

M. WOODWORTH & J. B. FREDRICKS.

Car-Mover.

No. 164,504.

Patented June 15, 1875.

Fig. 1.

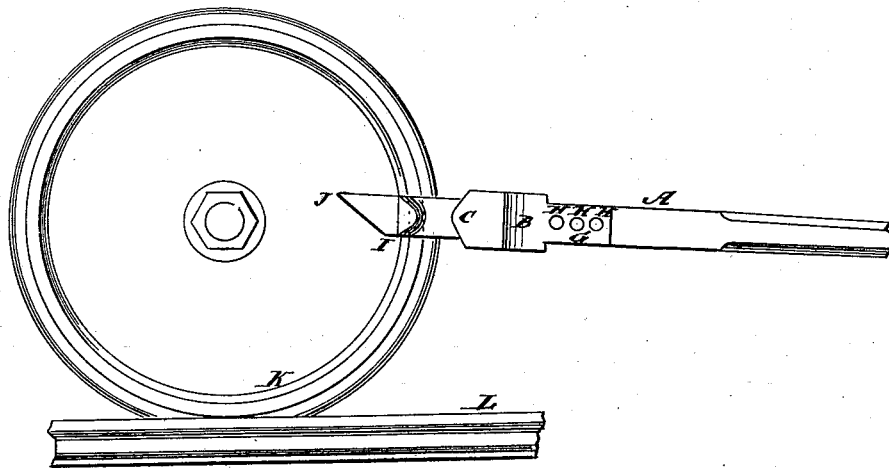


Fig. 2.

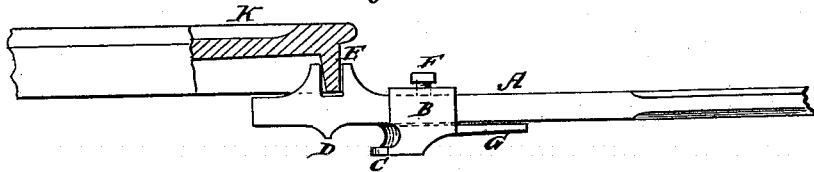


Fig. 3.

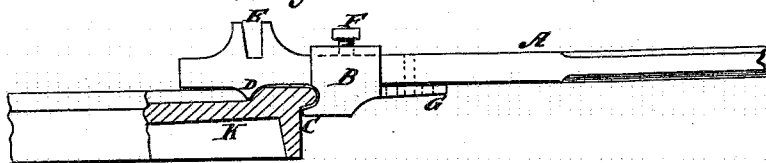
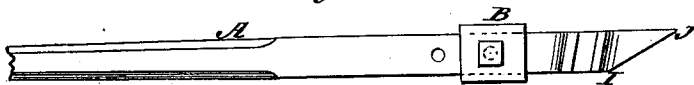


Fig. 4.



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UNITED STATES PATENT OFFICE.

MILTON WOODWORTH AND JEROME B. FREDRICKS, OF CONNEAUT, OHIO.

IMPROVEMENT IN CAR-MOVERS.

Specification forming part of Letters Patent No. **164,504**, dated June 15, 1875; application filed May 8, 1875.

To all whom it may concern:

Be it known that we, MILTON WOODWORTH and JEROME B. FREDRICKS, of Conneaut, Ash-tabula county, Ohio, have invented a new and useful Improvement in Car-Movers, of which the following is a specification:

The invention consists in a lever so constructed as to adapt it to be applied to the rim of a car-wheel, for rotating the same, and thus moving the car on the track, as hereinafter described.

Figure 1 is a side elevation, showing the lever applied to the wheel by means of the slotted jaw. Fig. 2 shows the same, the wheel being shown in section, to show more plainly the application of the lever. Fig. 3 shows the adjustable gripe and projection applied to the flange of the wheel, the latter being shown in section. Fig. 4 is a side view of the lever, showing the fulcrum and the lever-point, with the other side of the adjustable gripe.

Similar letters of reference indicate corresponding parts.

A is the lever. B is the adjustable gripe, which has a projecting lip, C, within which lip the gripe is hollowed out and beveled from the center, to fit the flange. (See Fig. 3.) D is the projection on the side of the lever, which fits the inner edge of the flange. (Also shown in Fig. 3.) E is the slotted jaw, which enables the lever to be applied on the flange, as seen

in Fig. 2. F is a set-screw, by which the adjustable gripe is fastened to the lever when it is slipped up to the flange, as seen. This gripe has a plate, G, which extends back on the side of the lever, having one or more holes, H. Through the lever is a hole, corresponding in position with the holes H, (indicated in dotted lines in Fig. 3,) through which a pin or bolt may be inserted, to prevent the clutch from slipping when power is applied to the lever.

Ordinarily the car will be moved by a direct application of the lever to the rim of the wheel; but the lever may be used beneath the wheel. In such case the point J of the lever is inserted between the wheel K and rail L, the projection I acting as a fulcrum.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

1. An implement for moving railroad-cars, consisting of a lever, A, having a projection, D, and the adjustable gripe B C, substantially as shown and described.

2. The lever A, having the jaw E, as shown and described.

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Witnesses:

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