

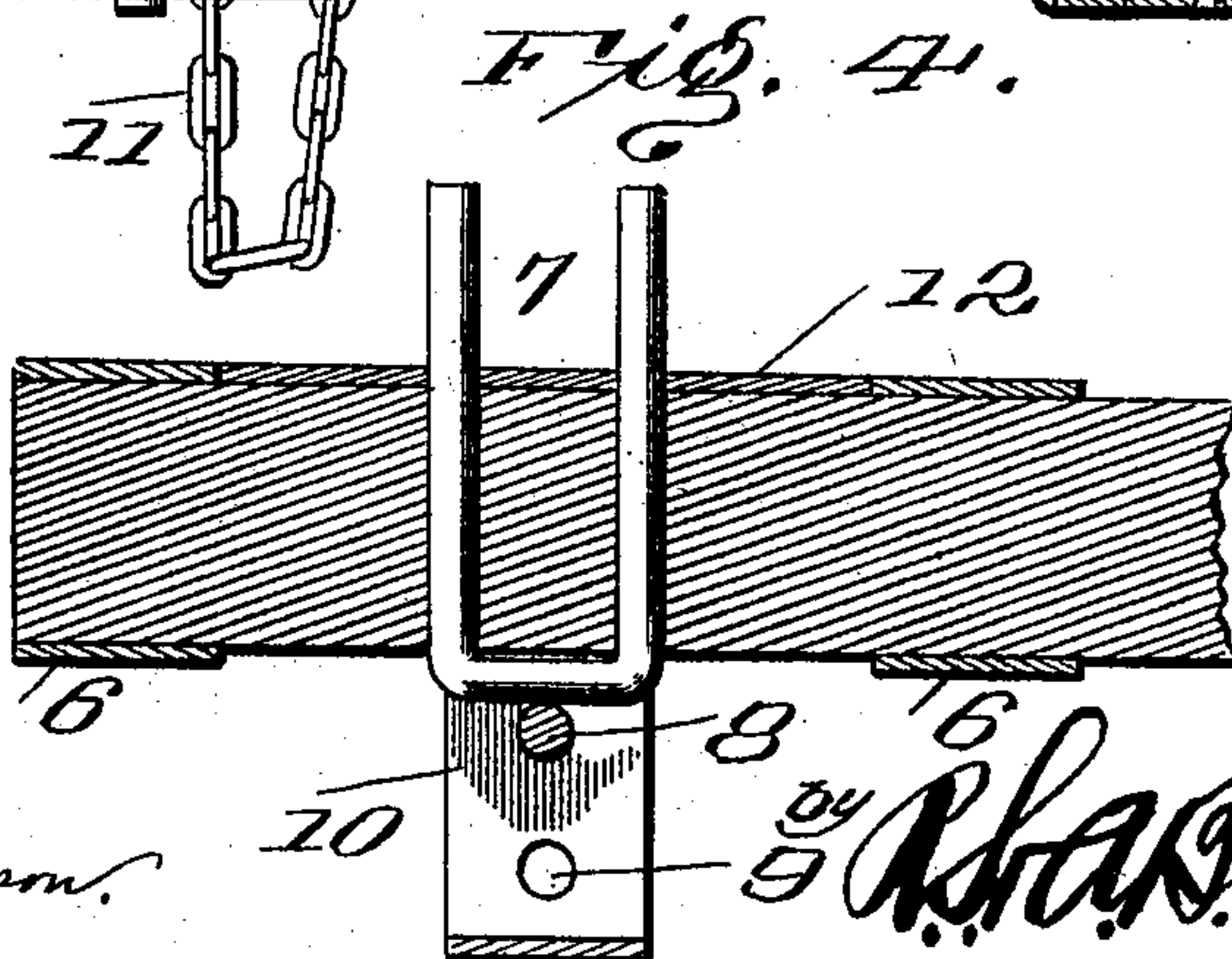
