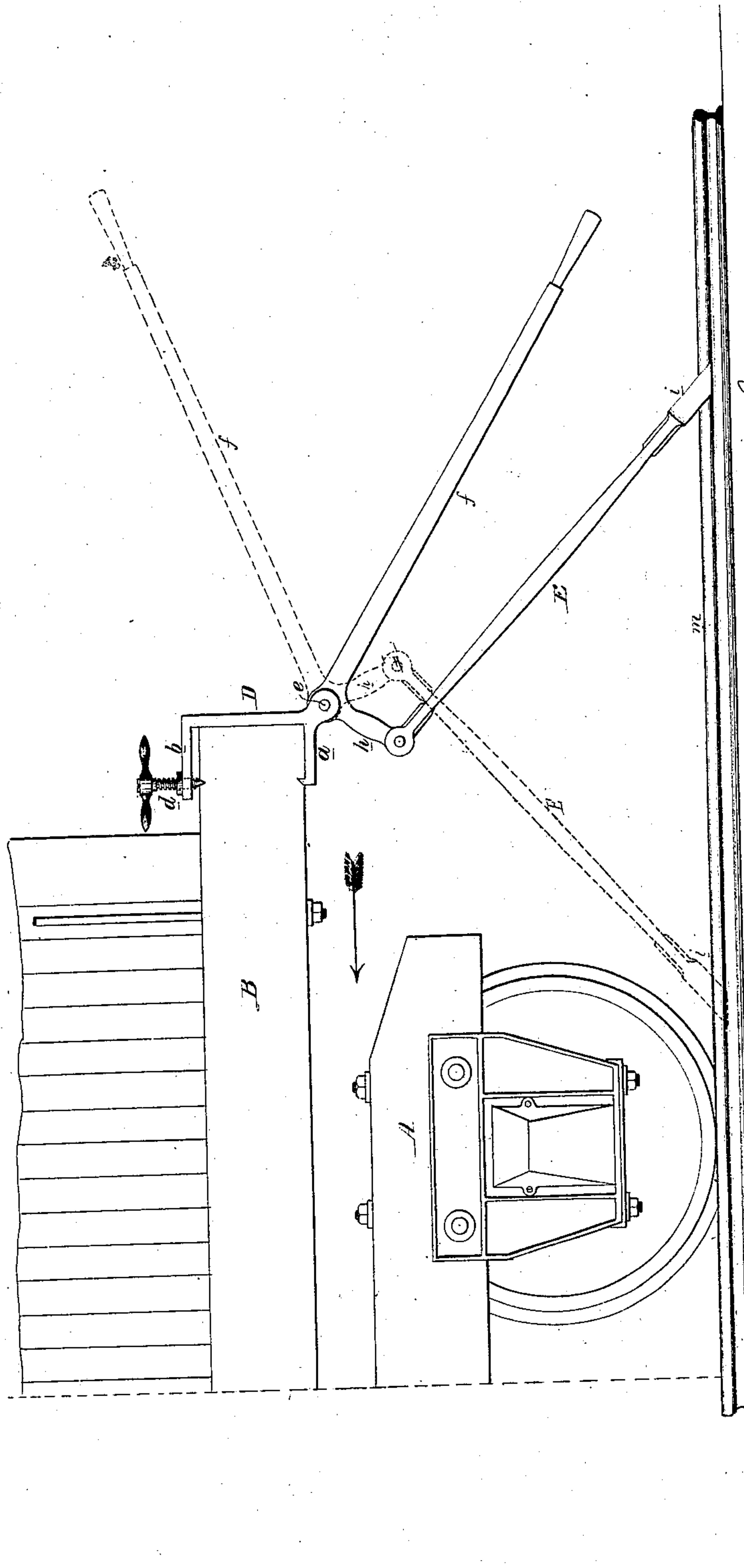


J. FOREMAN.

Lifting-Jack.

No. 102,388

Patented Apr. 26, 1870.



*John Foreman
by his Atty.
Horton and Don*

*WITNESSES { Wm. A. Steel
Thomas McShain*

UNITED STATES PATENT OFFICE.

JOHN FOREMAN, OF POTTSTOWN, PENNSYLVANIA.

IMPROVED DEVICE FOR MOVING CARS.

Specification forming part of Letters Patent No. **102,388**, dated April 26, 1870.

To all whom it may concern:

Be it known that I, JOHN FOREMAN, of Pottstown, county of Montgomery, State of Pennsylvania, have invented a Device for Moving Cars, of which the following is a specification.

My invention relates to an improvement in a device heretofore used for moving cars along a track, the said device consisting of a lever connected to the car and to a rod or rods bearing on the rail or track, so that the car may be moved by vibrating the lever; and my improvement consists of a bell-crank lever arranged for connection to a car and having a long arm for a handle and a short arm jointed to a rod, the lower end of which bears on the track or rail, all as described hereinafter, so that the device may be readily arranged for moving the car in either direction.

The figure in the accompanying drawing represents a side view of part of a railroad-car with my device for moving the same.

A represents part of the truck of a railroad-car, and B part of the bumper-beam, to the outer end of which is adopted a clamp, D, the portion *a* of the latter fitting against and having a projection for indenting the under side of the said beam, and the portion *b* of the clamp having a pointed screw, *d*, which can be turned so as to penetrate the beam, and thereby firmly secure the clamp to the same. To a projection, *e*, at the lower corner of the clamp, is hung a bell-crank lever, the long arm *f* of which is arranged for manipulation

by the operator, the short arm *h* being connected to the upper end of a rod, E, and the lower end of the latter having a foot, *i*, adapted to the rail *m*, or arranged for bearing on the track near the rail. When the rod and lever are in the position illustrated by plain lines, the mechanism is in a position to be used as a medium for pushing the car in the direction of the arrow, for which purpose the operator vibrates the long arm of the lever; but on changing the mechanism to the position illustrated by dotted lines, the vibration of the lever will cause the car to move in a contrary direction.

I wish it to be understood that I do not desire to claim, broadly, the combination of a lever arranged for connection to a railroad-car with a rod or rods bearing on the rail or track, so that by operating the lever the car can be moved.

I claim—

The L-shaped lever, with its long arm or handle *f*, and short arm *h*, in combination with a clamp, D, to which the lever is hung, and with a rod, E, so hung to the arm *h* that it can be detached and reversed, the whole being constructed and operating as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN FOREMAN.

Witnesses:

E. H. BAILEY,
HARRY SMITH.