

June 11, 1935.

A. G. SEITTER

2,004,676

HAND CAR

Filed Oct. 18, 1934

Fig. 1.

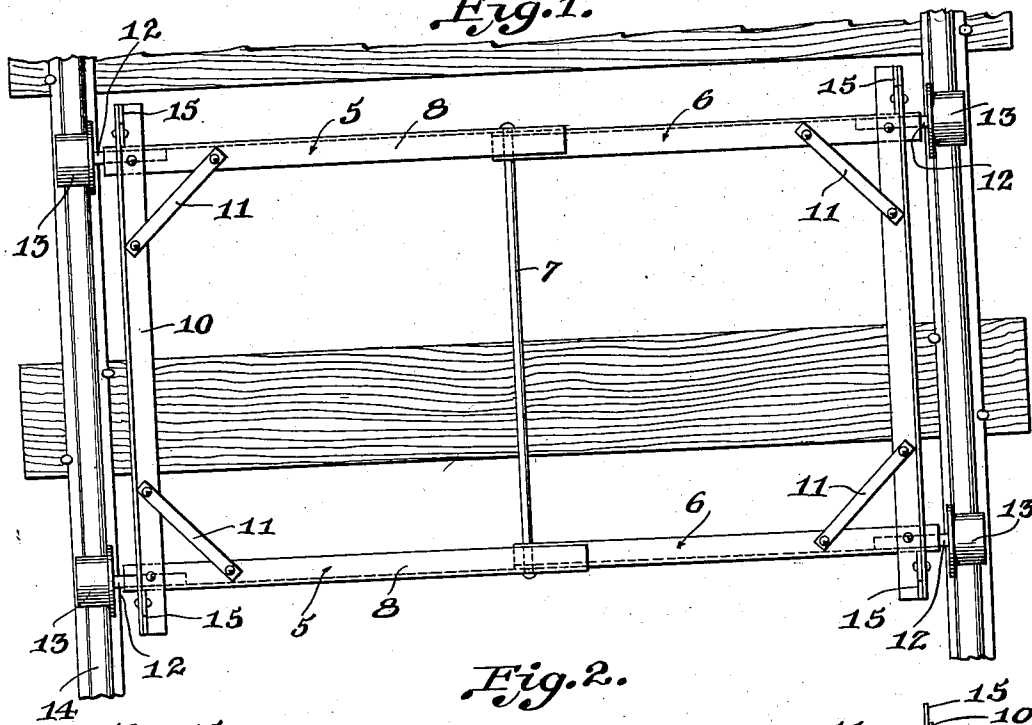


Fig. 2.

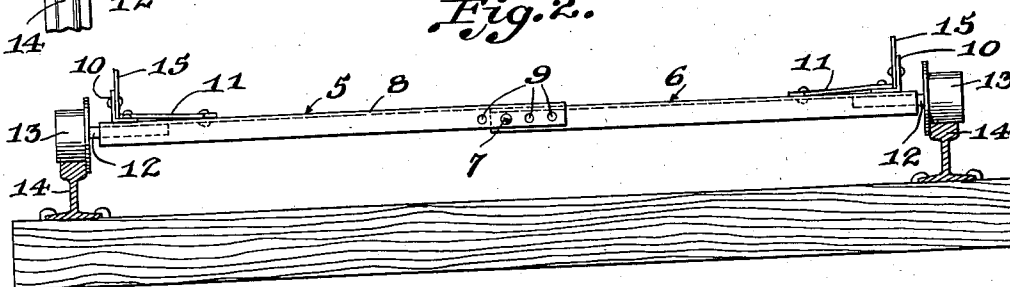


Fig. 4.

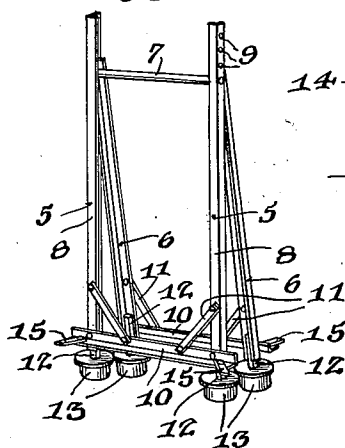
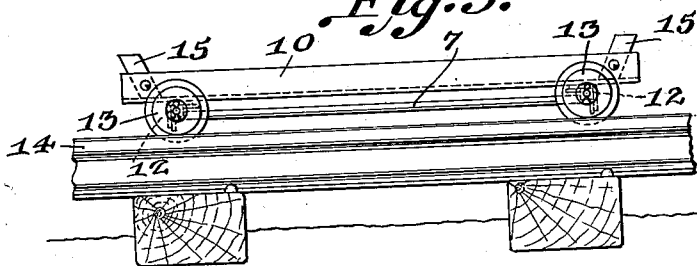


Fig. 3.