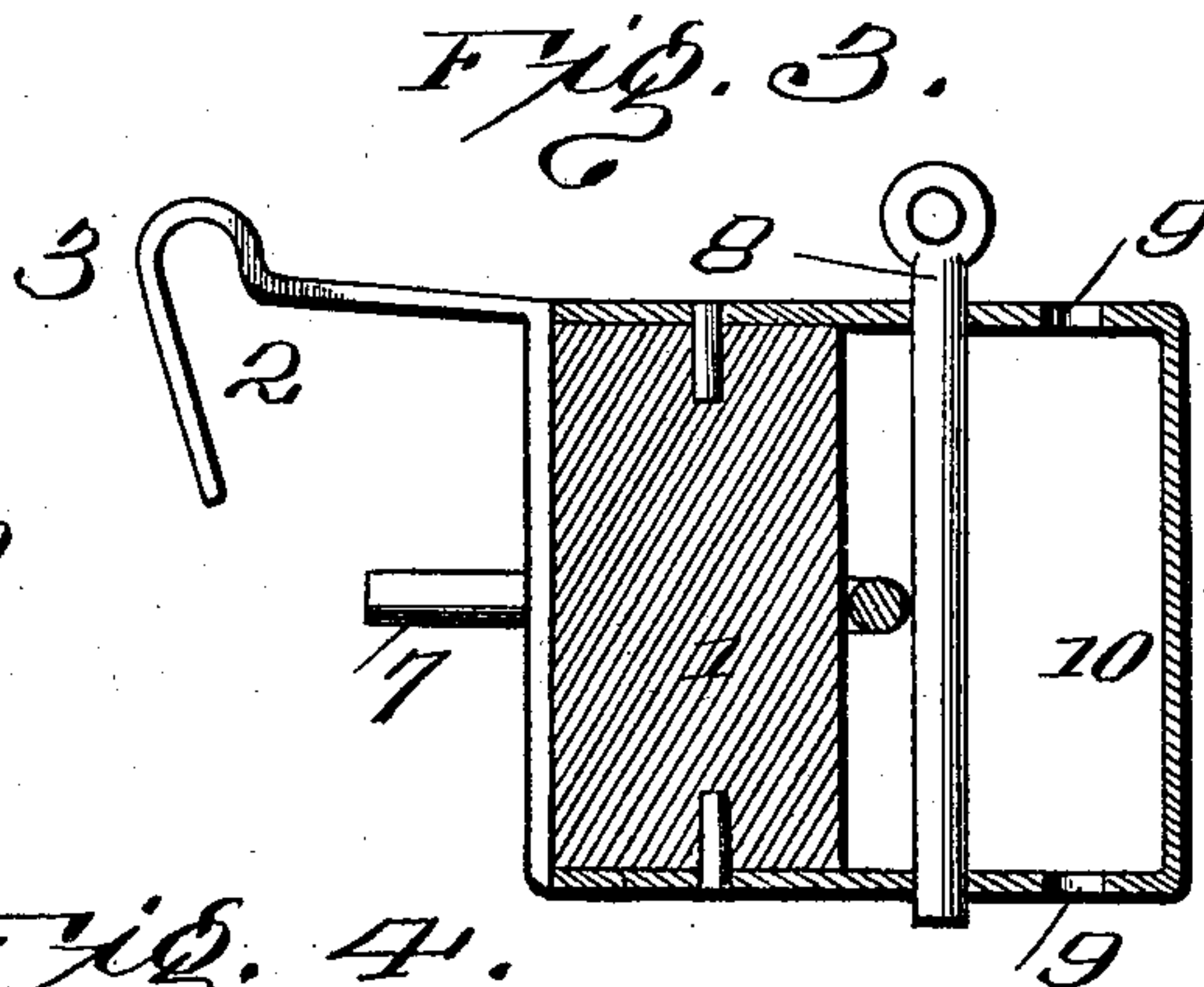
