(No Model.)

J. SPENGLER.

CAR MOVER.

No. 285,698. Patented Sept. 25, 1883.

Fig. 1.

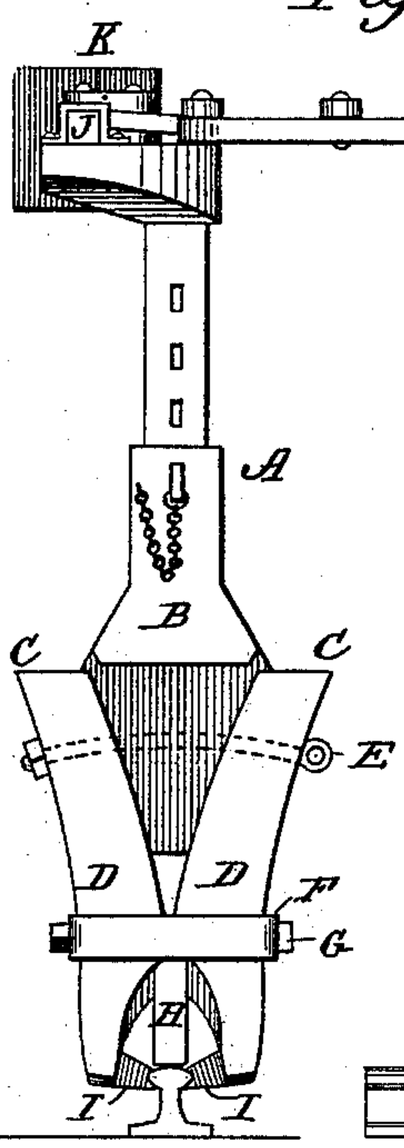


Fig. 2.

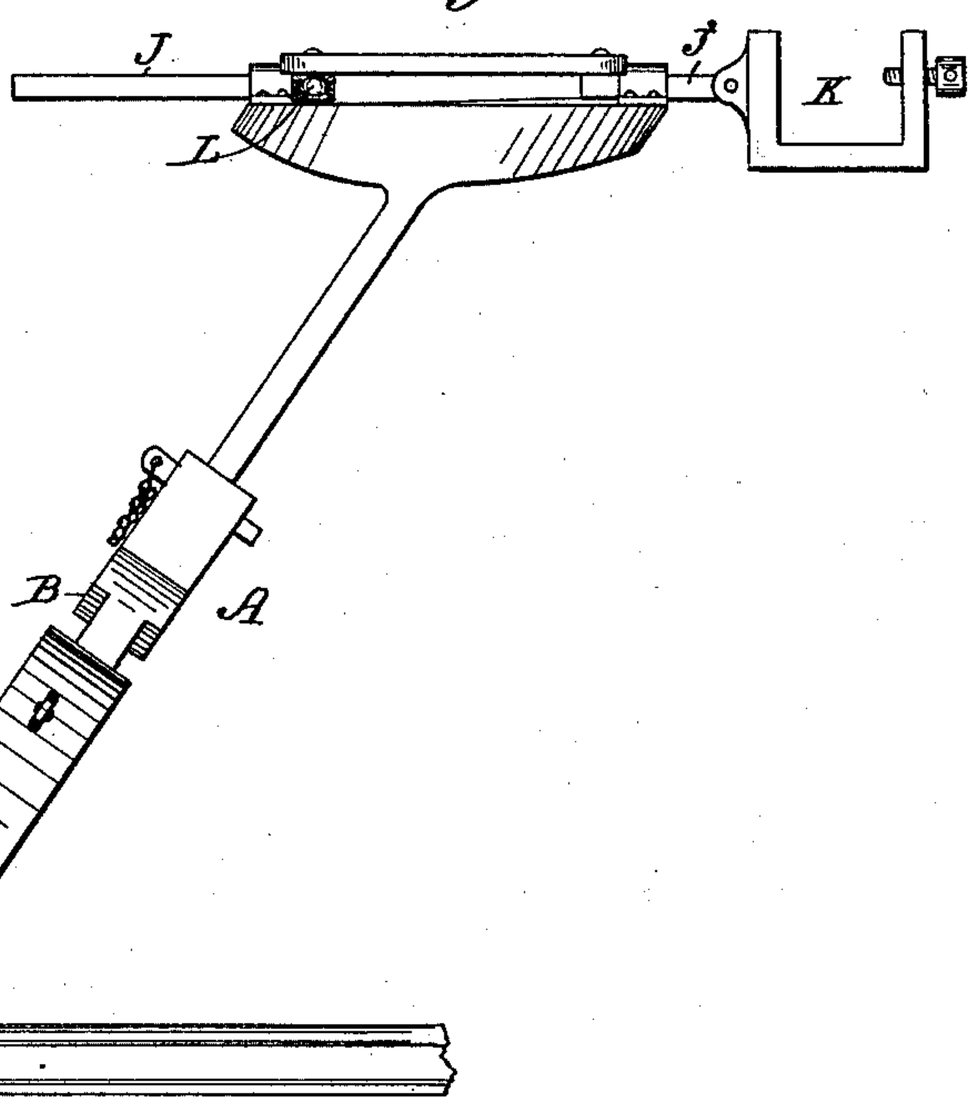
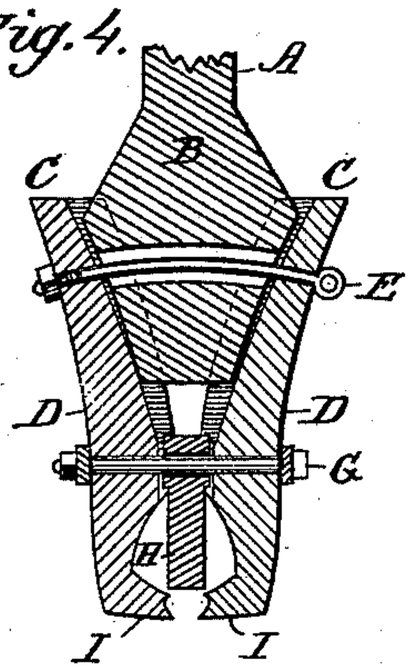


