

No. 607,885.

Patented July 26, 1898.

G. W. RITTENHOUSE & F. MILLER.
CAR MOVER.

(No Model.)

(Application filed June 23, 1897.)

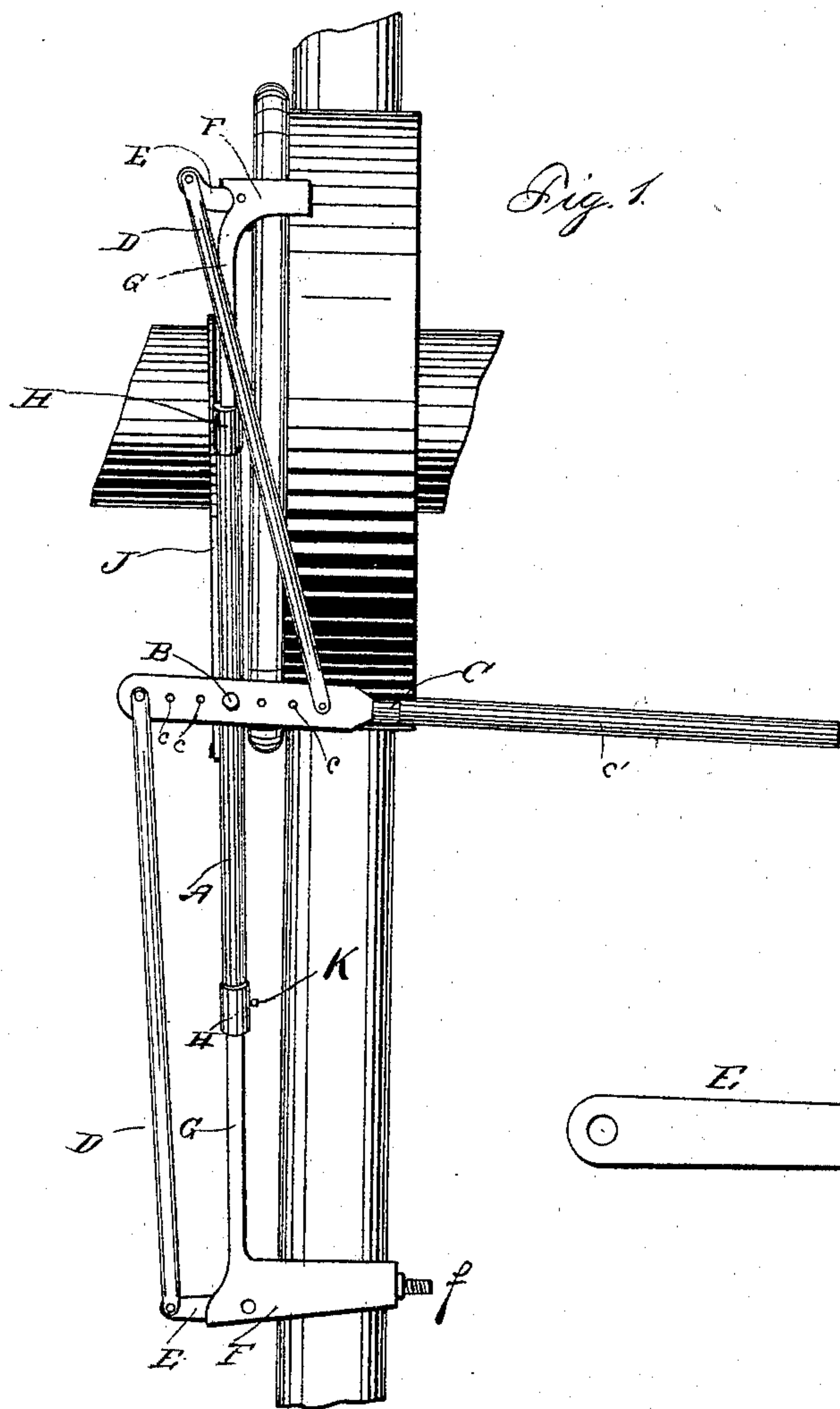


Fig. 1.