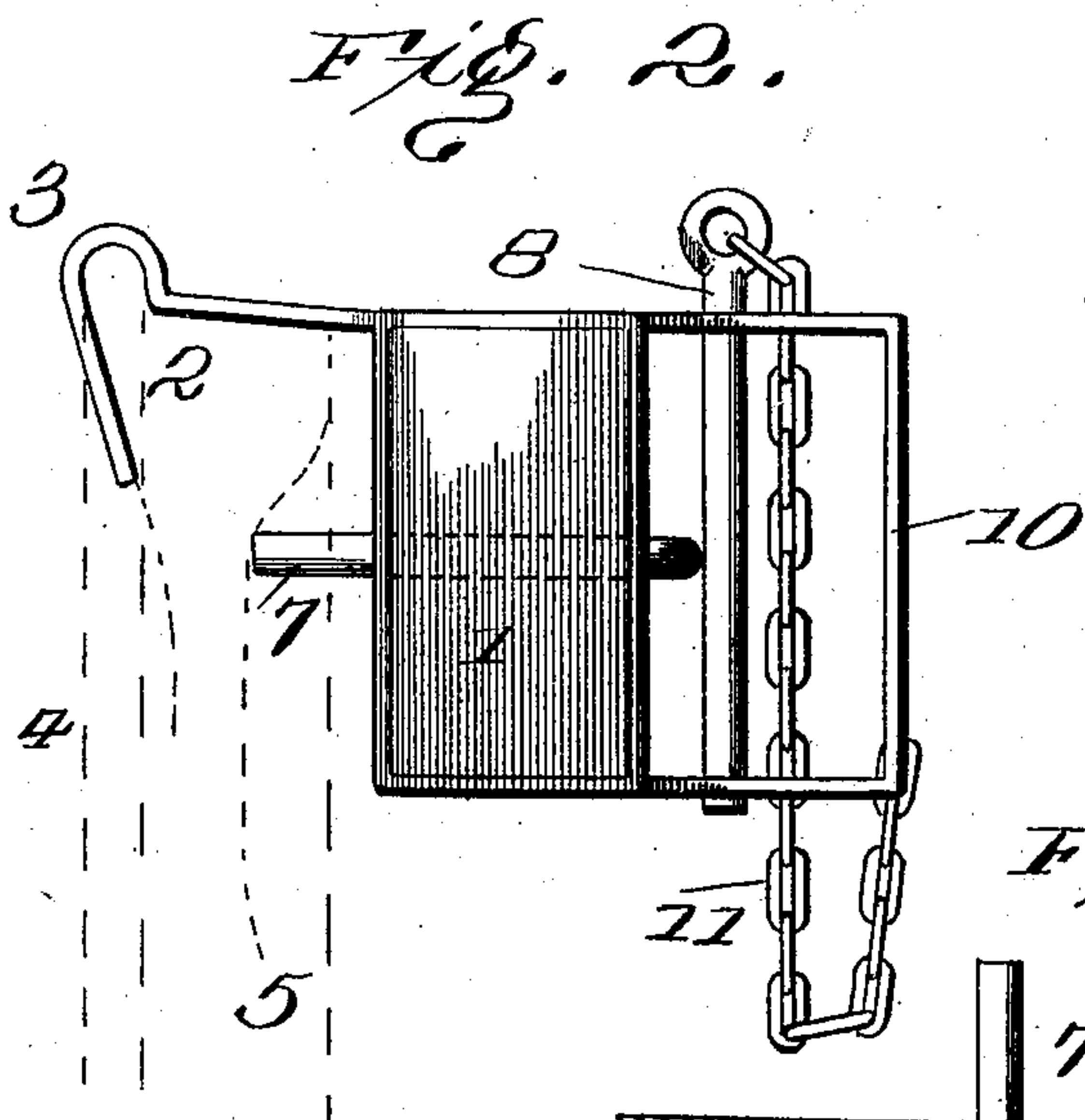
