

No. 634,936.

Patented Oct. 17, 1899.

F. R. BROWN.
HAND RAIL COLUMN.

(Application filed Feb. 17, 1899.)

(No Model.)

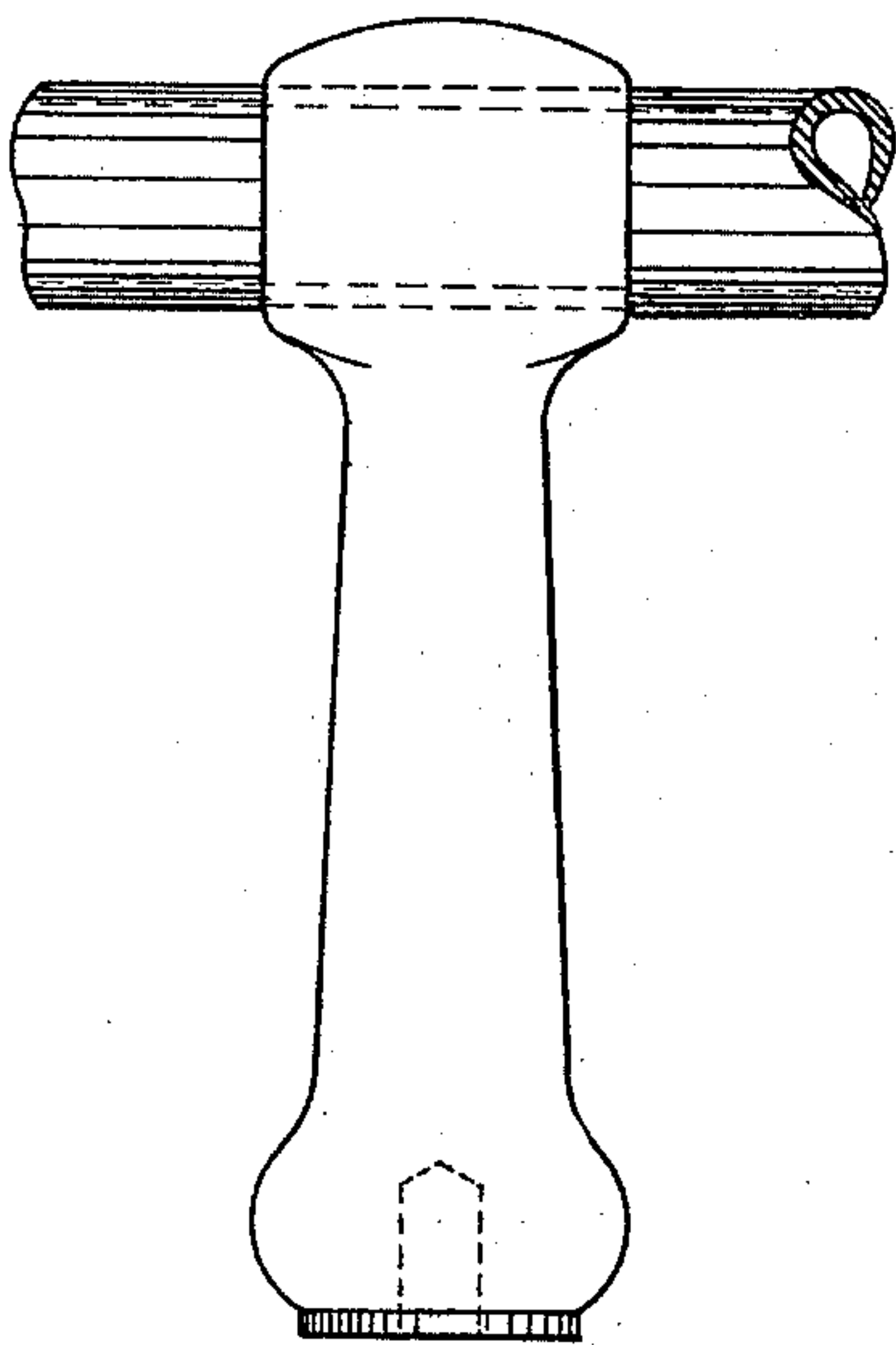


Fig. 1.

