

## Lary to the Rescue

Dear Lary,

Please, Please could you help.

I have done the next Newsletter on Hand Powered Monorails  
**And I have lost the US Patent Number for the Arthur Hotchkiss Bicycle Railroad patented in 1892.**

I know what I did, the archive stand alone computer filled up (and would not allow me to do simple clean ups on Photoshop) so I had to have a mega clean out and the original went from "Monorails". I assumed there was a master in the "Patents" file, but assumption is the starting point for many foul ups.

(It is not on your fabulous list [www.velocipedes.co.uk](http://www.velocipedes.co.uk)  
**Downloads and Library, Patent Downloads**)

which, will keep me chortling with joy all this winter. The webmaster has a test version up now but not a proper title and your credit yet.).

Yours in hope, Jacqui.

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Dear Jacqui,

It is, indeed, not on my master list or in my collection. I spent a couple of hours searching US Patents for it to no avail. Usually with as much text as you gave me, this is easy. Words such as 'handle-bars' will pop up the parent, even if the inventor's name and the primary title object is badly scrambled in Google scanning. At first, I tried a bunch of them in Google Patents Advanced Search and did not find it. I DID find another one that I do not have and have added it to my collection.

This illustrates the idea that I hold that there is always at least one more buried patent. I KNOW that I have searched 'velocipede' as an 'exact phrase' throughout the handcar years before, but, then this time, here was a new one.

I found the one you were seeking. I figured out from the number of stuff patented by one guy that it was maybe **Arthur E.**

**Hotchkiss of Cheshire, CT** because he was prolific and had some other railway patents. Google patents would still not turn him up. Then I googled 'Arthur E. Hotchkiss' in the ordinary way of using Google (not the patent search) and there he was, riding on his fence, a couple of pages down in the list of stuff that appeared.

Here is the patent which I have added to my collection and will be in the next updated index list I send along with the 1883 one I found while looking for this:

Lary

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## Maine in the Spring

On another more personal note, master handcar builder **Mason Clark** [www.railroadhandcar.com/](http://www.railroadhandcar.com/) visited me a few weeks ago. It was great to meet him and we had a wonderful time while he was here.

Last year, he had bought a handcar that was located a hundred or so miles from me, here in the Eastern US. I collected it for him and stored it for him over the winter. He came to crate it and ship it the 3000 miles to his home in California, which we did. We also had a couple of beautiful days with appropriate permits riding handcars on the state-owned abandoned rails here in Maine.

Here are a few pictures of those uber-fun days.



**Photos Lary Shaffer**



There is lots of marshland in Maine which was nice aside from a few mosquitoes. We went alongside Sebago Lake and we stopped so Mason could wade in the beautiful water, an unusual experience in his rather dry native California.

**See Sheffield No1 Railroad Handcar by Lary Shaffer of Maine.** <http://faculty.plattsburgh.edu/lary.shaffer/>



We took lunch and idled along the rails, enjoying the views. My old handcar rolls pretty well considering that it has old oiled bronze bearings of the sort you have too. My axles are worn and my connecting rod has some clatter even though the bearings are new.



Me on my old Sheffy. We needed the bell because the state requires a noisemaker at crossings. The big bell looks a bit overdone

and I will not need it in the future because Mason kindly brought me one of his trolley-type under-deck mounted bells as a gift.



There are lots of level crossings and one has to look both ways and scamper across when one can. Often we had to clear sand out of the flangeways first. The sand is leftover from grit spread on the icy roads in the winter



Mason with the (homemade except for wheels) handcar he bought and shipped. We took it out for a day to see what it would do.

I have been using bronze bearings that I got from Amazon cobbled together to work as axle bearings.

I am making a pattern so that I can have Mike (the foundryman) cast me some real bearings that have a small ID because my axles are worn. I am also working on the springs that are supposed to be in the well of the axle box, pushing a felt pad against the underside of the axle. Particularly considering the space created by my worn axles, I had worried about the felt getting pulled up into the top and getting among the axle and the bearing. I think if I sew the felt into small tubes that will accept the springs inside of them, then the axles will have nothing upon which to grab.



**This is the oil cellar under the half axle bearing, that has the sprung pad in it.**



**Two Half bearings being machined, before being split.**

I did my first run with my handcar using grease. I am not sure that things were turning fast enough to liquify the grease so I cleaned all the grease out of everything—lots of fun—and Mason and I went back to oil. It was particular fun to use the oil tubes under their little caps for the wheel bearings. I thought the car went better with oil.

I built a trailer for my handcar and now that I have that, I can really get out and use it without a lot of fuss. I hope to put some miles on it this summer/Autumn. Even though we get buried up to our ears in snow, it often does not start until later in December or later than that.

Lary

# The other patent Lary found

# .... and the one I lost.

T. B. JEFFERY.  
VELOCIPÈDE.

No. 282,528.

Patented Aug. 7, 1883.

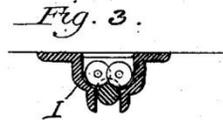
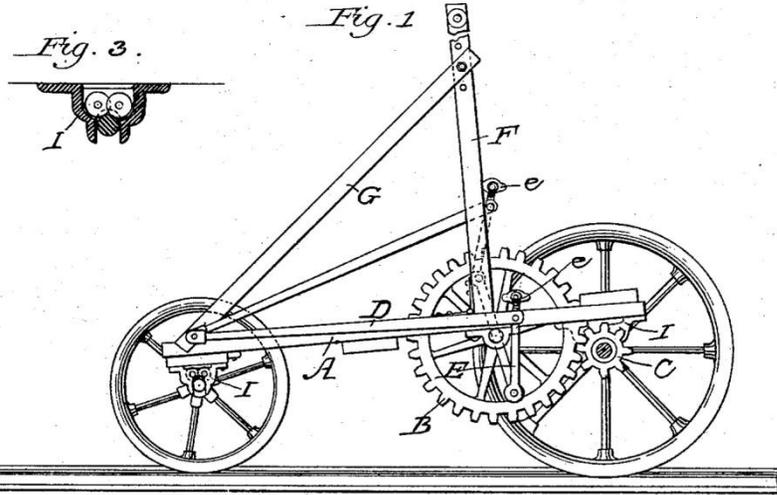


Fig. 2.

