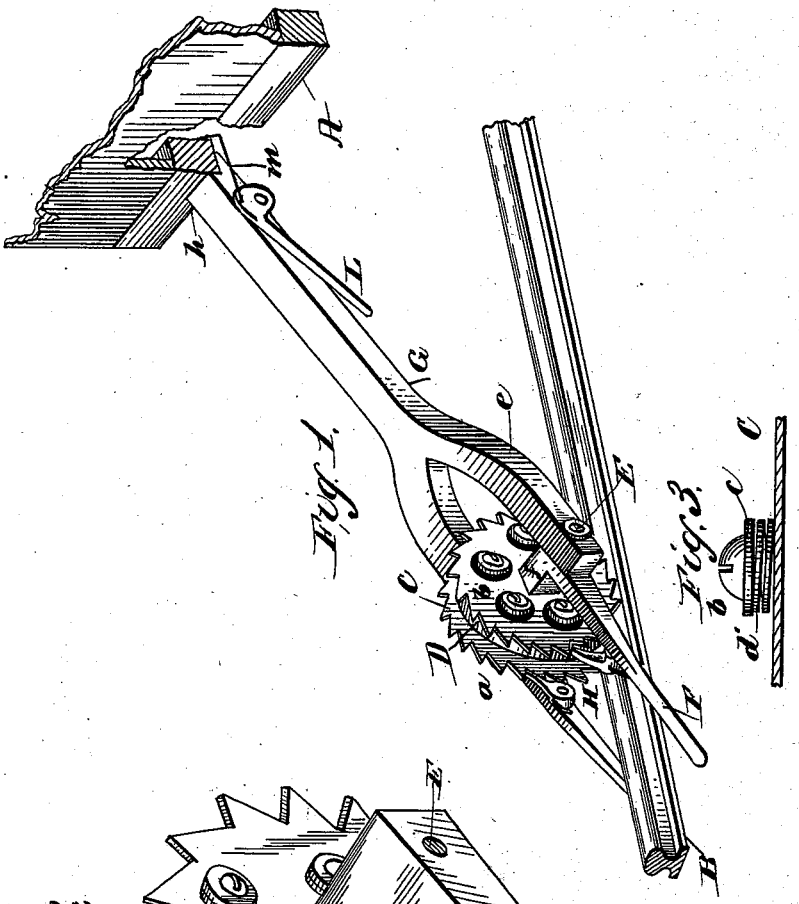
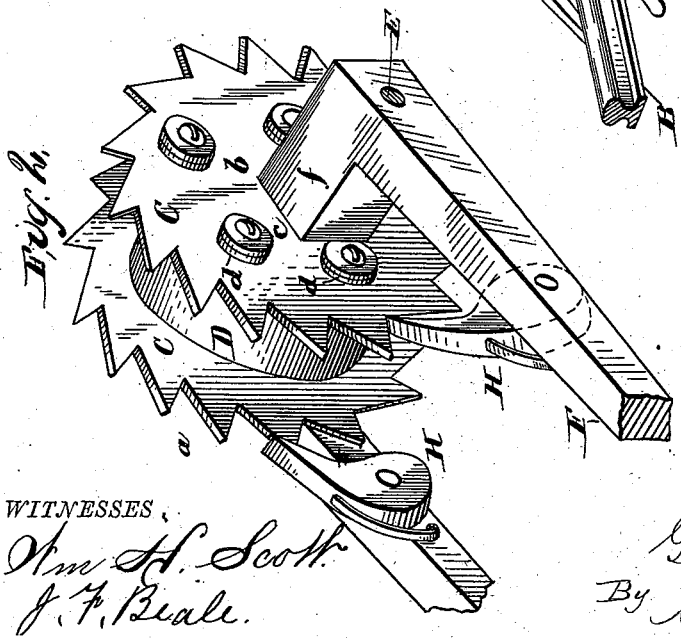
(No Model.)

G. S. CURRIER.

CAR MOVER.

No. 382,757. Patented May 15, 1888.





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UNITED STATES PATENT OFFICE.

GEORGE S. CURRIER, OF GARNETT, KANSAS.

CAR-MOVER.

SPECIFICATION forming part of Letters Patent No. 382,757, dated May 15, 1888.

Application filed September 29, 1887. Serial No. 251,050. (No model.)