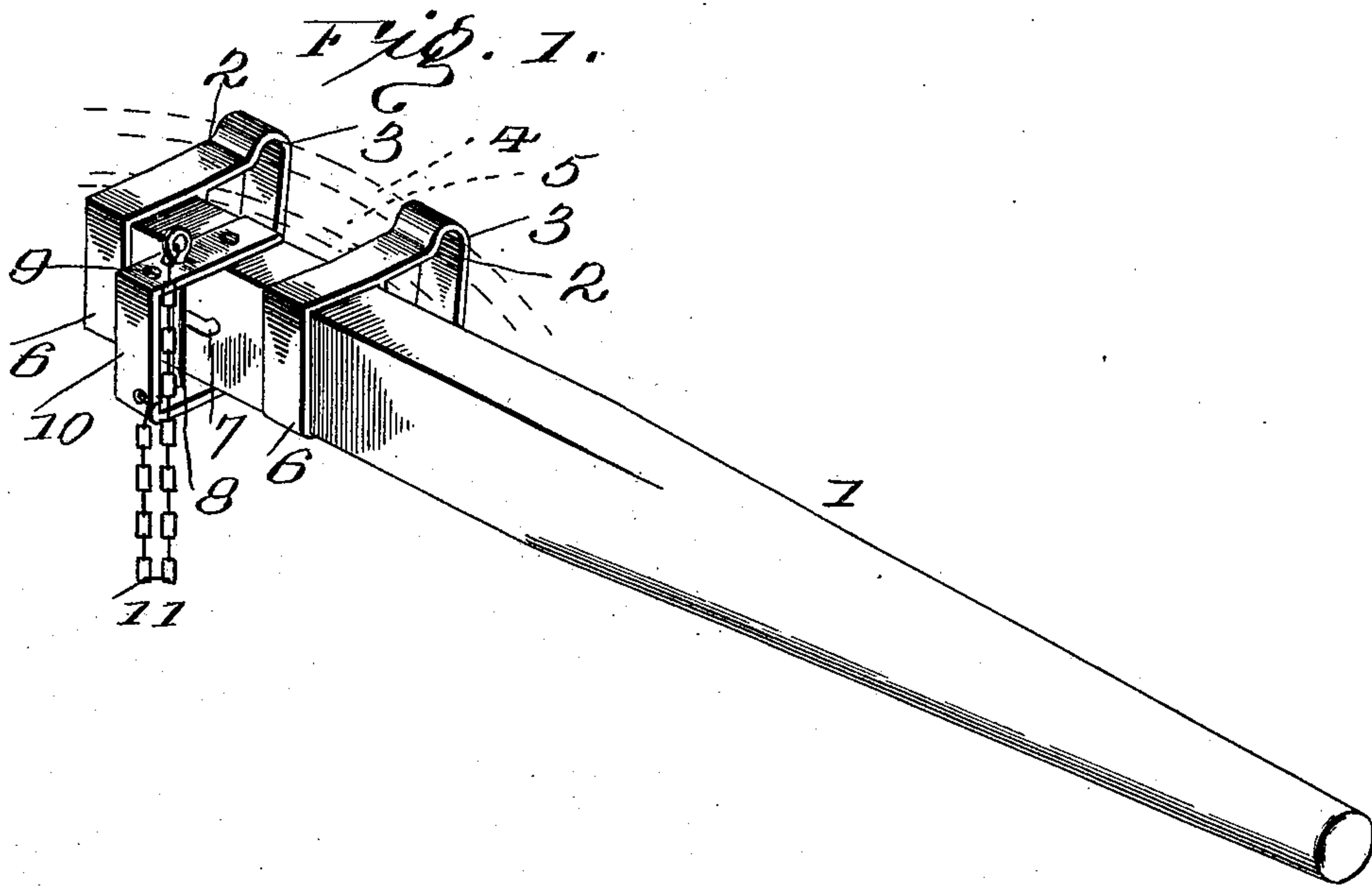
No. 636,183.

