

(No Model.)

A. KUEBELER.
CAR MOVER.

No. 528,171.

Patented Oct. 30, 1894.

Fig. 1.

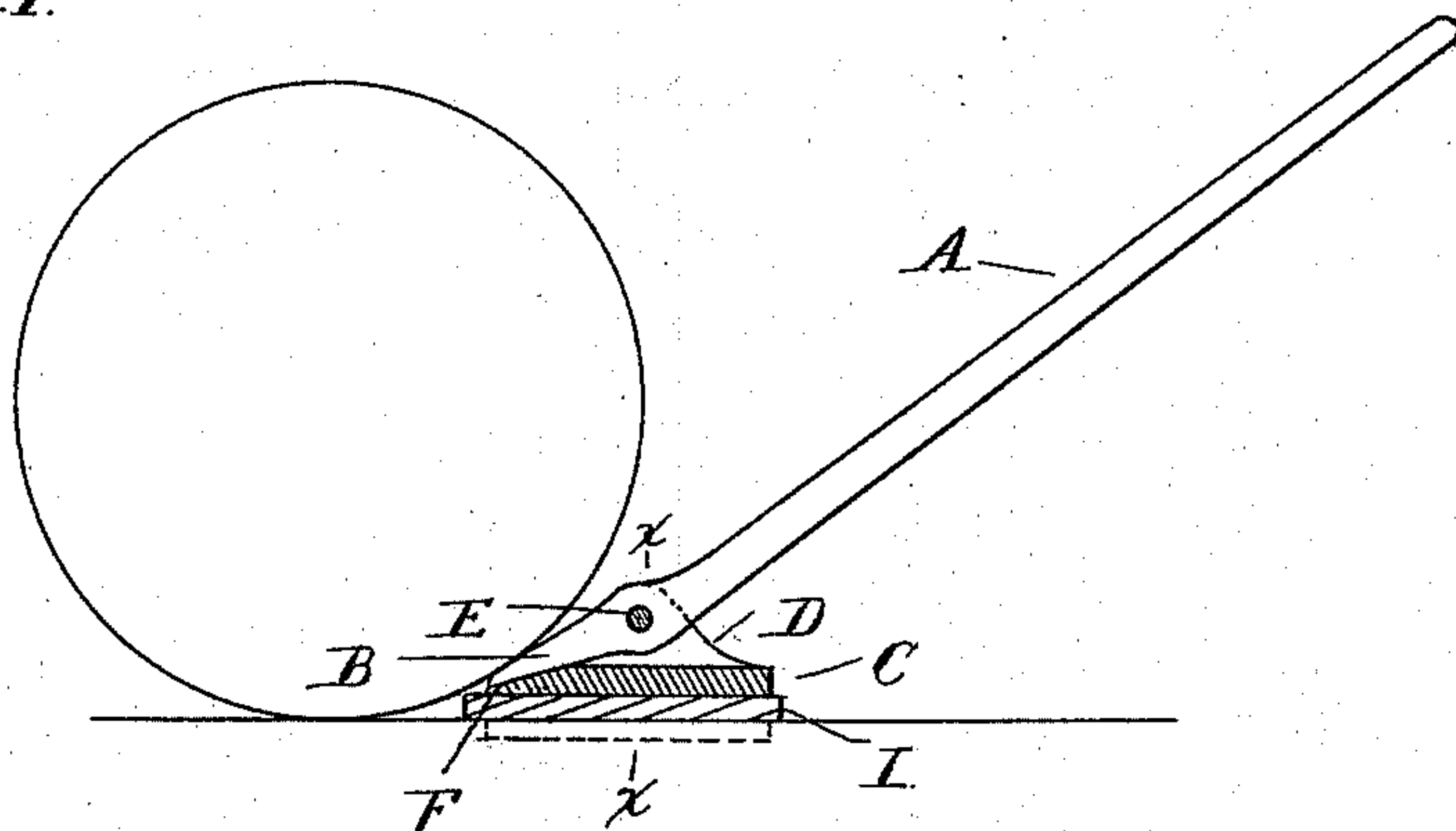


Fig. 2.

