

(No Model.)

J. P. HALPIN.

CAR MOVER.

No. 397,911.

Patented Feb. 19, 1889.

Fig. 1

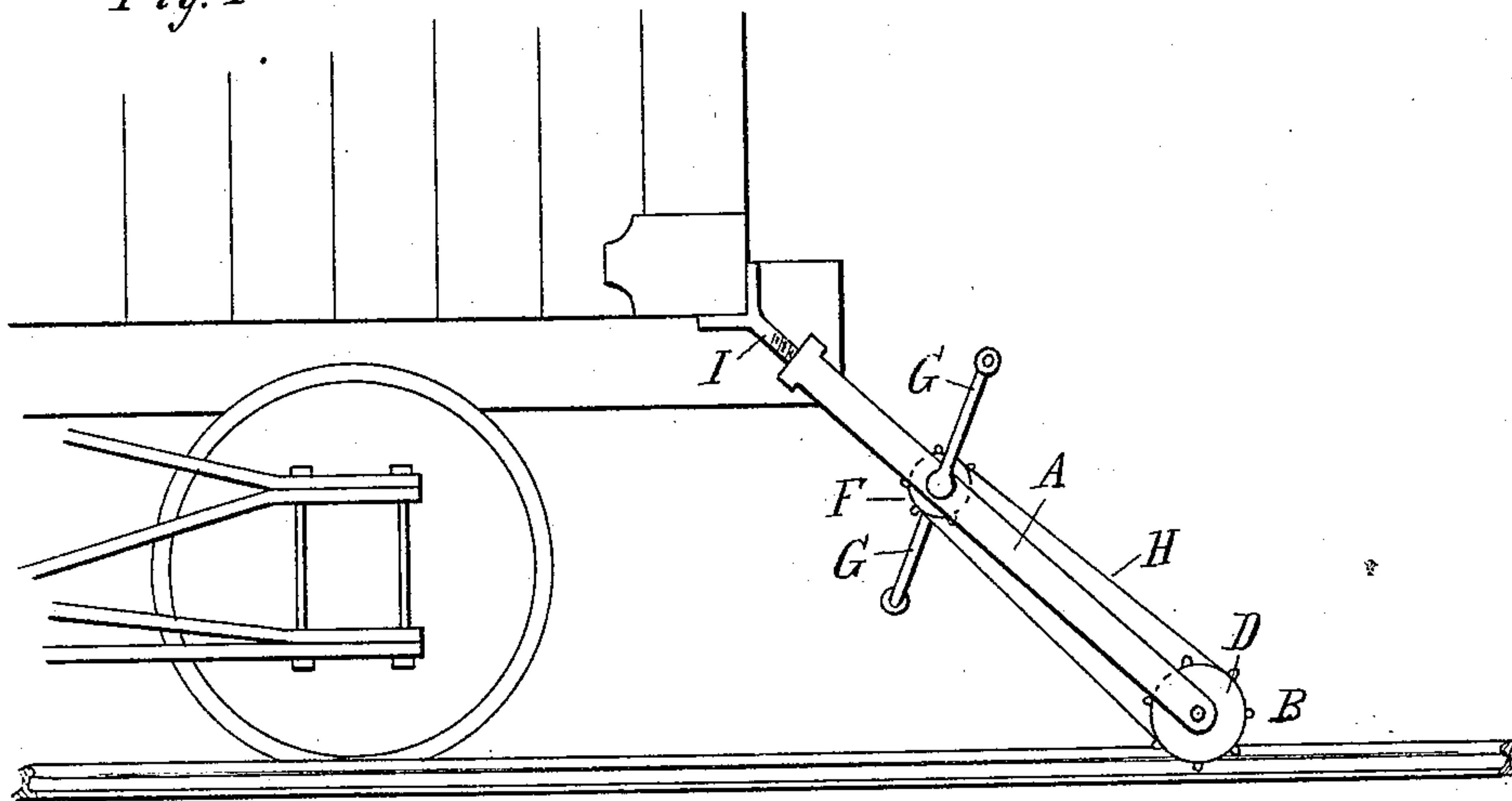


