

Aug. 26, 1924.

1,506,488

W. F. KASPER

RAILWAY HAND CAR

Original Filed Nov. 7, 1921 2 Sheets-Sheet 1

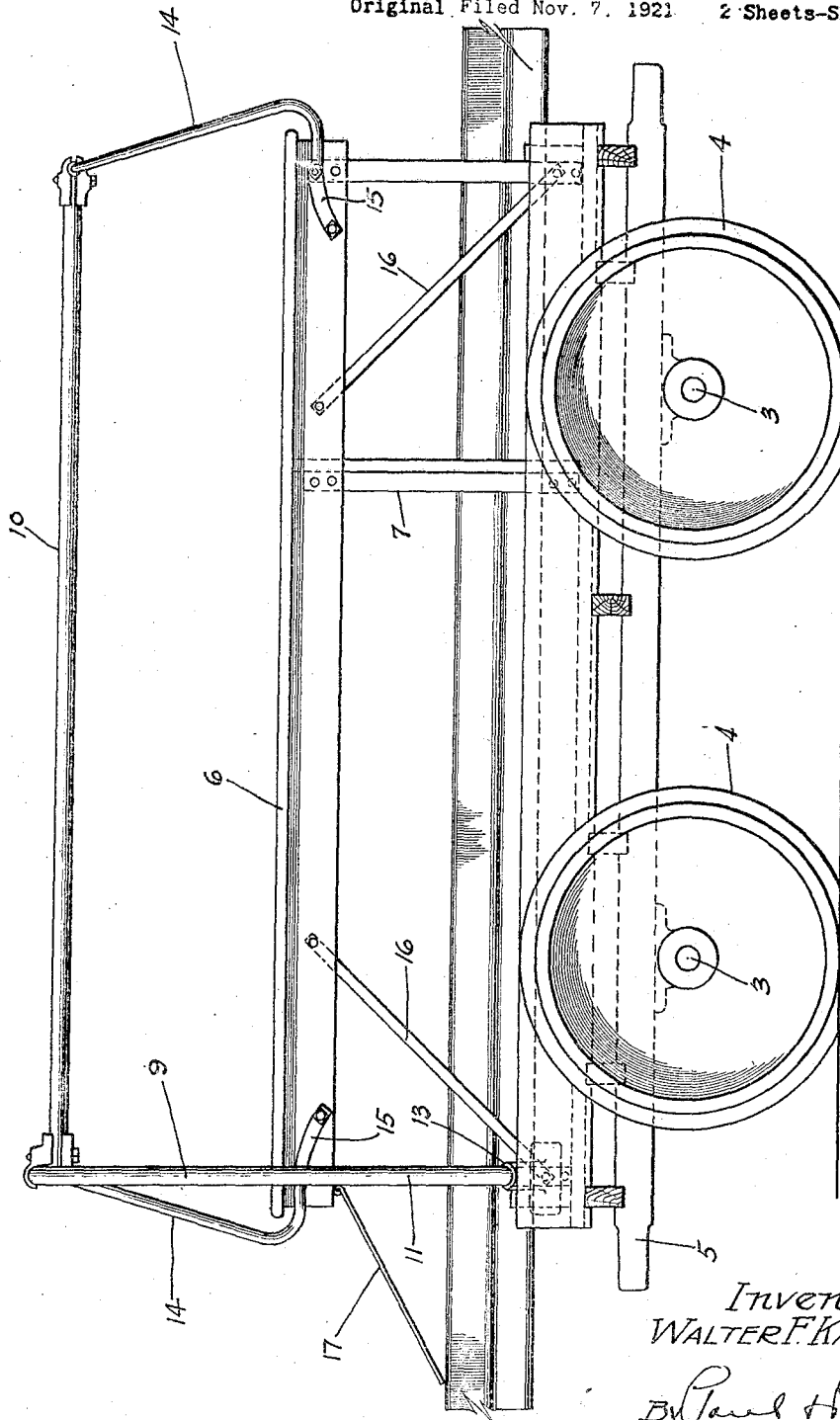


Fig. 1

Inventor
WALTER F. KASPER

By Paul & Paul
ATTORNEYS

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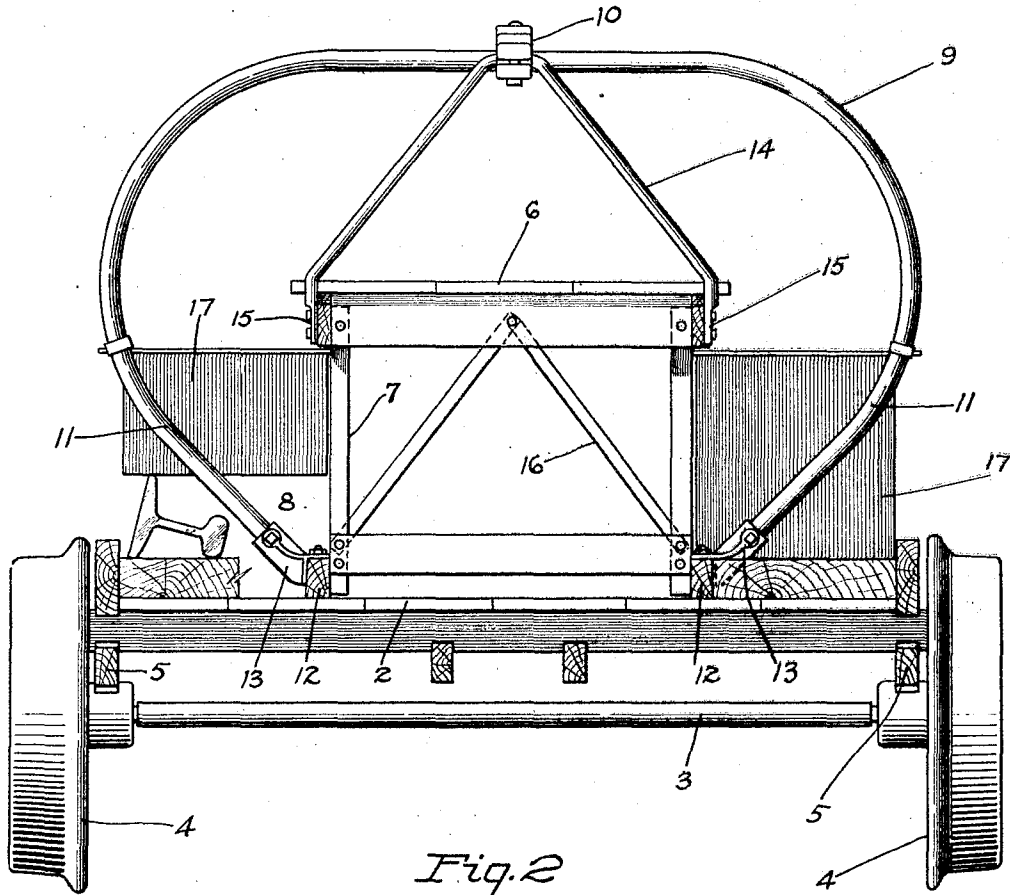


Fig. 2

Inventor
WALTER F. KASPER

By Paul Haub
ATTORNEYS

UNITED STATES PATENT OFFICE.

WALTER F. KASPER, OF FAIRMONT, MINNESOTA, ASSIGNOR TO FAIRMONT GAS ENGINE & RAILWAY MOTOR CAR COMPANY, OF FAIRMONT, MINNESOTA, A CORPORATION OF MINNESOTA.

RAILWAY HAND CAR.

Application filed November 7, 1921, Serial No. 513,489. Renewed February 5, 1923.

To all whom it may concern:

Be it known that I, WALTER F. KASPER, a citizen of the United States, resident of Fairmont, county of Martin, State of Minnesota, have invented certain new and useful Improvements in Railway Hand Cars, of which the following is a specification.

In the operation of a hand car used by section and repair men on a railroad, it is customary to provide hand rails at one end of the car at least, usually the rear end, to be grasped by the workmen in climbing onto the car when it is in motion. These rails usually extend from side to side of the car for convenience in grasping and thereby interfere to a considerable extent with the loading of the rails or lumber or of unloading said articles at the point where they are to be used.

The object, therefore, of my invention is to provide a hand rail so arranged that it can be easily grasped by a workman in climbing onto the car and at the same time will not in any way interfere with the loading or unloading of rails or lumber.

A further object is to provide a hand rail which will have all the functions and advantages of a rail extending from side to side of the car, without causing inconvenience or additional labor to users of the car.

