

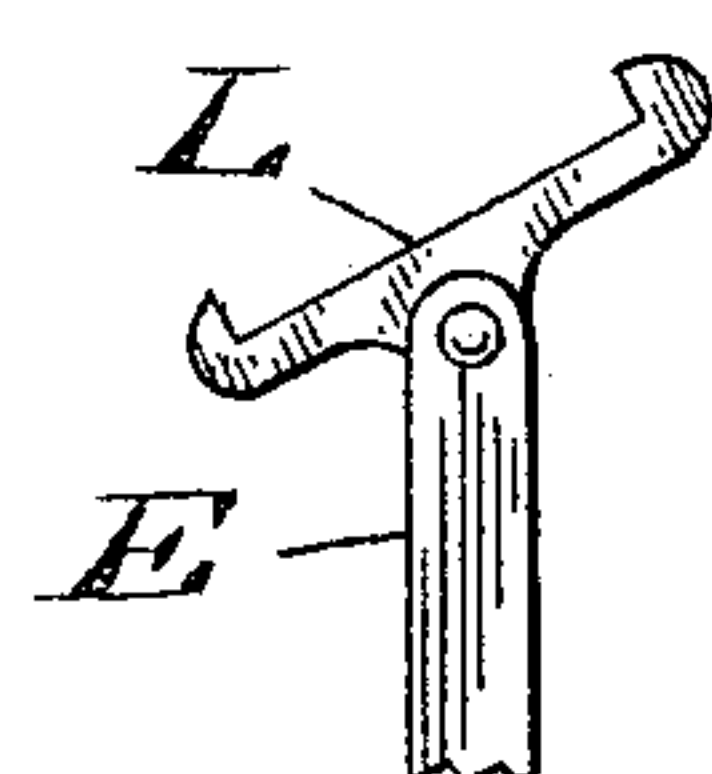
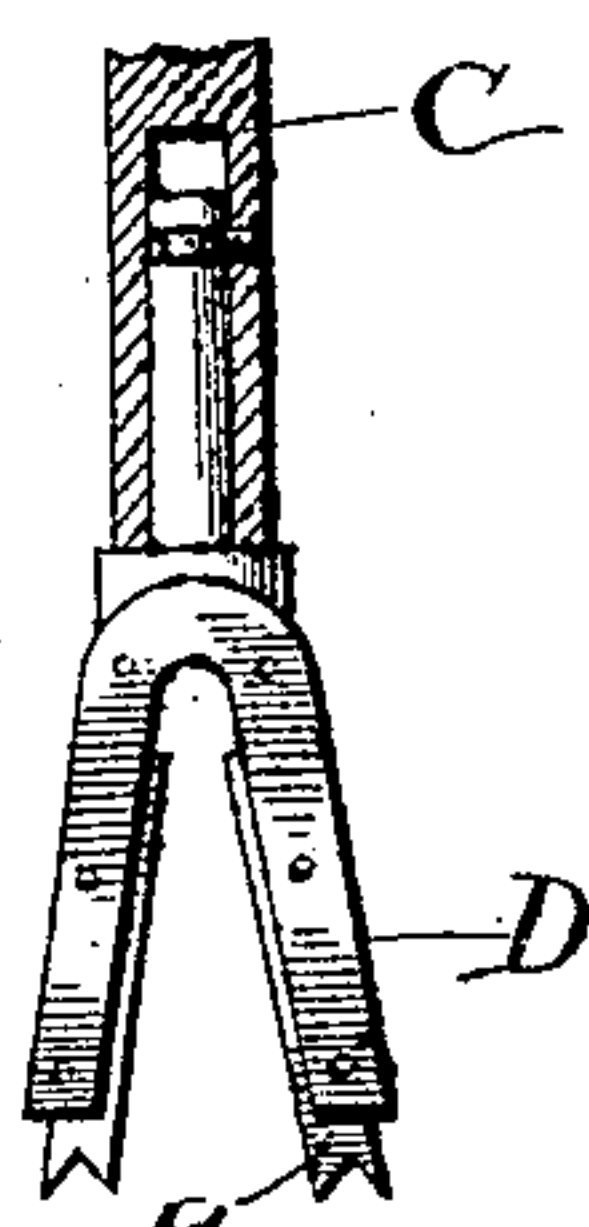
No. 611,747.

Patented Oct. 4, 1898.

**P. WISE.
CAR MOVER.**

(Application filed Oct. 13, 1897.)

(No Model.)



Witnesses

A. J. Colbourne
of my self.

Inventor

Paul Wise

by Ridout & Maybee
Atty's

UNITED STATES PATENT OFFICE.

PAUL WISE, OF GERMANIA, CANADA, ASSIGNOR OF ONE-HALF TO
BALTHASER DIETZ, OF MEDORA, CANADA.

CAR-MOVER.

SPECIFICATION forming part of Letters Patent No. 611,747, dated October 4, 1898.

Application filed October 13, 1897. Serial No. 655,083. (No model.)