Fig. 2

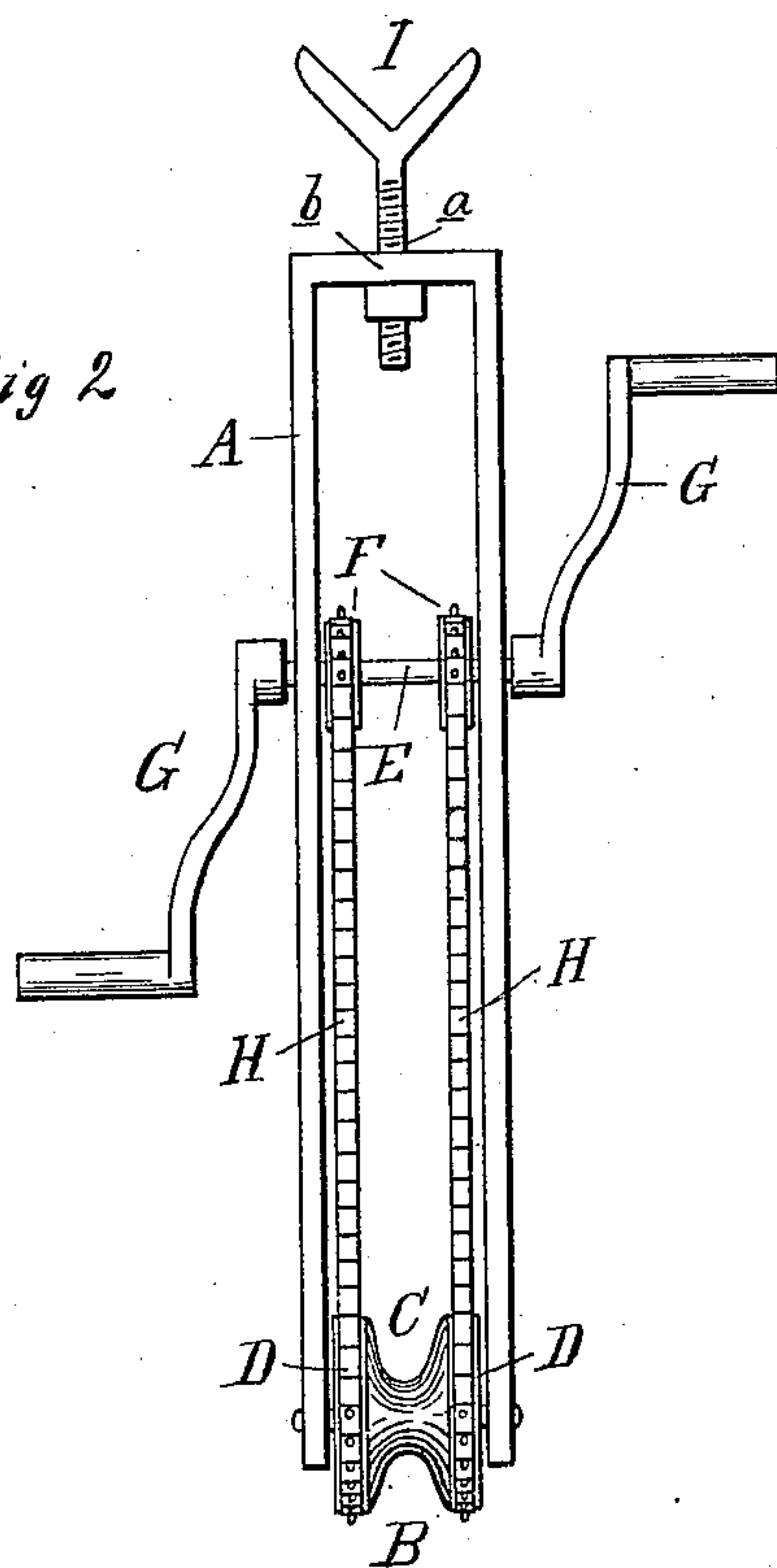
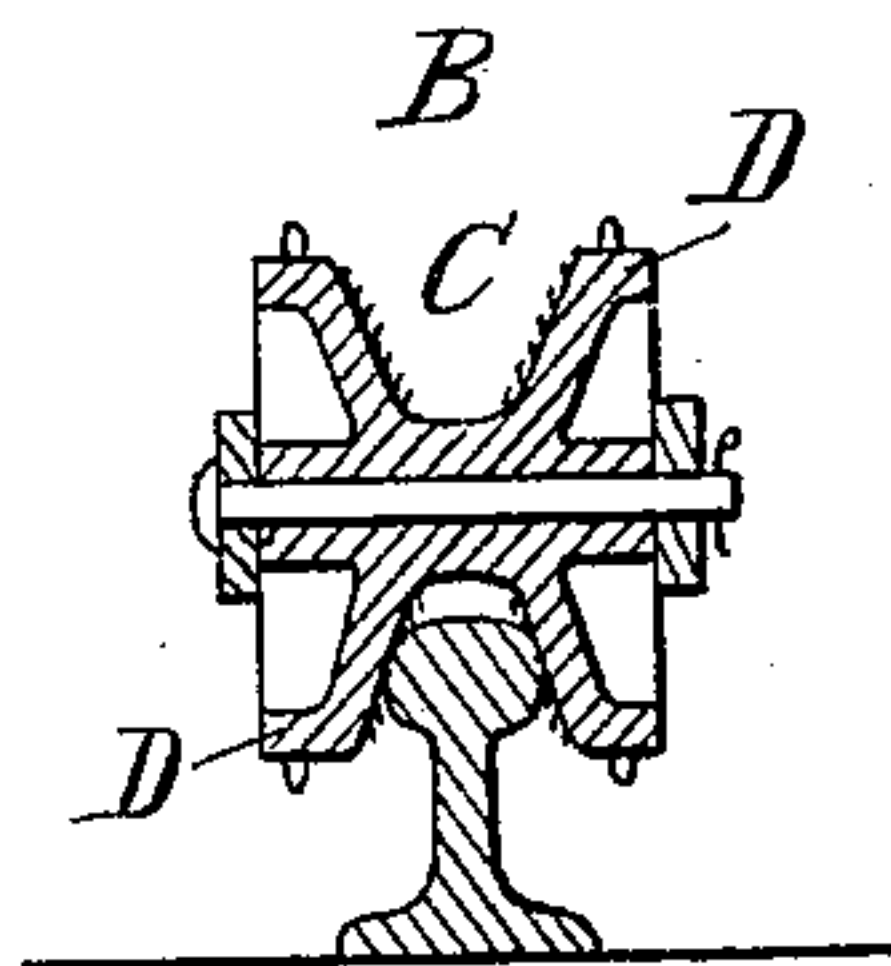


