

(No Model.)

J. W. GREENE.
CARRYING ATTACHMENT FOR HAND CARS.

No. 481,021.

Patented Aug. 16, 1892.

Fig. 1.

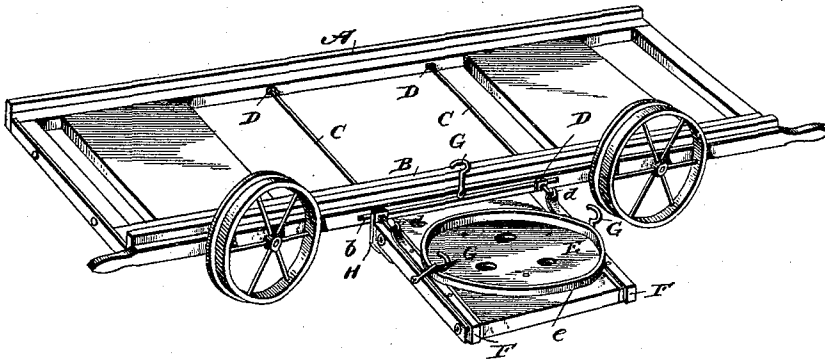


Fig. 2.

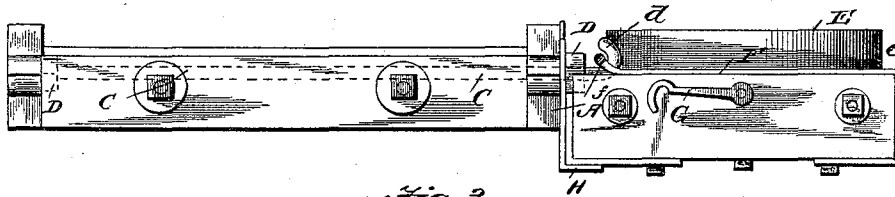
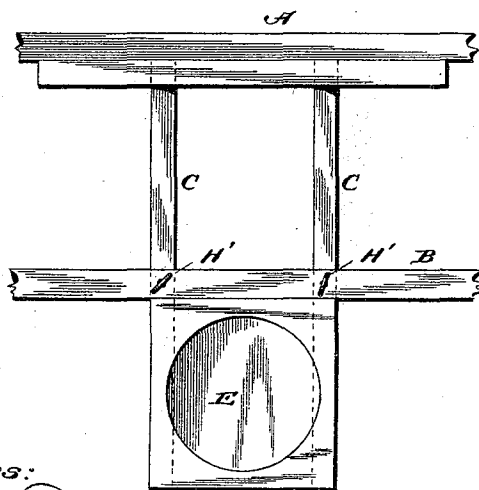


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

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CARRYING ATTACHMENT FOR HAND-CARS.

SPECIFICATION forming part of Letters Patent No. 481,021, dated August 16, 1892.

Application filed July 22, 1891. Serial No. 400,325. (No model.)

To all whom it may concern:

Be it known that I, JAMES W. GREENE, a citizen of the United States, residing at White City, in the county of Morris and State of Kansas, have invented certain new and useful Improvements in Water-Keg Carriers for Railway Hand-Cars; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The drinking-water for the use of the section-men, track and bridge repairers, laborers, and others employed along the line of railroads is carried in a keg or barrel that is placed upon the platform of a hand-car, upon which car the men ride and by which their tools, &c., are carried to and from work. The space upon the platform of these hand-cars is quite limited, of which the water-keg occupies a considerable portion, and not infrequently is the source of serious accidents to the men upon the car by reason of the keg being jolted beneath the hand-lever by which the car is propelled, causing the loss of a finger or broken arm or bruises or breakage of the lever.

The object of this invention is to overcome the foregoing-enumerated objections by providing a support or carrier for the water-keg, whereby said keg is securely held in place and out of the way of the men, the keg-carrier being independent of the hand-car and detachable therefrom, as and for the purpose as will hereinafter more fully appear.

In carrying out my invention I proceed as follows, reference being had to the accompanying drawings; forming a part hereof, wherein—

Figure 1 is a view in perspective of a railway hand-car frame having attached to the side thereof a water-keg carrier constructed according to my invention. Fig. 2 is a side elevation of the same, and Fig. 3 is a plan view.

The letter A indicates one of the inner beams or sills of an ordinary hand-car, and B the outer sill, extending through which sills of the hand-car are bars or rods C C, at whose outer ends the keg-carrier is supported. The outside sill B is slotted, as at *b*, to permit lateral movement of the bars C, and such bars are, as shown in Fig. 1, held in place by nuts,

as at D, that clamp the sills of the car upon each side thereof, and these bars have hook ends, as at *d*.

The keg-carrier is composed of a suitable frame, upon the top of which is secured a base E, having a flange *e*, within which the keg rests. F are metal straps that strengthen the keg-carrier frame, which straps have eyes *f* at their outer ends, that when the carrier is in position engage the hooks *d* on the car-frame.

Suitable hooks, as at G, are provided, that engage eyes on the keg for holding said keg in its proper upright position, and instead of the bars or rods C C terminating in hooks, as shown in Fig. 1, such bars may form an integral part of the keg-frame, as shown in Fig. 3, in which case the keg-carrier is held in place by pins H', that project down through the sill B and the bars, thus preventing their accidental displacement, the inner ends of such bars resting beneath the car-platform.

H H are steps or angle-irons that are held upon the rods C, and upon which the inner sills of the keg-carrier frame rest, as shown in Fig. 2.

I have shown and described the water-keg carrier as arranged to project from the outside of the hand-car; but it is evident that such may be made so as to project from either end of the car instead of at the side, and being made detachable from the hand-car, the keg-carrier may be quickly removed when not intended for use or when entering the car-house. By this arrangement the water-keg is placed out of the way of those upon the car. There is no danger of its falling off the car or getting in the way of the operating-lever.

Having now described my invention, what I claim, and desire to secure by Letters Patent, is—

1. The combination, with a car having hook-ended rods projecting therefrom, of a frame or support adapted to receive a keg or like receptacle and having means for the proper retention of said keg or receptacle in position thereon, said frame or support having straps adapted to engage said hook-ended rods, substantially as set forth.

2. The combination, with a car having hook-ended rods projecting therefrom, of a frame or support having a circular base thereon and

hooks to secure a keg or like receptacle in proper position upon said base, and upturned eye-ended straps adapted to engage said rods, and angle-irons having said rods passing therefrom, substantially as set forth.

5 3. The combination, with a railway hand-car, of a frame for holding a water-keg, detachably secured to the hand-car by bars that

extend through the sill of the car-frame, and to which bars the keg-carrier is secured, for the purposes specified.

JAMES W. GREENE.

In presence of—

H. M. JONES,

C. G. PHILLIPS.