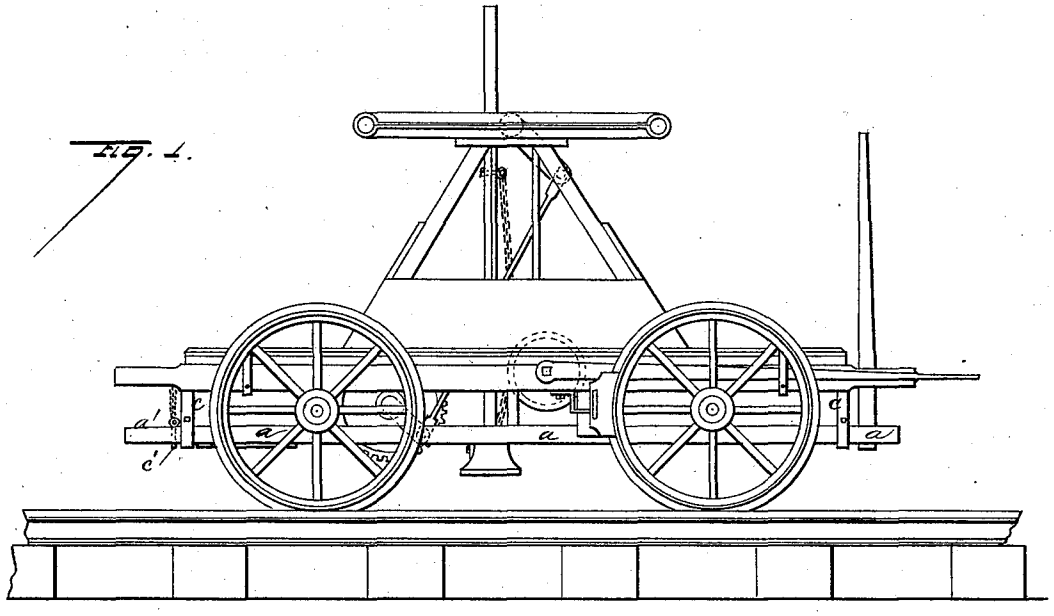
(No Model.)

S. ARCUS.

MEANS FOR HANDLING HAND CARS.

No. 367,260. Patented July 26, 1887.

Fig. 1.



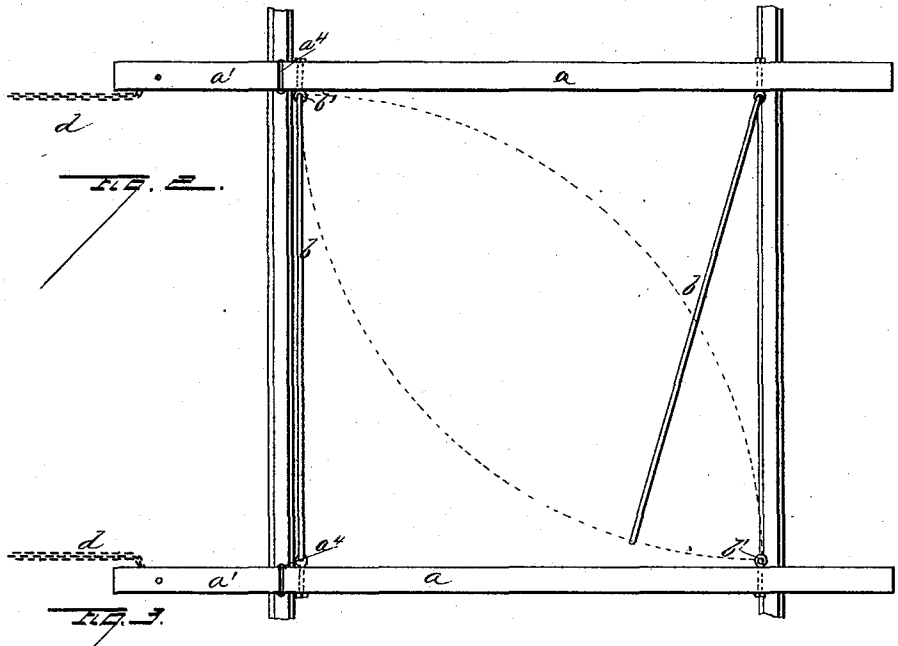
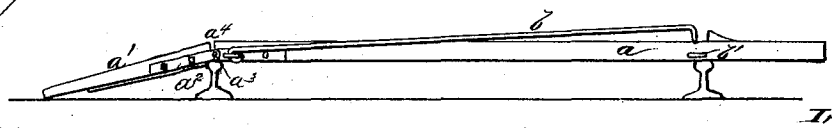


Fig. 2.