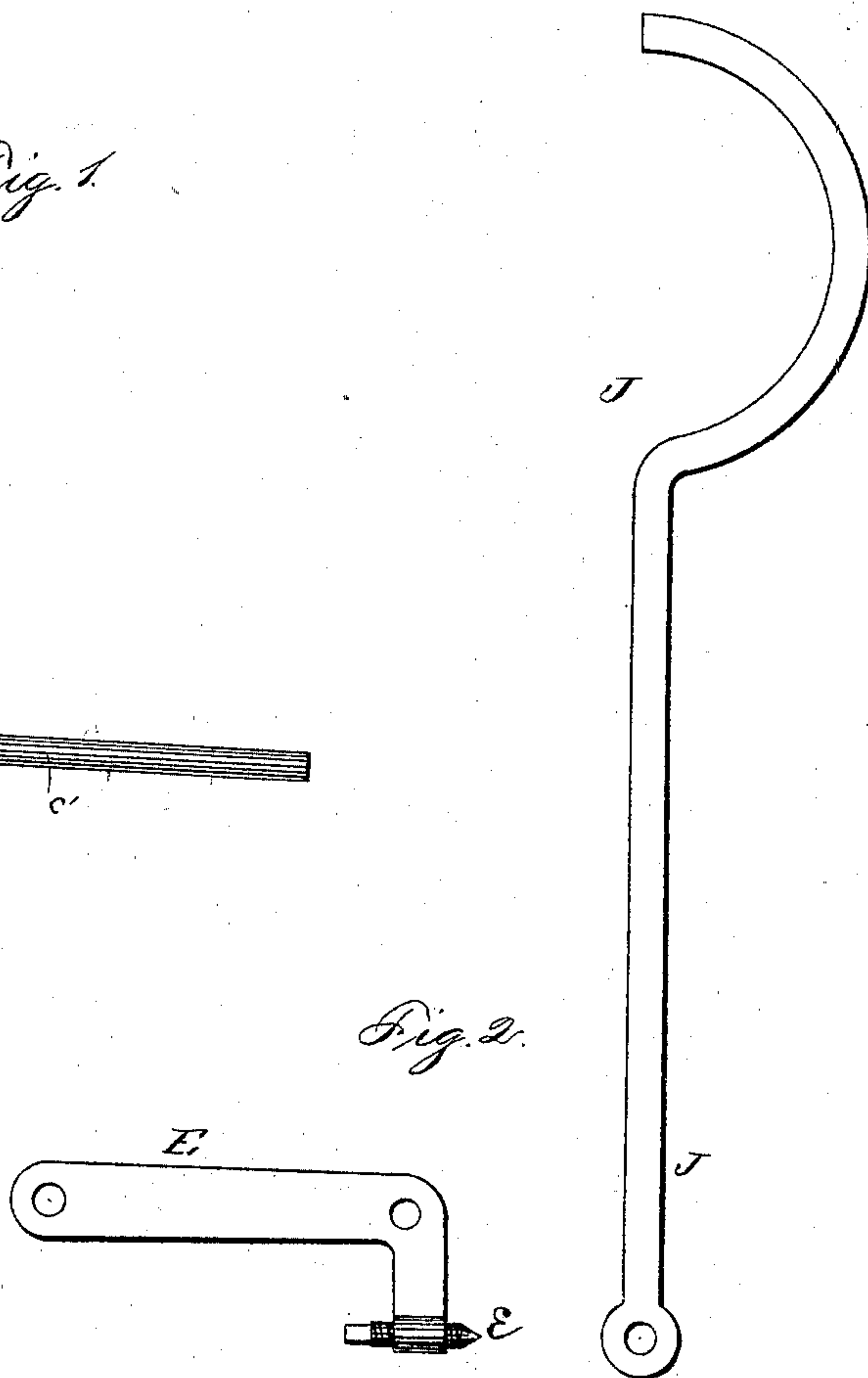
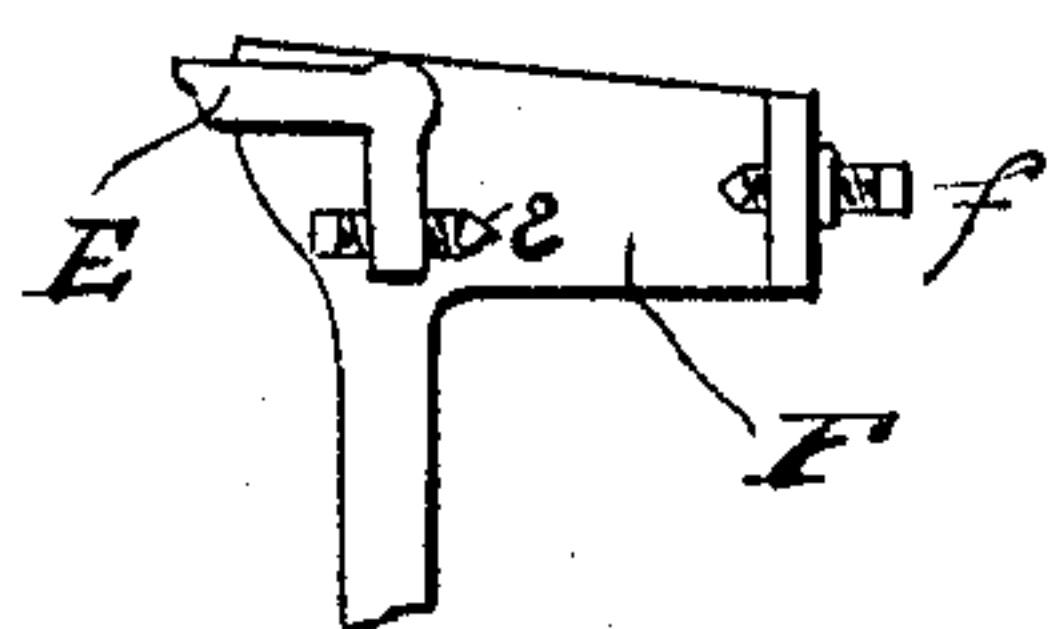