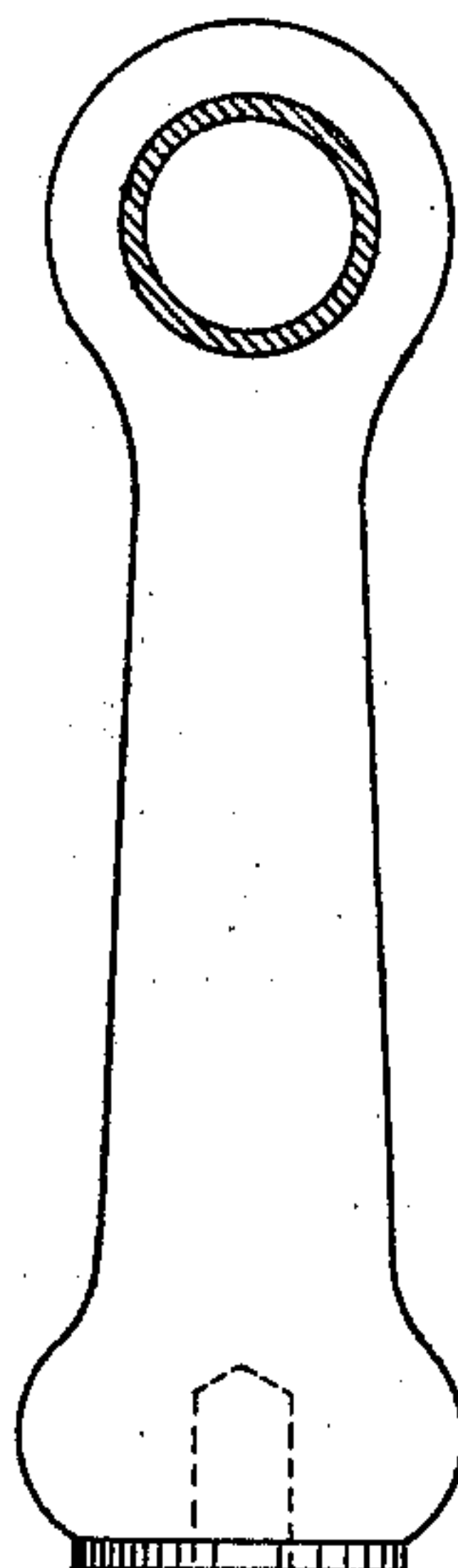


Fig. 2.