To all whom it may concern:

Be it known that I, PAUL WISE, blacksmith, of the village of Germania, in the county of Ontario and Province of Ontario, Canada, have invented a certain new and Improved Car-Mover, of which the following is a specification.

The object of my invention is to devise a simple apparatus for moving railway-cars on station-sidings without requiring the use of a shunting-engine or other hauling power; and it consists, essentially, of a pair of bars connected by pivoted links and adapted, respectively, to engage with a car and one of the rails, a lever being pivotally connected with the two bars, so that they may be moved longitudinally with respect to one another, substantially as hereinafter more specifically described and then definitely claimed.

Figure 1 is a sectional elevation showing my improved device applied to the end of a freight-car. Fig. 2 is a perspective view of the same on a somewhat larger scale. Figs. 3 and 4 show the construction of the ends of the device when used for log-rolling or similar purposes. Fig. 5 is a detail of the gripping-jaws.

In the drawings like letters of reference indicate corresponding parts in the different figures.

In Fig. 1, A is the rear sill of a freight-car which is to be moved, and B one of the rails forming the track.

C is a metal bar having jaws D swiveled upon its lower end. These jaws are so shaped as to pass over and grip the top of the rail B, and may be either formed of an integral piece of steel or of malleable iron with steel gripping-pieces *a* inserted therein.

E is a bar connected with the bar C by means of the links F, pivoted to each bar. The upper end of the bar E has an extension C swiveled thereon to which is hinged the adjustable jaw H. This jaw consists of the part *b*, which is hinged to the extension G, and the L-shaped bar *c*, passing through an opening therein and adjusted by means of the set-screw *e*. Both the L-shaped bar *c* and the part *b* of the jaw may be provided with butterfly set-screws *g*, by means of

which the jaw may be securely clamped to the sill A of the car.

I is a lever pivotally connected with the bars C and E, preferably by passing through slots therein. This lever may project outwardly from the bar C, as shown, or in the other direction, if preferred.

The fact that the lever I may project downwardly or in the opposite direction is important, and I also deem it important that the links form the main connection between the bars and that the lever be so pivoted to the bars that said lever may be detached from the bars by removing its pivot-joints and be placed in the opposite direction, as above described, without having the bars C and E fall apart. It will thus be seen that with a device made in this manner it may be operated either by a lift when in one position or by a downward push when in the opposite position.

J is a hook journaled upon one of the bars and adapted to engage with a pin *f* upon the other bar when the two bars are extended upon one another to their extreme limit. When it is desired to move a freight-car, I adjust the L-shaped bar *c* of the jaw H to suit the width of the sill and clamp it in position by means of the set-screw *e*. Then by tightening the set-screws *g* the device will be securely attached to the car. As the adjustable jaw H is hinged to the extension G the jaws D will lie upon the rail, no matter whether the bar C be retracted or extended. After the device is attached to the car the lever I is raised and the jaws D engaged with the rail B. Upon depressing the lever the bars are extended upon one another and the car is pushed forward. When the lever is again raised, the jaws D trail along the rail and take a fresh grip, so that when the lever is again depressed the car is once more moved and may in this manner be run along the track as far as may be desired with very little labor or inconvenience.

Owing to the jaws D and the extension G being swiveled upon the bars C and E the lever I may be turned outward in the horizontal direction in case it be desired to move one of two cars which are too close together

to admit of the apparatus being used in the position shown in Fig. 1.

5 In moving a car upon a grade where there is any tendency to slide back the car may be held as moved by causing the hook J to engage the pin *f* when the bars are held in their extended position after the lever I is released.

10 It will be noticed that the steel gripping-pieces *a* are serrated at the ends, so that they may be caused to engage a sleeper or any other stationary part, if desired.

My device may also be used for rolling logs and other purposes, in which case it may be necessary to form the bar E with a special 15 attachment to enable it to engage the particular object to be moved, and also a special end to the bar C to enable it to engage the desired fulcrum or stationary part.

20 In Figs. 3 and 4 I show a point K, specially adapted for use upon the bar C when engaged in rolling logs, the bar E being provided with a pivoted cant-hook L to engage the log to be moved. Other attachments may be used without departing from the spirit of my invention. 25

From the above description it will be seen

that I have invented a very simple and efficient car-mover by means of which freight-cars and other heavy bodies may be rapidly and easily moved without the use of a shunting-engine or other traction power. 30

What I claim as my invention is—

1. In a device of the character described, two bars pivotally connected together by links, a lever connected therewith and arranged when operated to move said bars longitudinally with respect to one another, and means for holding said bars in their extended position, substantially as described. 35

2. In a device of the character described, 40 two bars pivotally connected together by links, a lever connected therewith and arranged when operated to move said bars longitudinally with respect to one another and a hook on one of said bars coacting with a pin 45 on the other bar for holding said bars in their extended position, substantially as described.

Gravenhurst, October 7, 1897.

PAUL WISE.

In presence of—

A. HILL,

J. WILKINSON.