Fig. 2.

Fig. 3.



WITNESSES:

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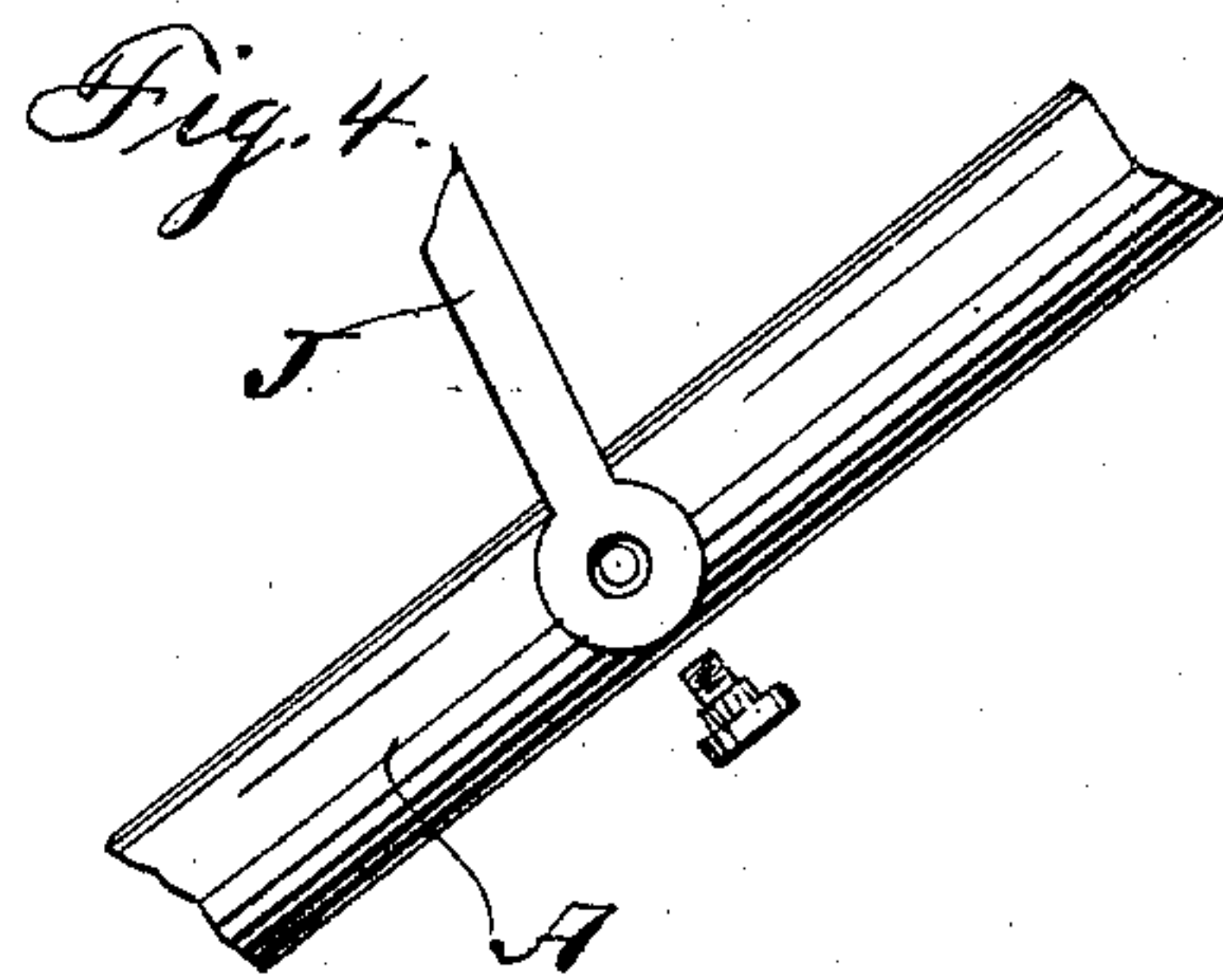