Patented Oct. 31, 1899.

O. E. ROSE.
CAR MOVER.

(Application filed Apr. 17, 1899.)

(No Model.)



Witnesses

James R. Thompson

Inventor

Oscar E. Rose

by *A. H. Racey* Attorneys

UNITED STATES PATENT OFFICE.

OSCAR E. ROSE, OF ALMA, KANSAS.

CAR-MOVER.

SPECIFICATION forming part of Letters Patent No. 636,183, dated October 31, 1899.

Application filed April 17, 1899. Serial No. 713,319. (No model.)

To all whom it may concern:

Be it known that I, OSCAR E. ROSE, a citizen of the United States, residing at Alma, in the county of Wabaunsee and State of Kansas, have invented certain new and useful Improvements in Car-Movers; and I do hereby 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.

This invention relates to means for replacing railroad-cars, and has for its object to provide a device of this character which will be simple, effective, and durable and enable the car to be moved or started by the expense of a comparatively small amount of energy.

With these and other objects in view, which will suggest themselves as the nature of the invention is more fully comprehended, the same consists, essentially, of the novel features and details of construction which hereinafter will be more particularly set forth, illustrated, and finally outlined in the appended claims.

In the drawings, Figure 1 is a perspective view of the invention, showing it in operative relation. Fig. 2 is an end view. Fig. 3 is a cross-section. Fig. 4 is a detail horizontal section.

Corresponding like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The lever 1 may be of any relative dimensions and length, according to the required strength of the implement, and generally will consist of a wooden beam. Companion hooks 2, spaced apart at short distances, are applied to an end portion of the lever and project laterally therefrom in the same direction, and their outer ends 3 are inclined inwardly with the flange 4 of a car-wheel 5. These hooks are secured to the lever in any specified manner and are provided at their inner ends with cuffs or sleeves 6, which encircle the sides of the lever and are fitted thereto.

A holder 7 is slidably mounted with reference to the lever and is located intermediate of the companion hooks 2 and acts jointly therewith to secure the lever to the car-wheel to be moved or started. This holder is preferably of U form, its members or legs operat-

ing through independent openings formed transversely in the lever 1. The projecting end of the holder engages under the rim or tread portion of the car-wheel, whereas the bent terminals of the parts 2 engage with a flange 4 of the said wheel. The holder is secured in an adjusted position when brought against the central or web portion of the wheel by means of a key or pin 8, fitted into one of a series of openings 9, formed in a bail or keeper 10, secured to the lever at a point intermediate of the companion hooks 2. In order to prevent displacement or loss of the key or pin 8, it is secured to the implement by means of a chain or like connection 11. A reinforcing-plate 12 is secured to the side of the lever facing the engaging ends of the hooks 2 and has openings in coincident relation with the openings of said lever in which the members of the holder 7 operate. The purpose of this plate is to sustain the wear and strain imposed upon the holder 7 when the device is in operation, thereby preventing enlargement of the openings in which the holder is slidably and adjustably mounted. In practice the outer ends of the hooks 2 are fitted over the flange 4 of the car-wheel to be moved, and the holder is moved transversely of the lever until its inner end engages with the web portion of the car-wheel, after which the key or pin 8 is fitted into corresponding openings of the upper and lower members of the bail or keeper, so as to engage the outer end of the holder and prevent withdrawal thereof. The hooks being spaced apart engage with remote portions of the car-wheel flange, and the holder 7 is positioned so as to engage with the rim of the car-wheel at an intermediate point. Hence upon applying power to the outer end of the lever the parts 2 and 7 will grip the rim portion of the car-wheel by a binding action and impart a rotary movement thereto. By a proper manipulation of the lever it can be moved back upon the car-wheel, so as to secure a grip upon a different portion, thereby obviating the necessity of removing the lever from the car-wheel in order to adjust it to a new position after it has been operated to the limit of its movement in a single action.

From the foregoing it is obvious that various changes in the form, proportions, and

minor details of construction may be resorted to without departing from or sacrificing any of the advantages of the invention.

Having thus described the invention, what is claimed as new is—

1. A device of the character set forth comprising a lever, means applied to the lever and projecting therefrom to engage the flange of the wheel, and a holder movably applied to the lever and adapted to engage the inner periphery of the rim, substantially as described.

2. A device of the character set forth comprising a lever, spaced hooks projecting laterally from the lever, an adjustable holder applied to the lever and adapted to cooperate therewith, substantially in the manner set forth.

3. A device for the purpose specified comprising a lever, spaced hooks projecting laterally from the lever, an adjustable holder located intermediate of the said hooks and adapted to cooperate therewith, and means

for securing the holder in an adjusted position, substantially as set forth.

4. In a device of the character specified comprising a lever, companion hooks spaced apart and applied to the lever and having their outer terminal portions inwardly deflected, a holder of approximately U form slidably mounted in transverse openings formed in the lever and located intermediate of the hooks, a keeper projecting from the opposite side of the lever and having a series of openings in its upper and lower members in coincident relation, and a pin or key adjustably mounted in the said openings and adapted to engage with the holder and secure it in an adjusted position, substantially as and for the purpose specified.

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

OSCAR E. ROSE. [L. S.]

Witnesses:

R. J. KERANS,
A. E. SAXEY.