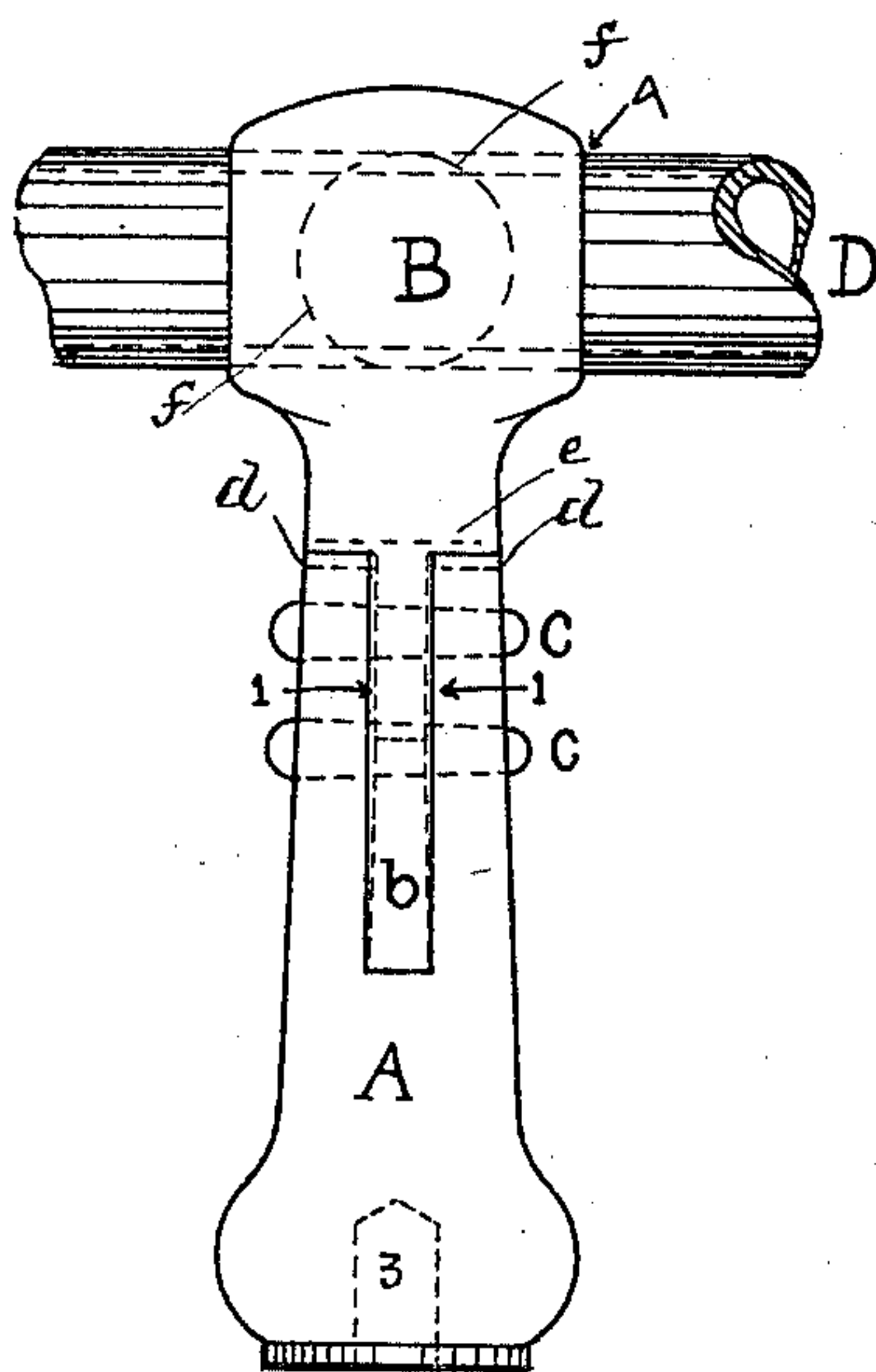


Fig. 3.

