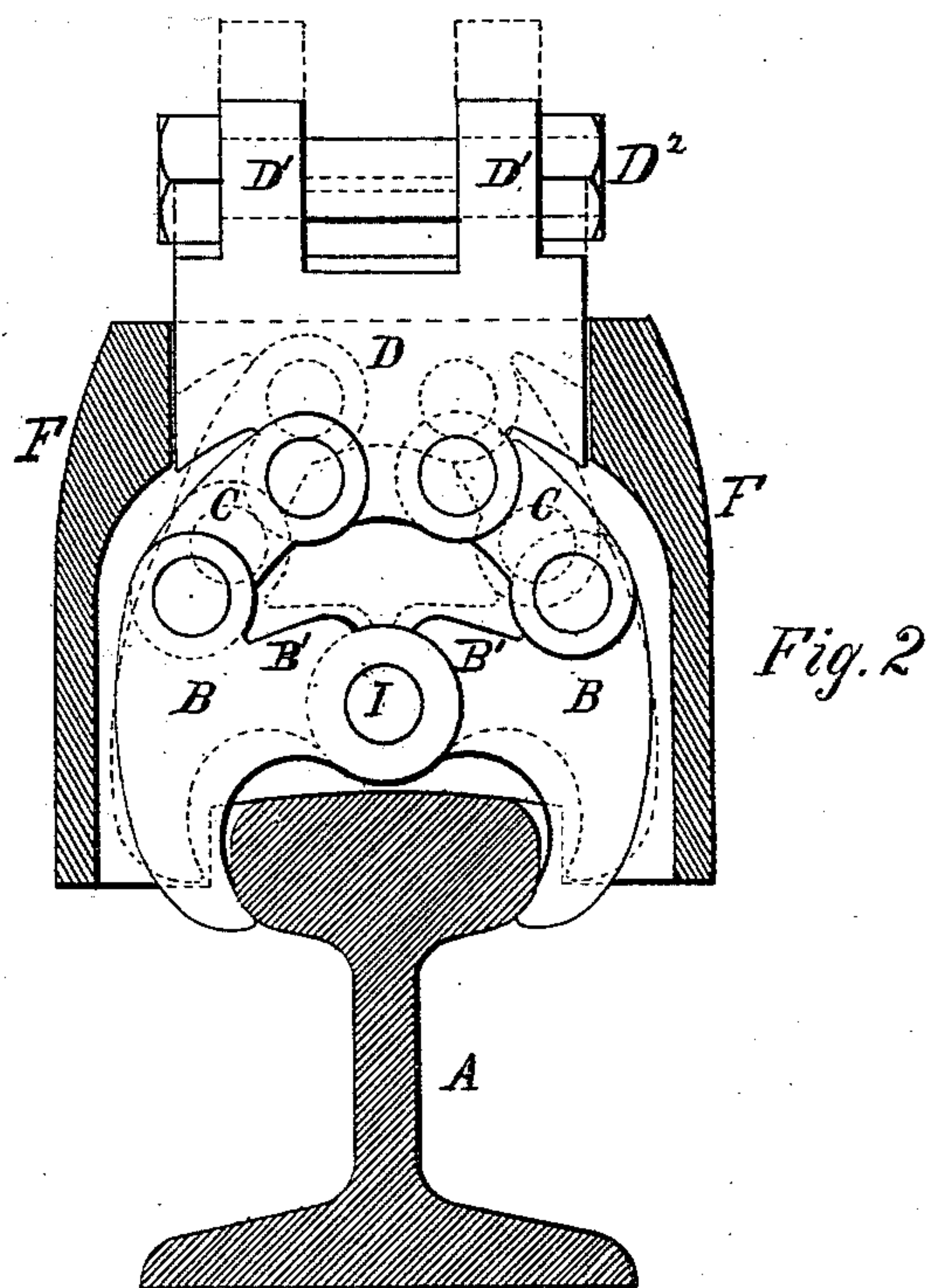
