yieldable means for holding said 30 staffs in engagement with said caps, whereby said caps will be held against accidental displacement, said caps adapted to be urged inwardly for causing said staffs to compress said means at which time said caps may be 35 turned and removed from said casing, whereby said means will again expand for urging said staffs from the interior of said casing.

In testimony whereof I hereunto affix my signature in presence of two witnesses.

GEORGE BARDWELL.

Witnesses:

NOAH L. OZBURN,  
JOSEPH H. WILLIAMS.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."