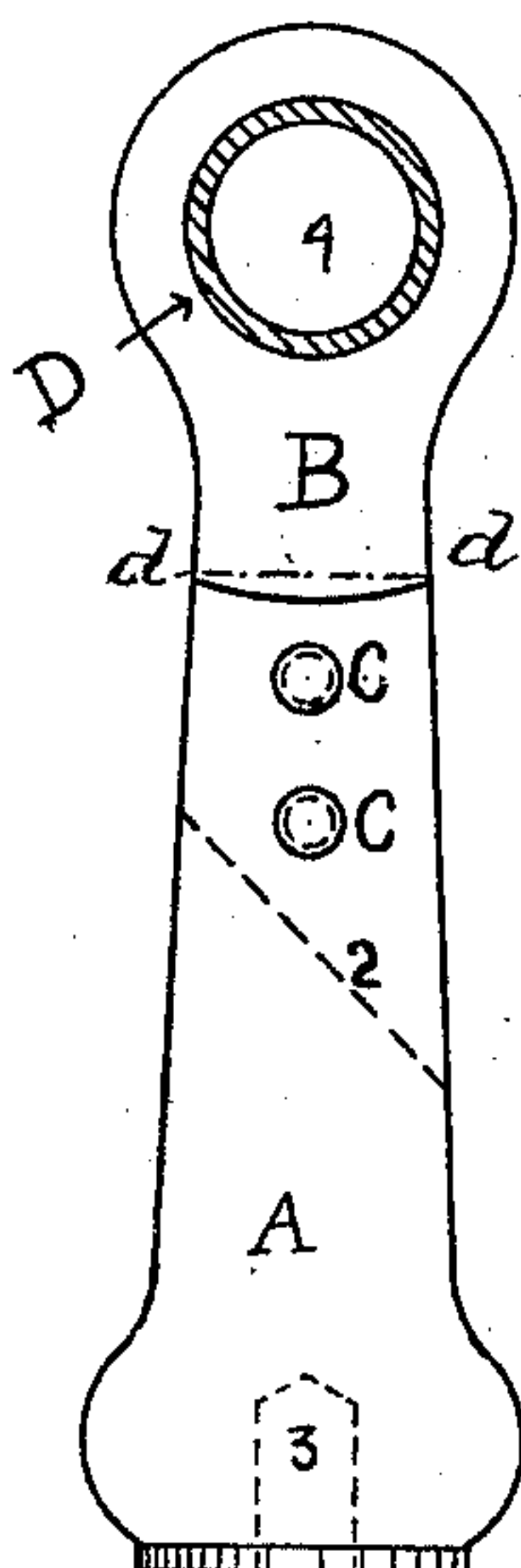


Fig. 4.

