(No Model.)

J. R. PARKER.

HAND CAR.

No. 474,855. Patented May 17, 1892.

FIG. 1.

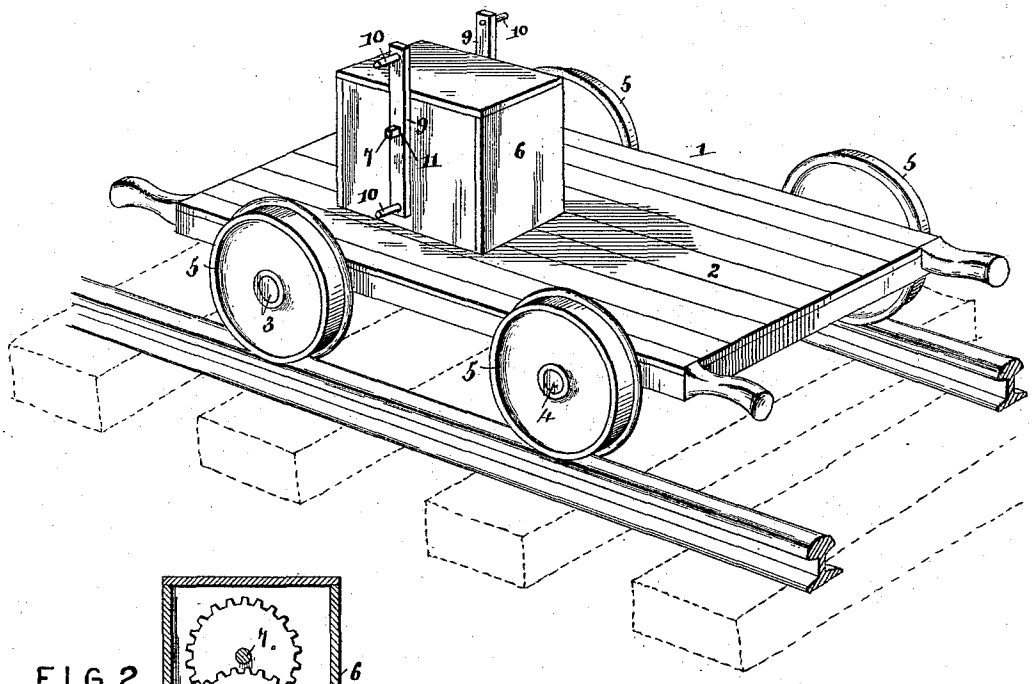


FIG. 2.

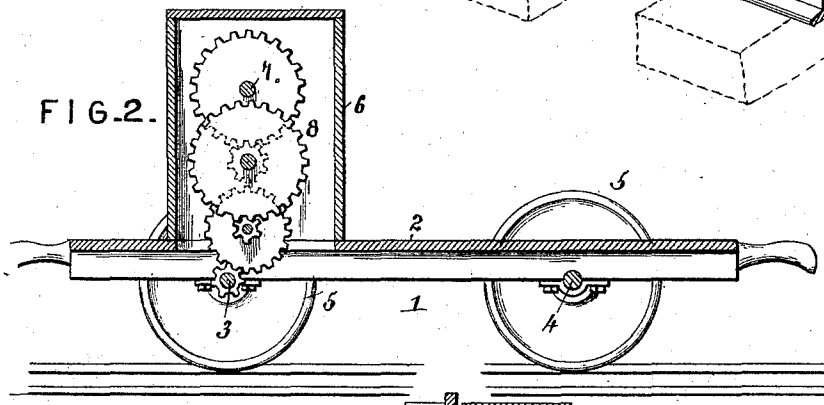
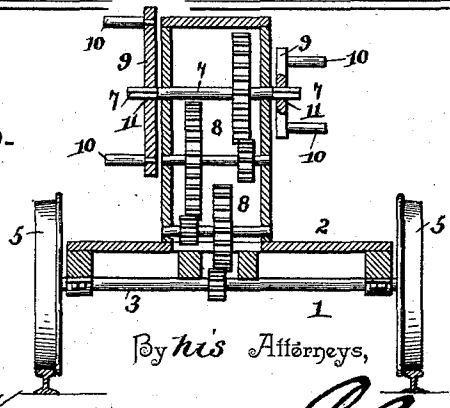


FIG. 3.



Witnesses

Jas. K. McCathran

N. J. Riley

Inventor

Joseph R. Parker

By his Attorneys,

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UNITED STATES PATENT OFFICE.

JOSEPH R. PARKER, OF MILFORD, TEXAS, ASSIGNOR OF ONE-HALF TO A. M. HORTON, OF SAME PLACE.

HAND-CAR.

SPECIFICATION forming part of Letters Patent No. 474,855, dated May 17, 1892.

Application filed August 12, 1891. Serial No. 402,461. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH R. PARKER, a citizen of the United States, residing at Milford, in the county of Ellis and State of Texas, have invented a new and useful Hand-Car, of which the following is a specification.

The invention relates to improvements in hand-cars.

The object of the present invention is to provide for hand-cars a motive power which will produce a high rate of speed and which will enable a hand-car to be propelled in either direction without necessitating turning the car end for end.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a perspective view of the hand-car, provided with a motor, constructed in accordance with this invention. Fig. 2 is a longitudinal sectional view. Fig. 3 is a transverse sectional view.

Referring to the accompanying drawings, 1 designates a hand-car consisting of a platform 2, mounted upon axles 3 and 4 and wheels 5 and adapted to run on a suitable track in the usual manner. The platform is provided with a box or casing 6, arranged over the axle 3 and over an opening in the platform, and journaled in the sides of the casing 6 is a drive-shaft 7, which is connected with the axle 3 by a train of gears 8, consisting of a series of cog-wheels and pinions, whereby one revolution of the drive-shaft will produce a number of revolutions of the axle 3, thereby producing for the hand-car a high rate of speed. The shaft has secured to its ends cranks, which consist of bars 9, provided at their ends with handles 10, extending laterally from the bars.

The hand-car is designed to be propelled by men arranged in pairs at opposite sides of the casing, and each takes hold of a handle 10 and pulls or pushes upon the same for one-half of a revolution of the drive-shaft, and then they change to the handles at the opposite ends of the bars, thereby making it easy to rotate the drive-shaft. The drive-shaft, and consequently the axle 3, may be rotated in either direction, and the direction of the car may be changed without turning the car end for end.

It will be seen that the motive power for hand-cars is simple and comparatively inexpensive in construction and is adapted to produce a high rate of speed.

The bars of the crank-handle are provided intermediate their ends with rectangular openings 11, which receive the squared ends of the drive-shaft, and the crank-handles when not in use may be removed.

What I claim is—

The combination of a hand-car having an opening in its platform disposed over one of the axles, a rectangular casing arranged over the opening, a drive-shaft journaled in the sides of the casing, a train of gears consisting of cog-wheels and pinions connecting the drive-shaft and the axle, and the crank-handles arranged at the ends of the drive-shaft and composed of bars centrally secured to the drive-shaft, and laterally-extending handles arranged at the ends of the bars, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JOSEPH R. PARKER.

Witnesses:

JONS W. HUDSON,

J. E. HORTON.