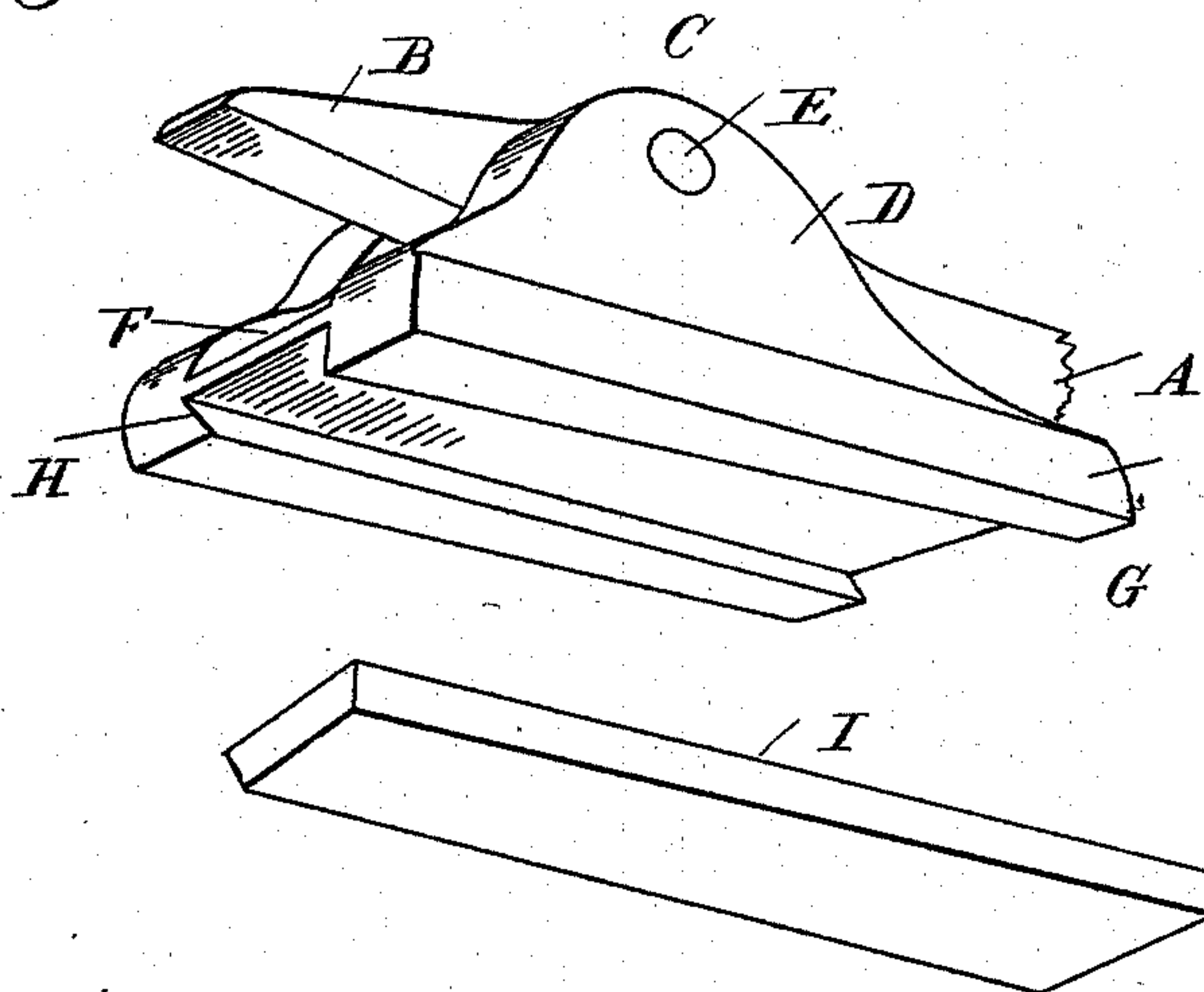


Fig. 3.