In the accompanying drawings forming part of this specification,

Figure 1 is a side view of a railroad hand car embodying my invention,

Figure 2 is an end elevation of the front of the car.

In the drawing, 2 represents the car platform, 3 the axles and 4 the supporting wheels, all of any ordinary or preferred construction. 5 are the bars, having the hand grips at the ends, by means of which the car may be lifted to and from the rails. 6 is a platform or seat, running lengthwise of the middle portion of the car, supported by a suitable frame 7 and whereon the men may sit when riding. On each side of this platform longitudinal ways 8 are provided, forming standing room and a place to put tools and repair material, usually lumber or rails or ties. At the rear end of the car is a hand rail 9 extending transversely and bridging the seat 6 and having its middle portion secured to a longitudinal rail 10 above the seat 6. The ends of the rail 9, which I have indicated by reference numeral

11, are inwardly turned and secured to the platform 2 of the car or to bars 12 seated on the platform by suitable means, such as brackets 13. At each end the bar 10 has a rail 14, V-shaped substantially in form, with its middle portion secured to the bar and its ends diverging therefrom and secured at 15 to the frame 7 which supports the seat 6. Thus the bar 10 is rigidly supported at each end of the car. The platform is further strengthened by braces 16 connecting it with the lower portion of the supporting frame. On each side of the car at one end I prefer to provide hinged plates 17 which depend at one end of the standing room 8 and prevent tools from dropping off the car, but are free to swing on their pivots, as indicated in Figure 1, when long articles, such as rails, lumber or ties are placed on the car platform.