Fig. 3



Witnesses:

P. M. Hulbert.  
John Schuman.

Inventor:

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By *Thos. A. Halpin* for  
Att'y

# UNITED STATES PATENT OFFICE.

JOSEPH P. HALPIN, OF WYANDOTTE, MICHIGAN.

## CAR-MOVER.

SPECIFICATION forming part of Letters Patent No. 397,911, dated February 19, 1889.

Application filed May 21, 1888. Serial No. 274,523. (No model.)

*To all whom it may concern:*

Be it known that I, JOSEPH P. HALPIN, a citizen of the United States, residing at Wyandotte, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Car-Movers, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to new and useful improvements in car-movers; and the invention consists in the novel construction and operation of a gripper-wheel and in the general arrangement and combination of different parts, all as more fully hereinafter described.

In the drawings which accompany this specification, Figure 1 is a side elevation showing my improved car-mover as in operation. Fig. 2 is an end elevation of my car-mover, and Fig. 3 is a cross-section of the gripper wheel.

A is a suitable frame to support the operating parts.

B is a gripper-wheel journaled in the lower end of the frame, and this wheel is provided with a groove, C, around its periphery, which is of such size in cross-section that it will allow the wheel to clamp or grip upon the side of the head of a rail.

For the purpose of effecting a strong grip or frictional contact between the gripping-wheel and the rail I preferably construct the wheel of cast steel or iron, with the gripping-face thereof serrated, ribbed, file-cut, or otherwise indented or roughened to bite the rail; but any other construction of wheel to obtain the same object of gripping the rail may be employed.

D are sprocket-wheels secured to the sides of the gripper-wheel or integrally formed therewith.

E is a shaft journaled near the upper end of the frame, and provided with the sprocket-pinions F and cranks G, for imparting motion thereto.

H are sprocket-chains for conveying motion from the shaft E to the gripper-wheel.

I is a shoulder-piece, preferably extensibly secured to the upper end of the frame in any suitable manner, and as shown in the drawings, wherein it is provided with a screw-shank, *a*, engaging into a screw-socket, *b*, formed in the frame.

The application of the device is shown in Fig. 1, wherein the gripper-wheel is engaged with its groove upon one of the rails, while the shoulder-piece is engaged upon the rear end of the car to be moved. By rotating the crank the operator then can readily transmit sufficient power to the gripper-wheel to cause it to turn and advance on the rail, exercising thereby a lifting and pushing power sufficient to move several loaded cars.

By means of the extension shoulder-piece the device is adjusted for higher or lower cars, so as to give it the suitable inclination to transmit power in a forward direction without allowing the gripper-wheel to slip. Instead of the crank and sprocket-chain gearing any other hand-motor device may be used to rotate the gripper-wheel.

Importance is attached to the peculiar construction of the gripper-wheel with sprocket-teeth on each side of the groove, whereby I obtain greater power and am enabled to place the chains on the outside instead of the grooves, as heretofore.

What I claim as my invention is—

In a car-mover, a gripper-wheel formed with circumferential groove having inclined gripping-walls, and with sprocket-teeth upon each side of said groove, substantially as and for the purpose specified.

In testimony whereof I affix my signature, in presence of two witnesses, this 27th day of April, 1888.

JOSEPH P. HALPIN.

Witnesses:

P. M. HULBERT,  
JOHN SCHUMAN.