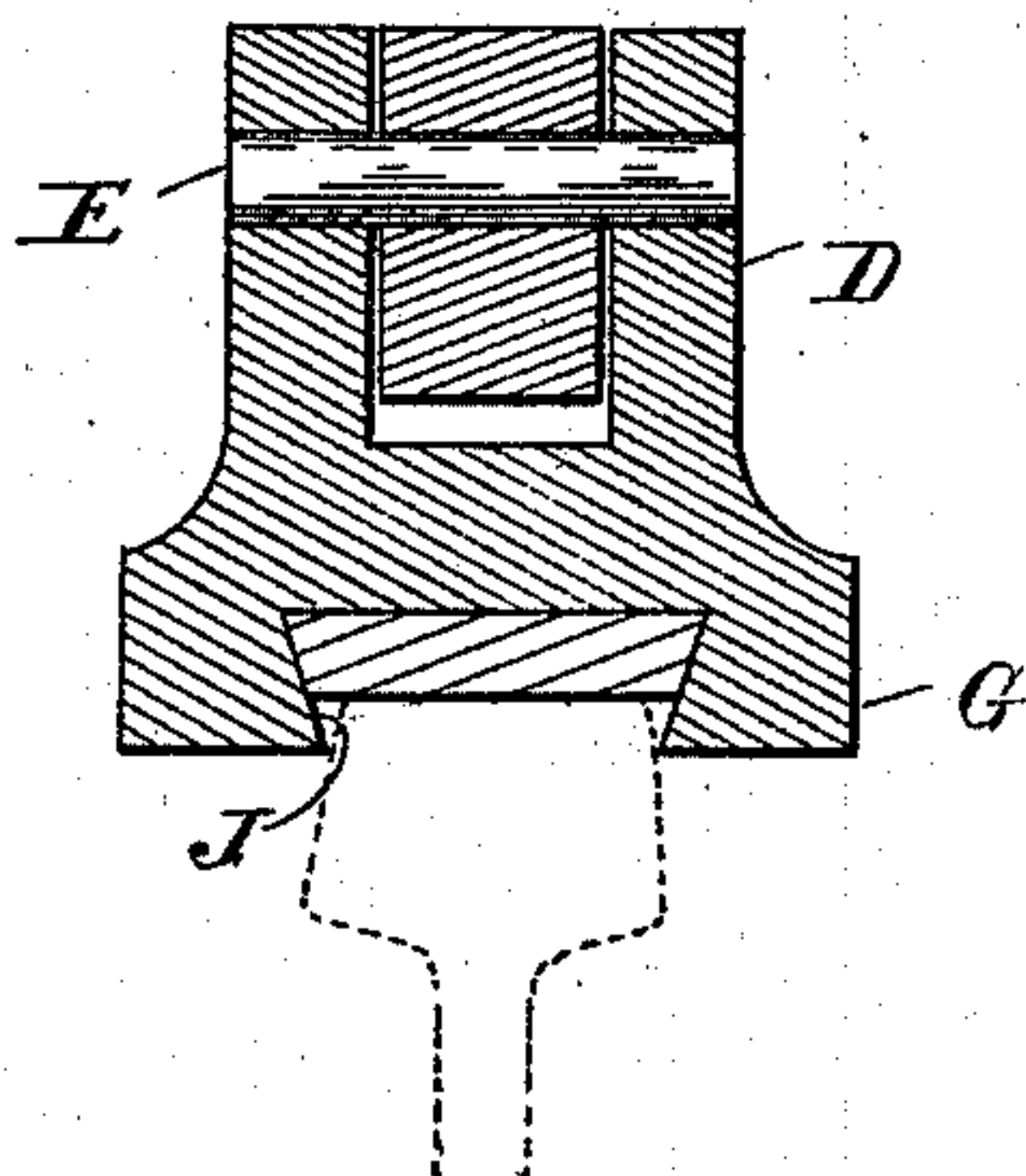
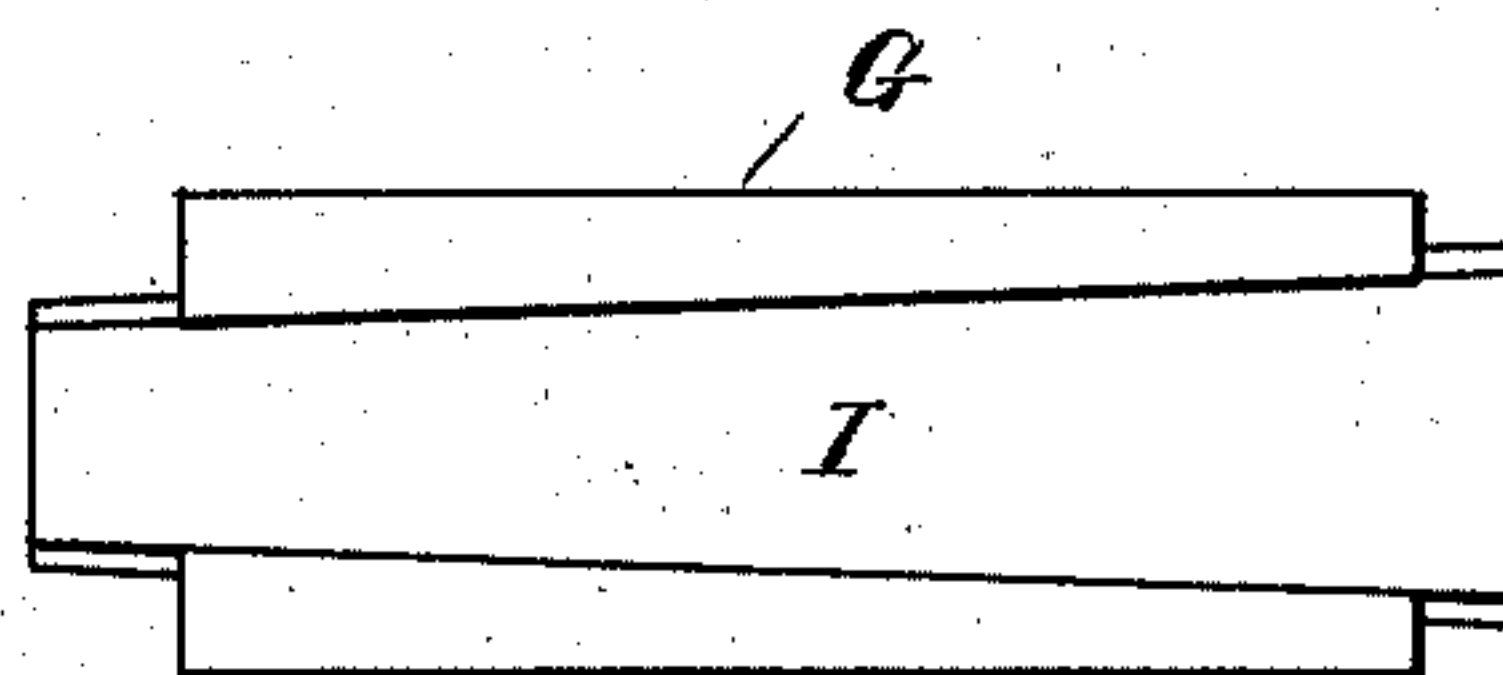