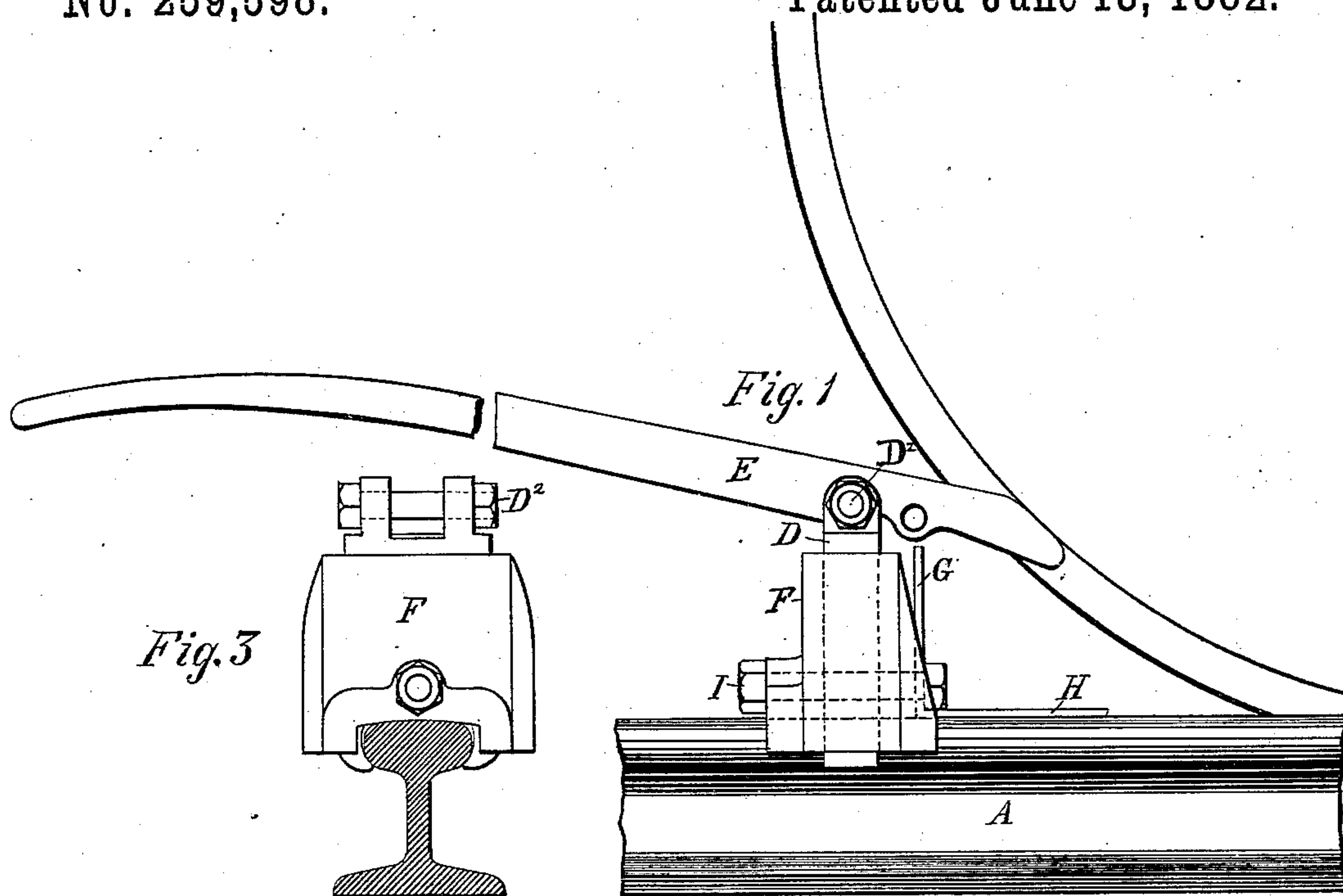