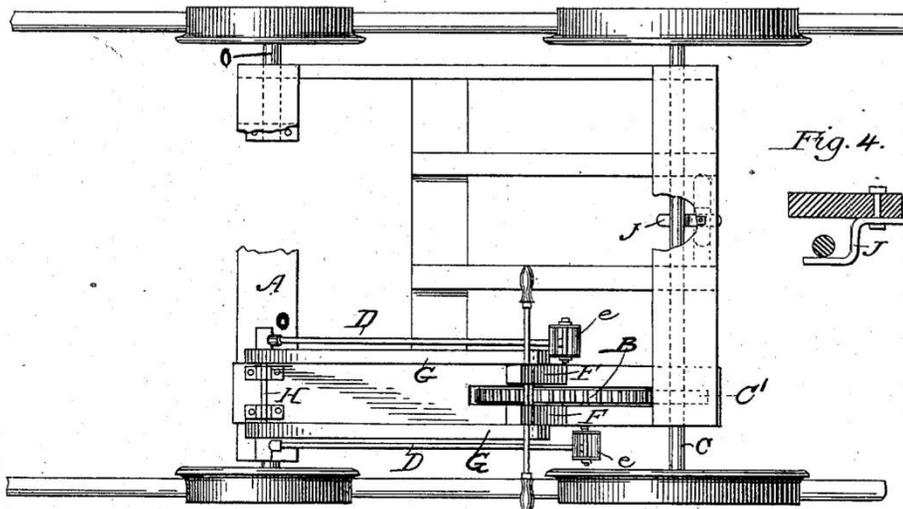
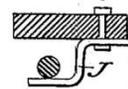


Fig. 4.



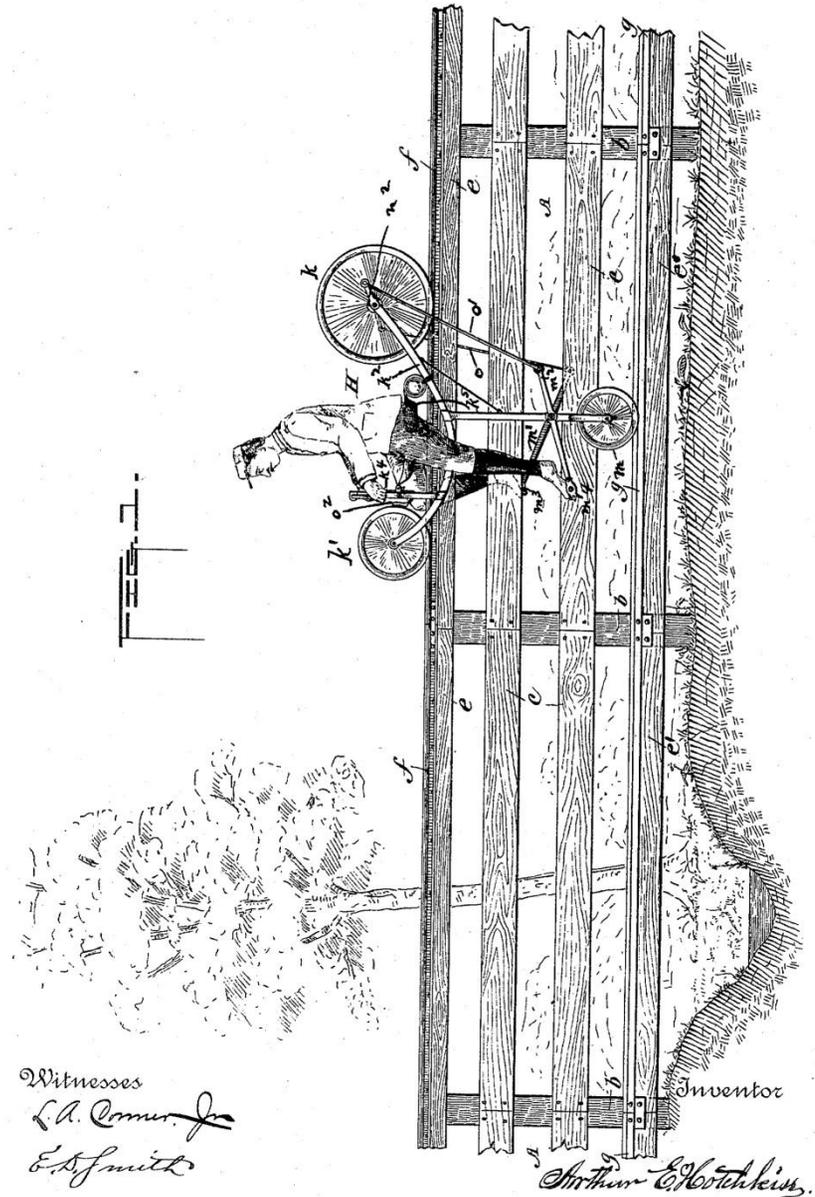
(No Model.)

A. E. HOTCHKISS.  
ELEVATED RAILWAY.

2 Sheets—Sheet 1.

No. 488,200.

Patented Dec. 20, 1892.



Witnesses  
L. A. Comm. J.  
E. D. Smith

Inventor  
Arthur E. Hotchkiss.