Fig. 4.

INVENTORS.

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GEORGE W. RITTENHOUSE AND FRANKLIN MILLER, OF INDIANOLA,
ILLINOIS.

CAR-MOVER.

SPECIFICATION forming part of Letters Patent No. 607,885, dated July 26, 1898.

Application filed June 23, 1897. Serial No. 641,866. (No model.)

To all whom it may concern:

Be it known that we, GEORGE W. RITTENHOUSE and FRANKLIN MILLER, citizens of the United States, residing at Indianola, in the county of Vermilion and State of Illinois, have invented certain new and useful Improvements in Car-Movers; and we do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

The invention relates generally to car-movers, and has for its special object to form a combination of instrumentalities by which the car may be moved as far as desired with the smallest "quantum" of labor and the least waste of time.

Figure 1 of the drawings is a plan view showing our invention applied. Fig. 2 is a detail view of the hook and grip. Fig. 3 is a detail view showing the interior of the cap-head, and Fig. 4 a detail view showing how the hook J is connected with the pipe A.

In the drawings, A represents, preferably, a gas-pipe provided with the pivot B, on which is fulcrumed a lever C, having a series of holes *c* and a handle *c'*, the pivoted hook J, and caps H, the latter being also attached to said pipe by screws.

D are rods pivotally connected with grips E on cap-heads F and with the lever C. The heads F are constructed so as to fit over a car-wheel and a T-rail of track, while the grips E and heads F are provided with set-screws *e f* to facilitate their adjustment on wheels and rails which vary in size.

The heads F are made with the shanks marked G, which slide through suitable apertures in the caps H, which are provided with set-screws K for holding the heads F in their proper position. The hook J is pivoted to

the pipe A so as to hook over the car-axle and thus steady the car-mover while it is being used.

It will be noticed that the grips E are pivoted to work in the heads F and are L-shaped in form, with a pointed set-screw in the short arm and a pivot-hole in the corner, while the long arm has in its end a hole by which the draw-rod is attached. A forward movement toward the car-wheel of the lever pushes the grip back against the stops in the cap-head, so as to release the pointed set-screws from the car-wheel and T-rail. The lever then continuing to move in the same direction causes the cap-heads F, with their shanks G, to slide out of the pipe A and through the caps H. One of the cap-heads F now reaches farther up the wheel and the other farther down the rail. In order to reverse the movement, a backward stroke of the lever is employed to cause the grips to close and thus bring the sharp points of the set-screws against the car-wheel and T-rail. There is then a continuous movement of the lever in the same direction to cause the car-wheel to revolve and the car to move.

It will be noticed that the shanks G play freely through the caps H while the latter are held in proper position by the set-screws so as to level the cap-heads F on the car-wheel and T-rail.

What we claim as new is—

In a car-mover, the pipe A having pivot B, pivoted hook J and caps H, in combination with lever C having handle *c'*, pivoted rods D, grips E and cap-heads having the shanks G, all arranged substantially as shown, for the purpose set forth.

In testimony whereof we affix our signatures in presence of two witnesses.

GEORGE W. RITTENHOUSE.
FRANKLIN MILLER.

Witnesses:

JOHN TRUE,
A. B. MOORE.