To all whom it may concern:

Be it known that I, GEORGE S. CURRIER, a citizen of the United States, residing at Garnett, in the county of Anderson and State of Kansas, have invented certain new and useful Improvements in Car-Movers; 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.

This invention relates to car-movers, or devices for moving freight or other cars by manual exertion; and it has for its object to provide a simply-constructed, easily-operated, and durable device of the class named, whereby one or two men may easily move a heavily-laden car; and it consists of the parts and combinations of parts hereinafter described and claimed.

In the accompanying drawings, forming a part of this specification, Figure 1 is a perspective view of my device in operative position; Fig. 2, an enlarged detail perspective view of a part of the device, and Fig. 3 a detail view of a modification.

Similar letters refer to similar parts throughout the several views.

A represents a portion of the end of a railway-car, and B one of the rails of a railroad-track.

C represents two steel wheels having ratchet-teeth *a* formed in their peripheries. These wheels are bolted on each end of a cylinder, D, of any suitable material, by bolts *b*, passing through the wheels and cylinder. The wheels are of greater diameter than the cylinder and are accurately concentric therewith, so that the teeth *a* and a portion of the wheels project beyond the surface or periphery of the cylinder. Through opening formed in the center of the cylinder and wheels a shaft, E, is passed, and on this shaft levers F, having lateral projections *f*, are loosely pivoted, one on each side of the wheels, the shaft passing through the lateral projections, and on its ends the arms *e* of a push-bar, G, are also pivoted. The object of the lateral projections *f* is to throw the bodies of the levers outward from the wheels, so that they may be freely moved on the shaft without interfering with the heads or ends of the bolts *b*. At a suitable point on the adjacent sides of levers F pawls H are pivoted, so that their working ends may freely enter the spaces between the teeth *a* on the wheels when moved in one direction and slip past the same when moved in the opposite direction. These pawls are preferably gravity-pawls, or such as fall by their own weight into position; but they may be held in position by springs, if desired, as shown in Fig. 2. Between washers *c* on the ends of bolts *b* and the faces of the wheels C rubber springs *d* are placed, so that the wheels may move outwardly on the shaft E. The object of this construction is to adapt the machine or device to grasp the rails of a track, as when the same is placed over a rail and forced downward thereon the wheels will spread apart sufficiently to let the cylinder rest on the rails, while the wheels will grasp or clutch the rail on each side. In Fig. 3 a metallic spiral spring, *d'*, is shown on the bolt instead of a rubber spring. The bar G has a V-shaped notch, *h*, formed in its end, of suitable size to fit the bottom of a car at its end, and a cam-lever, L, is pivoted to said bar near its notched end, as clearly shown in Fig. 1, and to the eccentric portion of this lever one end of a hook, *m*, is secured, while its other end is adapted to be hooked to the end beam of the car, underneath the latter.

In operation the notched end of bar G is fitted to the end of the car to be moved and hook *m* caught on the beam of the same and clamped there by the lever L, and the machine or device placed on one rail of a railroad-track and forced down on the same until the cylinder rests on the upper surface of the rail and the wheels embrace or clutch the sides of the same, as shown in Fig. 1. One or two men then grasp the levers F and raise and lower the same, the upward movement causing the pawls to catch into the teeth *a* and force the wheels around and with them the cylinder, thus moving the device along the rail and pushing the car before it. Owing to the fact that I grasp the rail tightly between the wheels, the device retains its upright position on the rail while the levers F are being brought down.

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

1. The combination, in a car-mover, of the

cylinder D, the wheels C, bolted to said cylinder and having teeth *a* on their peripheries, the levers F, the pawls H, pivoted to said levers, and the notched push-bar G, substantially as described.

2. The combination, in a car-mover, of a cylinder, notched or toothed wheels, bolts for securing said wheels to the ends of said cylinder, springs surrounding said bolts, levers and pawls for rotating said wheels, and a push-bar, substantially as described.

3. The combination, in a car-mover, of a cylinder, toothed wheels, bolts for securing said disks to the ends of said cylinder, springs interposed between the ends of said bolts and the wheels, a central shaft passed through said disks and cylinder, levers having lateral projections pivoted to said shaft, pawls pivoted to the levers, a push-bar mounted on said shaft, and a cam-lever pivoted to said push-bar and carrying a hook, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE S. CURRIER.

Witnesses:
STEVE PEIRCE,
WALTER DAVIS.