In this car I prefer to have the hand rail 9 extending from side to side of the car at one end only, while at the other end the V-shaped member 14 rigidly connects the centrally supported bar with the platform beneath and also to a lesser extent than the rail 9 serves as a hand grip. Usually, however, the men jumping on the moving car are at the rear and it is not necessary or desirable to have a hand rail extending the full width of the car at the front end.

As shown in the drawing, the space on each side of the car near the wheels may be utilized for piling long material, such as lumber or railroad ties, thereon, and the loading of such articles may be effected either at the side or the ends of the car and at the point of unloading, the articles may be discharged without being obstructed in any way by the transversely arranged hand rail. If the ends of the rail were fastened to the extreme outer portions of the platform, then the load on the car would have to be removed at the ends or by turning the lower portions of the hand rail inwardly toward the middle portion of the car platform. Sufficient space is provided to receive the lumber or railroad rails and allow them to be unloaded over the wheels at one side of the car.

I claim as my invention:

1. A railway hand car having a platform and supporting wheels and a hand rail arranged transversely of said platform, the lower portion of said rail being extended

inwardly toward the middle portion of the car, thereby providing an unobstructed loading and unloading space between said rail and the car wheels.

5 2. The combination, with a railway hand car, of a hand rail arranged transversely thereof at one end and having a bow-shaped upper portion overhanging the sides of the car platform and inwardly and downwardly
10 turned ends secured to said platform, a loading space for rails and the like being thereby provided between the car wheels and the ends of said hand rails.

3. A railway hand car comprising a platform and supporting wheels, a frame arranged longitudinally on said platform and a seat supported thereby, a hand rail arranged at one end of said platform and extending across the car, a bar secured at one
20 end to the middle portion of said hand rail above said seat, and a second rail secured to the other end of said bar above said seat, and having outwardly and downwardly extending ends secured to said frame on each
25 side of said seat.

4. A railway hand car comprising a platform having supporting wheels, a frame mounted thereon, a hand rail arranged at one end of said platform and extending
30 across the same from side to side and having its ends connected to said platform, an unobstructed space being provided at the side of the car for loading and unloading rails and the like.

5. A railway hand car comprising a platform having supporting wheels, a frame mounted thereon, a hand rail arranged at one end of said platform and extending
40 across the same from side to side and having its ends connected to said platform, an unobstructed space being provided between said hand rail and the side of the car for loading and unloading rails and the like, and a plate hinged at one end of said space
45 and adapted to swing outwardly and upwardly when a rail or other long article is loaded on the car.

6. A railway hand car comprising a platform having supporting wheels, a frame, a

50 seat for the riders extending longitudinally of said platform, a hand rail arranged at one end of said platform and extending across the same from side to side and connected to said platform, an unobstructed
55 space being provided at the sides of the car for loading and unloading rails and the like, and a guard mounted to extend across said space and move out of the path of a rail or other long article loaded on the car.

7. A railway hand car having a platform and supporting wheels, and a seat, a supporting frame therefor extending longitudinally of said platform, and a hand rail extending transversely of said seat and platform from side to side of the car and having
60 inwardly turned end portions connected to said platform on each side of said frame and adjacent thereto, whereby a space for loading long articles, such as rails or timbers, is provided at the sides of the car. 70

8. A railway hand car having a platform and supporting wheels and a seat and supporting frame therefor extending longitudinally of said platform, a hand rail mounted transversely of said platform and seat
75 and extending from side to side of the car and having an inwardly turned end connected to said platform and providing a loading and unloading space between said seat and the car wheels. 80

9. A railway hand car comprising a platform and supporting wheels and a seat extending longitudinally of said platform and a hand rail arranged transversely of said platform, the end portions of said rail being
85 turned inwardly to provide a loading and unloading space for long articles, such as lumber or rails, beneath said end portions.

10. A railway hand car comprising a platform and supporting wheels, and a hand rail mounted transversely of said platform, space being provided upon said platform between said rail and the car wheels for loading or unloading rails, timber or the like
90 over the wheels. 95

In witness whereof, I have hereunto set my hand this 27 day of October 1921.

WALTER F. KASPER.