Inventor

A. G. Seitter

By *Seymour & Bright*

Attorneys

UNITED STATES PATENT OFFICE

2,004,676

HAND CAR

Albert G. Seitter, Wilmington, N. C.

Application October 18, 1934, Serial No. 748,906

5 Claims. (Cl. 105—160.5)

This invention relates to improvements in railroad utility carriages, and one of the objects of the invention is to provide a readily foldable carriage of light and sturdy construction, so that it may be easily placed on or removed from a railroad track and may be carried by the operator from place to place.

Another object is to provide a carriage of the above mentioned character which may be adjusted to accommodate tracks of various gauge.

A still further object is to provide a carriage of this kind which although foldable and of light weight, may be employed to transport relatively heavy articles on a railroad track.

With the foregoing objects outlined and with other objects in view which will appear as the description proceeds, the invention consists in the novel features hereinafter described in detail, illustrated in the accompanying drawing, and more particularly pointed out in the appended claims.

In the drawing:

Fig. 1 is a plan view of the carriage as it is used on a railroad track.

Fig. 2 is a front elevation of the same.

Fig. 3 is an end elevation.

Fig. 4 is a perspective view showing the carriage folded.

Referring to the drawing, 5 designates one section and 6 the other section of my improved carriage. These sections are each of substantially U-shape and are pivotally connected by a rod 7; and the side bars 8 of section 5 have series of holes 9 to receive the rod 7 so that the width of the frame of the carriage may be readily adjusted to accommodate tracks of various gauge.

Each section, in addition to its side bars, has an end bar 10 and brace bars 11, the various bars of each section being rigidly connected to provide a sturdy frame. Axles 12 are secured to the outer ends of the side bars of each section and carry flanged wheels 13 which are adapted to engage railroad rails 14. While the end and side bars of the sections may be made of any suitable material, I prefer to form them of angle iron and to direct the vertical wings of the side bars downwardly and of the end bars upwardly. Lugs 15 may be secured to the end bars and extend upwardly to prevent objects, such as railroad ties from slipping off the truck during transportation.

In use, it may be seen that if the operator uses the rod 7 as a handle and lifts upwardly, the two sections will automatically fold, and as the space between the rod and end bars of the sections is unobstructed, the operator can readily carry the truck when in folded position by placing the rod 7 on his shoulder. When the device is to be put into use for transporting various articles, the

operator simply unfolds the sections and presses downwardly on the rod 7 so as to cause the sections to come into a horizontal plane and the wheels 13 to engage the rails.

From the foregoing, it may be seen that I have provided a railroad utility carriage of simple, inexpensive and rugged construction and one which will not only carry heavy weights, but is of such light weight itself that it may be readily carried without fatigue.

While I have disclosed what I now consider to be a preferred embodiment of the invention, it is apparent that changes may be made in the details disclosed without departing from the spirit of the invention as expressed in the claims.

What I claim and desire to secure by Letters Patent is:

1. A railroad utility carriage comprising a plurality of sections arranged end to end, wheels rotatably mounted upon the outer end of each section, and a rod pivotally connecting the inner ends of the sections, one of said sections being provided with series of apertures to removably receive the rod whereby the width of the carriage may be adjusted.

2. A railroad utility carriage comprising a plurality of sections arranged end to end, wheels rotatably mounted upon the outer end of each section, and a rod pivotally connecting the inner ends of the sections, each section being of U-shape construction and consisting of a pair of side bars and an end bar rigidly connected together.

3. A railroad utility carriage comprising a plurality of sections arranged end to end, wheels rotatably mounted upon the outer end of each section, and a rod pivotally connecting the inner ends of the sections, each section being of U-shape construction and consisting of a pair of side bars and an end bar rigidly connected together, and brace rods connecting the side and end bars.

4. A railroad utility carriage comprising a plurality of sections arranged end to end, wheels rotatably mounted upon the outer end of each section, and a rod pivotally connecting the inner ends of the sections, each section consisting of side and end bars formed of angle iron, the vertical wings of the side bars extending downwardly and the vertical wing of the end bar projecting upwardly.

5. A railroad utility carriage comprising a plurality of sections arranged end to end, wheels rotatably mounted upon the outer end of each section, a rod pivotally connecting the inner ends of the sections, and upwardly projecting lugs arranged at each end of the carriage.

ALBERT G. SEITTER.