Fig. 3.

Fig. 4.



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UNITED STATES PATENT OFFICE.

JOHN SPENGLER, OF CLARION, IOWA, ASSIGNOR OF ONE-HALF TO NICHOLAS FRANCIS WEBER, OF SAME PLACE.

CAR-MOVER.

SPECIFICATION forming part of Letters Patent No. 285,698, dated September 25, 1883.

Application filed August 10, 1883. (No model.)

To all whom it may concern:

Be it known that I, JOHN SPENGLER, of Clarion, in the county of Wright and State of Iowa, have invented a new and useful Improvement in Car-Movers, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, forming part of this specification.

My invention relates to the class of car-movers which are adapted to be placed against the rear of a car, or under the center, against a cross-beam, and on a rail of the car-track, and operated by a lever to push the car forward; and my invention consists of the novel construction hereinafter described and claimed.

In the drawings, Figure 1 is a front elevation of my invention applied to a rail of a car-track. Fig. 2 is a side elevation of the same. Fig. 3 is a plan view of the upper part of the device, and Fig. 4 is a detail sectional view.

A indicates an inclined adjustable beam having a wedge-shaped end, B, fitted between and adapted to spread the upper ends, C, of the rail-clamping jaws D. The end B is connected to the ends C by a bolt, E, which is to be slightly curved and fitted in a corresponding slot in the end B to allow sufficient movement to the beam A to spread the ends C.

The jaws D are connected together by a band, F, and a bolt, G, which passes through the jaws and the sides of the band.

In a suitable slot in the contact-surfaces of the jaws is arranged an edged steel tongue or chisel, H, which is pivoted on the bolt G and adapted to rest on top of the rail to prevent slipping. The lower ends of the jaws D are provided with clamps I, adapted to grip the sides of the upper flanges of the rail.

To the upper end of the beam A is connected a sliding bar, J, having a clamp, K, adapted to be attached to the rear sill of a car.

To the upper end of the beam A is pivoted a lever, L, which is connected to the sliding bar J by the link M, pivoted to the lever, a link, N, pivoted to the bar, and a third link, O, connecting the links M N to each other. The lever is connected to the link O also by a fourth link, P, which is secured to the pivot of the lever. The lever is provided with a series of perforations, Q, for adjusting the link M, and the link O is provided with perforations R for adjusting it with respect to the link M. Thus by adjusting the link M toward the sliding bar J a greater leverage is obtained, which has the effect of moving the car farther, though not with so much ease as when adjusted in the opposite direction. The sweep of the lever gives a longitudinal movement to the bar J, which presses the clamps against the rail and the tongue or chisel on top of rail, and as the lever is moved still farther in its sweep power is exerted against the car and forces it forward. With this construction the lever is adapted to move horizontally at one side of the track, where its operation cannot be interfered with by a car coupled behind the one to which the device is applied. It may therefore be arranged under the middle of a car as well, if desired.

The beam A is formed of slotted telescoping parts, which are connected together rigidly by a key fitting in the slots, as shown, and the sliding bar J is pivoted to the clamp K, as shown, to adapt the mover to cars of different heights.

What I claim is--

1. The car-mover having the slotted and wedge-shaped beam combined with two clamping-jaws between which it is arranged, and the edged tongue adapted to bear on top of a rail, when the beam is forced against the said jaws, substantially as shown and described.

2. The combination, with the beam and clamping-jaws, of the sliding bar adapted to be attached to the rear sill of a car, and the lever having the links M N O P, connecting it to said bar, and arranged to operate substantially as described and shown.

3. The combination of the adjustable beam and clamping-jaws, the sliding bar and lever for operating the same, and a clamp pivoted to the sliding bar and adapted to be attached to a part of a car, substantially as shown and described, whereby the mover may be adapted to cars of different heights, as set forth.

JOHN SPENGLER.

Witnesses:
CHAS. ROTZLER,
C. F. HARVEY.