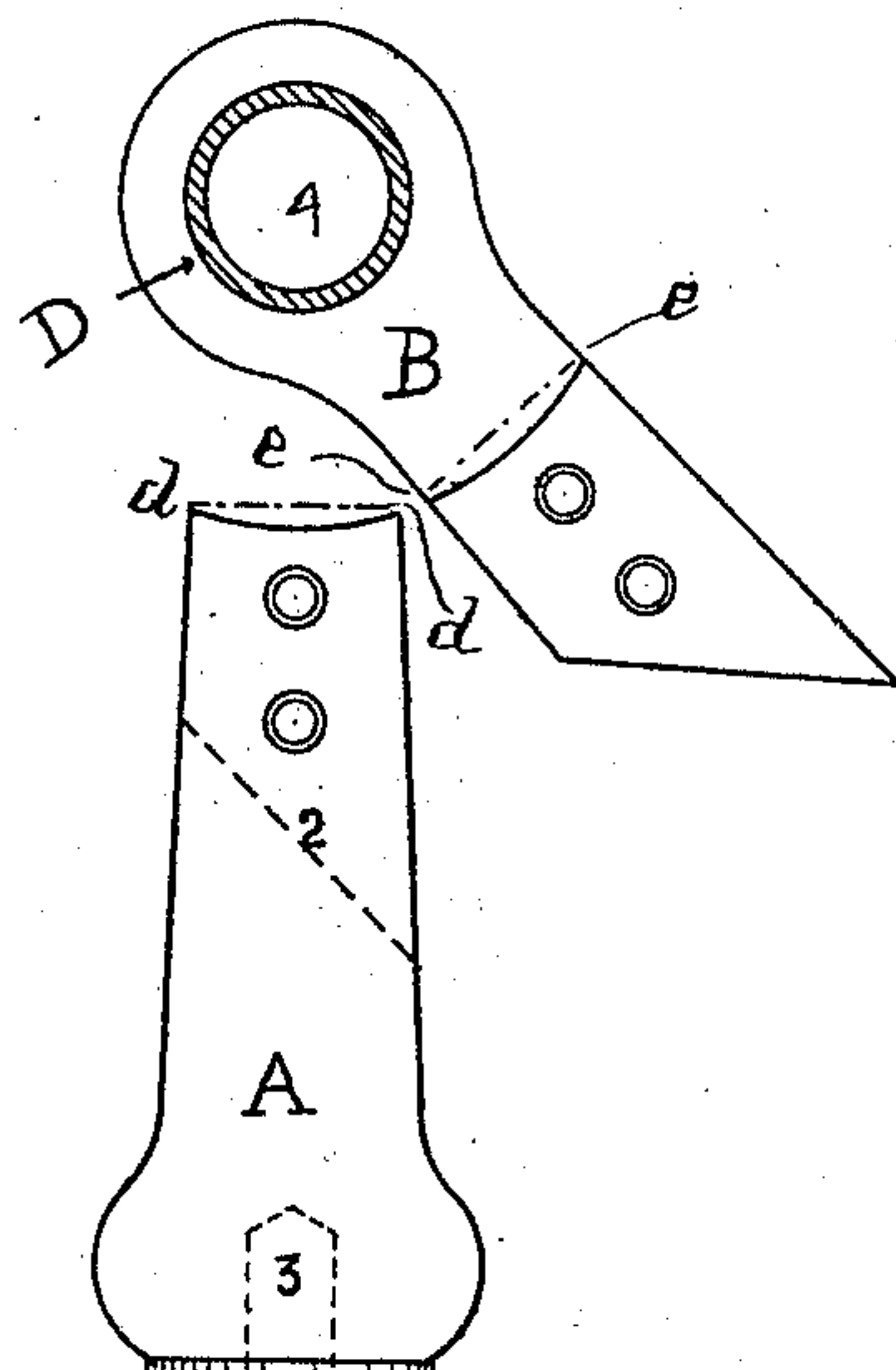


Fig. 5.

WITNESSES:

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UNITED STATES PATENT OFFICE.

FRANK R. BROWN, OF ALBUQUERQUE, TERRITORY OF NEW MEXICO.

HAND-RAIL COLUMN.

SPECIFICATION forming part of Letters Patent No. 634,936, dated October 17, 1899.

Application filed February 17, 1899. Serial No. 705,917. (No model.)

To all whom it may concern:

Be it known that I, FRANK R. BROWN, of Albuquerque, in the county of Bernalillo and Territory of New Mexico, have invented a new and useful Hand-Rail Column, of which the following is a specification.

My invention relates to improvements in hand-rail columns in which the column is made in two parts—a base portion having a wedge-shaped slot therein and a top portion having a tongue formed thereon to be received by the slot and held together by means of bolts or pins and the hand-rail passing through the head of the column; and the objects of my improvement are, first, to produce a safe and substantial hand-rail for engines, boilers, and other objects for which it can be used; second, to make a hand-rail column so that the jacket and boiler covering may be removed from engines, &c., without removing the hand-rail, both in general repairs and the first construction of engines, boilers, or such other mechanisms on which this hand-rail column can be used. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figures 1 and 2 illustrate the hand-rail column now in use. Fig. 3 is a view of the hand-rail column, showing the hand-rail. Fig. 4 is a side view of Fig. 3, and Fig. 5 is a view of the separate parts of the hand-rail column.

Similar letters and figures refer to similar parts throughout the several views.

The hand-rail column is attached to the boiler, engine, or other device on which it is applied by a stud, which stud screws into the part A of the hand-rail column at 3. The hand-rail column is made in two portions, as shown in Fig. 5—namely, the base portion A and the top portion B—and the hand-rail C passes through the top portion B at the point 4. A has a wedge-shaped slot at *b*, as shown

by the dotted lines 1 and 1, and the slot *b* is pitched on the bottom, as shown by the dotted lines 2 and 2. The top portion B has a wedge-shaped tongue which fits into the slot *b* of the base portion A and is secured in place by the bolts or pins *c c*. The top portion B is cored out at 4 to receive the hand-rail C.

The hand-rail column can also be made so that the top portion B can be removed from the base portion A by sliding along the hand-rail C, as follows: In this case the base portion A shall be made square on top, as shown by the dotted line *d d*, and the shoulders of the top portion B to be made square, as shown by the dotted line *e e*, and turning the hand-rail column so that the slot and tongue shall be parallel with the hand-rail, by coring out the top portion B parallel with the tongue, as shown by the dotted line *f f*.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A hand-rail column for locomotives, engines, boilers and other devices on which hand-rails may be used, made in two portions, a lower portion having a wedge-shaped slot beveled on the bottom, and a top portion with a tongue formed thereon to be received by the slot, and held together by means of bolts or pins, substantially as described.

2. A hand-rail column, constructed in two parts, a lower portion having a wedge-shaped slot beveled on the bottom and a top portion having a tongue formed thereon to be received by the slot, and means for holding the two together, substantially as described, so that the parts to which the hand-rail column is attached can be removed without removing the hand-rail.

FRANK R. BROWN.

Witnesses:

HARRY D. JOHNSON,
F. P. MCCLURE.