Fig. 1.



Witnesses
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By *[Signature]* Attys

UNITED STATES PATENT OFFICE.

AUGUST KUEBELER, OF SANDUSKY, OHIO.

CAR-MOVER.

SPECIFICATION forming part of Letters Patent No. 528,171, dated October 30, 1894.

Application filed November 14, 1893. Serial No. 490,947. (No model.)

To all whom it may concern:

Be it known that I, AUGUST KUEBELER, a citizen of the United States, residing at Sandusky, in the county of Erie and State of Ohio, 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.

The invention consists in the peculiar construction of a pinch bar pivoted in a shoe designed to slide upon the track and in a wear or friction block detachably secured in that shoe to give a better grip upon the rail and to enable it to be replaced when worn, all as more fully hereinafter described.

In the drawings, Figure 1 is a vertical, central section through my improved car mover showing it as in use. Fig. 2 is a detached perspective view looking from the under side with the wear block removed. Fig. 3 is a cross section on line *xx* in Fig. 1. Fig. 4 is a bottom plan view of the wear block.

A is a metal bar having the pointed nose B which is arranged preferably at a slight angle to the main bar A.

C is a shoe provided on either side with the ears D between which the bar is pivoted upon the pivot pin E which passes through the bar and the ears. At the forward end of the shoe between the ears is formed the inclined recess F in which the point of the nose engages, so that it may be lowered as nearly as possible to the track and be brought closely against the wheel, as shown in Fig. 1.

G are tapering flanges depending from the under side of the shoe having inclined inner faces H forming between them a wedge shaped groove dovetail in cross section and adapted to receive the wear block I which is correspondingly shaped and which is longer

than the shoe, projecting slightly beyond the same at both ends. The end projection of the wear block permits of readily driving it in or out of the shoe.

The wear block is preferably thinner than the depth of the groove so as to form below the lower end of the groove the guide flanges J, as shown in Fig. 3, for the sides of the rail to assist in sliding the shoe along without danger of its slipping off. This wear block I preferably make of wood as this gives the best grip upon the rail, and is more easily and cheaply constructed. Its use is so apparent that I do not deem it necessary to explain the same.

The construction described gives me a cheap and efficient device and as a large amount of wear comes upon the shoe in sliding it along the rail, this is taken up entirely in the wear block which being of the construction described can be quickly removed by any one who may be provided with a suitable piece of wood and a jack knife.

What I claim as my invention is—

A car mover comprising a lever, a shoe to which the lever is pivoted having a longitudinally tapering groove in its base with inwardly projecting side walls, and a corresponding wear block fitted in the base of the groove, its outer face being below the plane of the outer edges of the side walls, and its length being greater than the length of the shoe, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

AUGUST KUEBELER.

Witnesses:

J. ERCKENER,
OTTO KRONIER.