Fig. 3.



Witnesses:
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UNITED STATES PATENT OFFICE.

SINCLAIR ARCUS, OF CHICAGO, ILLINOIS.

MEANS FOR HANDLING HAND-CARS.

SPECIFICATION forming part of Letters Patent No. 367,260, dated July 26, 1887.

Application filed February 12, 1887. Serial No. 227,374. (No model.)

To all whom it may concern:

Be it known that I, SINCLAIR ARCUS, a subject of the Queen of Great Britain, residing in Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Means for Handling Hand-Cars, of which the following is a specification, to wit.

This invention relates to an improvement in means for handling hand-cars; and it consists in certain peculiarities of the construction and arrangement of the same, substantially as will be hereinafter more fully set forth and claimed.

In order to enable others skilled in the art to which my invention pertains to make and use the same, I will now proceed to describe its construction and operation, referring to the accompanying drawings, in which—

Figure 1 is a side view of a hand-car provided with my invention. Fig. 2 is a plan view of a part of a railroad-track with my device in place for use, and Fig. 3 is a side view of one of my skids.

In the use of a hand-car much damage is often done to the wheels, axles, &c., in lifting it on or off the track, and when loaded a number of men are required to handle it. To facilitate the lifting and swinging of the car, a device was recently patented to me, dated January 11, 1887, No. 355,962, and which I have shown in Fig. 1 herewith, which consists of a vertically-sliding standard, which, when depressed, lifts the car off the rails, and upon which the car is supported while it is swung around at right angles to the track. After the car is lowered and pushed forward upon the ground, however, at least one pair of wheels have to be lifted over the rail, and it is to avoid this that my present device is designed.

a represents a bar or skid, of wood, iron, or other suitable material, provided with a short hinged part, *a'*, at one end. The main and auxiliary pieces of the skid are connected by metal straps a^2 and a bolt or pin, a^3, and are formed with abutting shoulders a^4 at their upper sides, so that while bending freely in one direction they are rigid in the other, so as to lie properly in hangers upon the car, as presently shown. Two of these skids are used with each car, and they are each provided with a hinged rod, *b*, having a hooked end, and also with an eye, *b'*, the hooked rods and eyes being arranged at alternate ends of the two skids, in order that when in place upon the track the bar of each skid may be hooked into the eye of the opposite one and form braces to hold them at proper distances, as in Fig. 2. When not in use, the hooked rods are turned down alongside the skids and engaged with the eyes, as indicated by Fig. 3.

The hand-car is upon each side provided with a pair of hangers or loops, *c*, in which the skids are carried when the car is in motion on the track, a pin, *c'*, being connected to the car-body by a short chain and passed through the skid, as in Fig. 1, to prevent any accidental slipping.

In use the car is moved to the point at which it is desired to leave the track, and is then lifted and swung around at right angles. The skids are then drawn out and laid upon the track, as in Fig. 2, and form a good support for the wheels while the car is being pushed off. It will be noted that the joints in the skids lie just over the track-rail and the short end falls till it rests upon the ground, forming an easy incline, down or up which the car is pushed with ease and without jar or fall. The car is replaced upon the track in a similar manner, readily understood, and the skids replaced in their hangers beneath the car-body, where they are out of the way and do not in any way interfere with the load.

In some cases I will provide each skid with a chain, *d*, by which it is attached to the car, and after the latter is pushed off the track its forward impulse drags the skids after it, which is often of importance when it is desired to clear the track quickly and there are but few men present. A stop on the skid prevents running the car too far back.

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

1. The skid *a*, of a length to extend from one track-rail to the other, and provided with the hinged portion *a'*, adapted when in use to fall over the rail to the ground, and having a shoulder at the upper side of its joint, whereby the whole is sustained in line when slung be-

neath the car, substantially as and for the purpose set forth.

2. The combination of the two skids *a a*, each provided with a hooked spacing brace-rod and an eye, substantially as shown and described.

3. A hand-car provided with a skid and hangers for carrying the same, substantially as shown and described, and for the purpose set forth.

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

SINCLAIR ARCUS.

Witnesses:

W. C. McARTHUR,

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