(No Model.)

P. J. STONE.
APPARATUS FOR MOVING CARS.

No. 259,598.

Patented June 13, 1882.



Witnesses
E. Mills Jr.
H. H. Maynard

Inventor
Peter J. Stone
Attorney

UNITED STATES PATENT OFFICE.

PETER J. STONE, OF ATHENS, PENNSYLVANIA, ASSIGNOR OF ONE-HALF TO
CHARLES KELLOGG, OF SAME PLACE.

APPARATUS FOR MOVING CARS.

SPECIFICATION forming part of Letters Patent No. 259,598, dated June 13, 1882.

Application filed April 24, 1882. (No model.)

To all whom it may concern:

Be it known that I, PETER J. STONE, of Athens, in the county of Bradford and State of Pennsylvania, have invented a new and useful Device or Apparatus for Moving Cars, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a side view of my improved device or apparatus for moving cars, shown applied to one of the rails. Fig. 2 is an end view of the same with the end of the box or casing and the lever removed, and Fig. 3 is an end elevation of the same.

My invention relates to a device or apparatus for moving cars by hand-power; and it consists in the combination, with a suitable box or frame, of two or more pivoted claws for grasping the rail, said claws being provided at their upper ends with links pivoted to a slide, forming a fulcrum for the lifting-lever, and a standard in front of said box containing the claws and links, said standard serving as another fulcrum for the lifting-lever, whereby the claws are released or lifted from the rail for permitting the device to be moved along the rail or removed therefrom.

In the accompanying drawings, F represents the box or cover of my improved device, of a bell-shaped form, open on the lower side, and perforated on its upper face for the admission of the slide D.

B B are the claws which grip the rail A, and are curved at their lower extremities to conform to and project beneath the head of the rail, and when held under the head of said rail in this manner serve to clamp the device firmly on the rail and prevent it from slipping. The claws are provided on their adjacent faces with perforated lugs or arms B' B', through which a rod or bolt, I, passes, said rod also passing through bearings in the box or casing F. At the upper ends of these claws, and pivoted to them, are short links C C, said links being in turn pivoted to the slide D, passing through the perforation in the upper face of the box or casing F. Said slide D projects a little above the surface or upper side of the casing F, and is provided with lugs or ears D'

D', perforated for the reception of a bolt, D², said bolt also passing through a hole in the lifting-lever E, and serving as a pivot upon which said lever rocks. The lever E may be of any usual or preferred shape, and is provided with a number of holes, permitting its longitudinal adjustment. It is beveled or rounded on its upper face at its short end to conform to that portion of the flange or rim of the wheels against which it is designed to operate, and rocks upon the slide D as a fulcrum when pressed down.

In front of the casing F is attached a standard, G, provided with a shoe, H, at right angles to and made in one piece with said standard, which is secured to the casing F by the bolt I or other suitable means, said standard being made of slightly less height than the height of the slide or fulcrum D, and the shoe H being made on its lower face to conform to and sit upon the rail A, thereby serving to steady the whole device upon said rail.

By lifting up on the lever E until it rocks upon the standard G as a fulcrum it will be seen that the slide D will be lifted through the perforation in the top of the casing F. At the same time the links, being pivoted to the slide D, will be lifted with it, causing the claws B B to be rocked on their common pivot I, and the ends of said claws which project under the head of the rail to open, thus allowing the whole device to be lifted from the rail.

It is also obvious from the construction described that the greater the weight put upon the slide D the more tightly the claws B B will grasp the rail A for holding the device firmly upon said rail in the desired position for use.

The operation of my improvement is as follows: The device, as a whole, is placed upon the rail A so that the end of the shoe H rests upon the top or head of said rail, when by lifting up on the long end of the lever E and causing it to rock upon standard G as a fulcrum the claws B B are opened and permitted to pass down by the head of the rail A, thus permitting the whole device to sit evenly upon the rail in working position. The device is then moved near to one of the wheels of the car to be moved until the short end of the lever E projects considerably beneath the breast of the

wheel. Then by putting sufficient weight upon the long end of the lever the opposite end of said lever is caused to rise and ride up the rim of the wheel, and, the device at the same time being firmly clamped by the claws B B to the rail A, the wheel is caused to roll away from the device, and the car is thus moved. The operation may be repeated until the car has reached the desired point for taking on or discharging freight, or for other purposes, as may be required, when by rocking the lever E upon the standard G as a fulcrum and lifting the slide D the claws B B will release the rail A from their grasp and the device may be removed from the track.

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

1. In a device for moving cars by hand-power, the combination, with an adjustable lever, E, of a slide, D, links C C, and claws B B, arranged and operating substantially as described.

2. In combination with the casing F, the claws B B, pivoted therein, the links C C, pivoted to said claws at their upper ends, the slide D, and adjustable lever E, beveled on its short end, all arranged for joint operation, substantially as described.

3. The combination, with the rail A, of claws B B, projecting under the head of said rail, said claws having a common pivotal point, I, and operated by an adjustable lever, E, substantially as set forth.

4. The combination, with the adjustable lever E, slide D, links C C, and claws B B, of a fulcrum-standard, G, and shoe H, all arranged substantially as described and shown.

In witness whereof I have hereunto set my hand and seal this 15th day of April, A. D. 1882.

PETER J. STONE. [L. S.]

Witnesses:

E. MILLS, Jr.,
H. F. MAYNARD.