

No. 671,285.

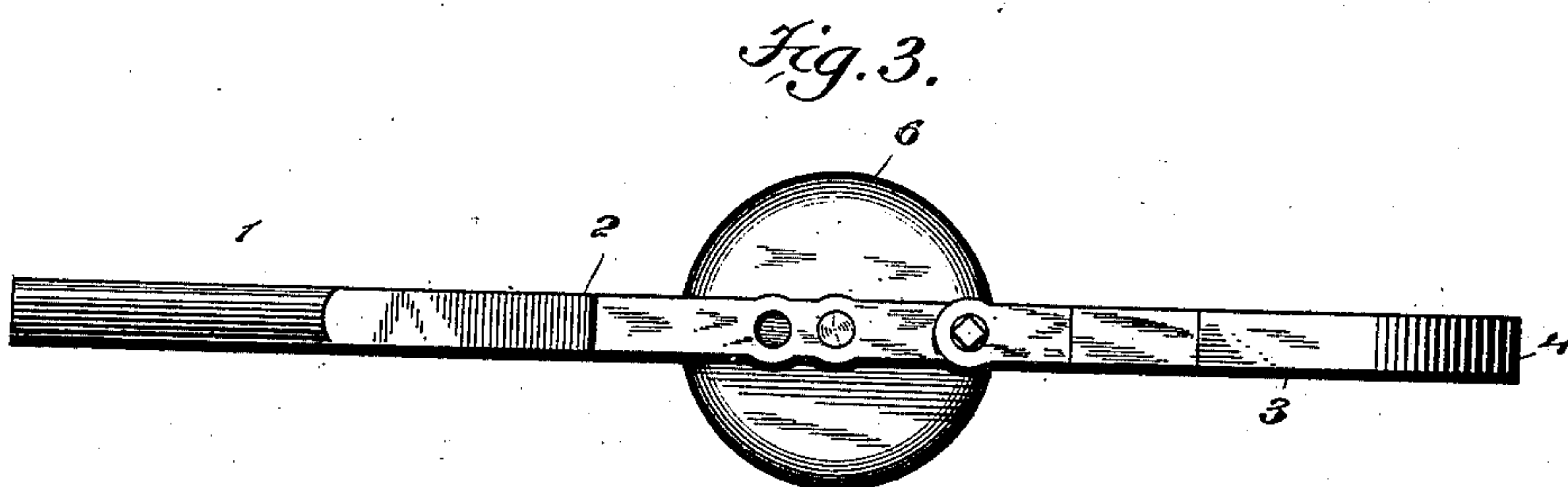
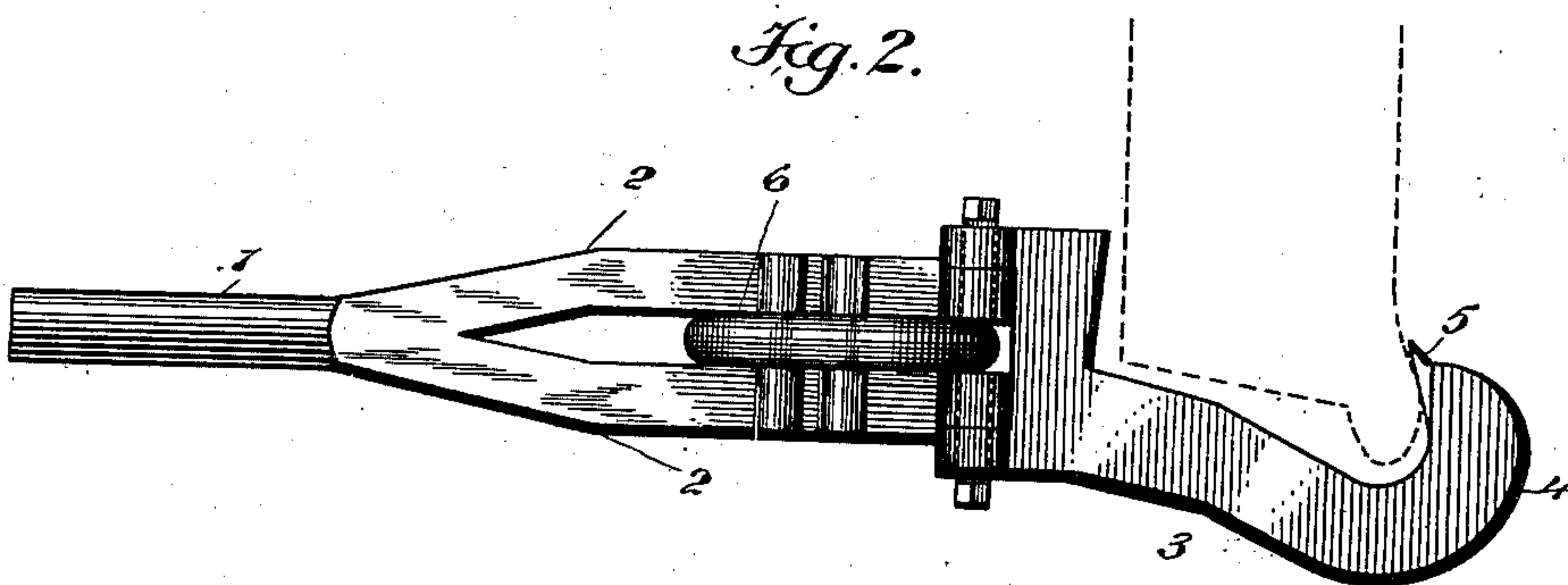
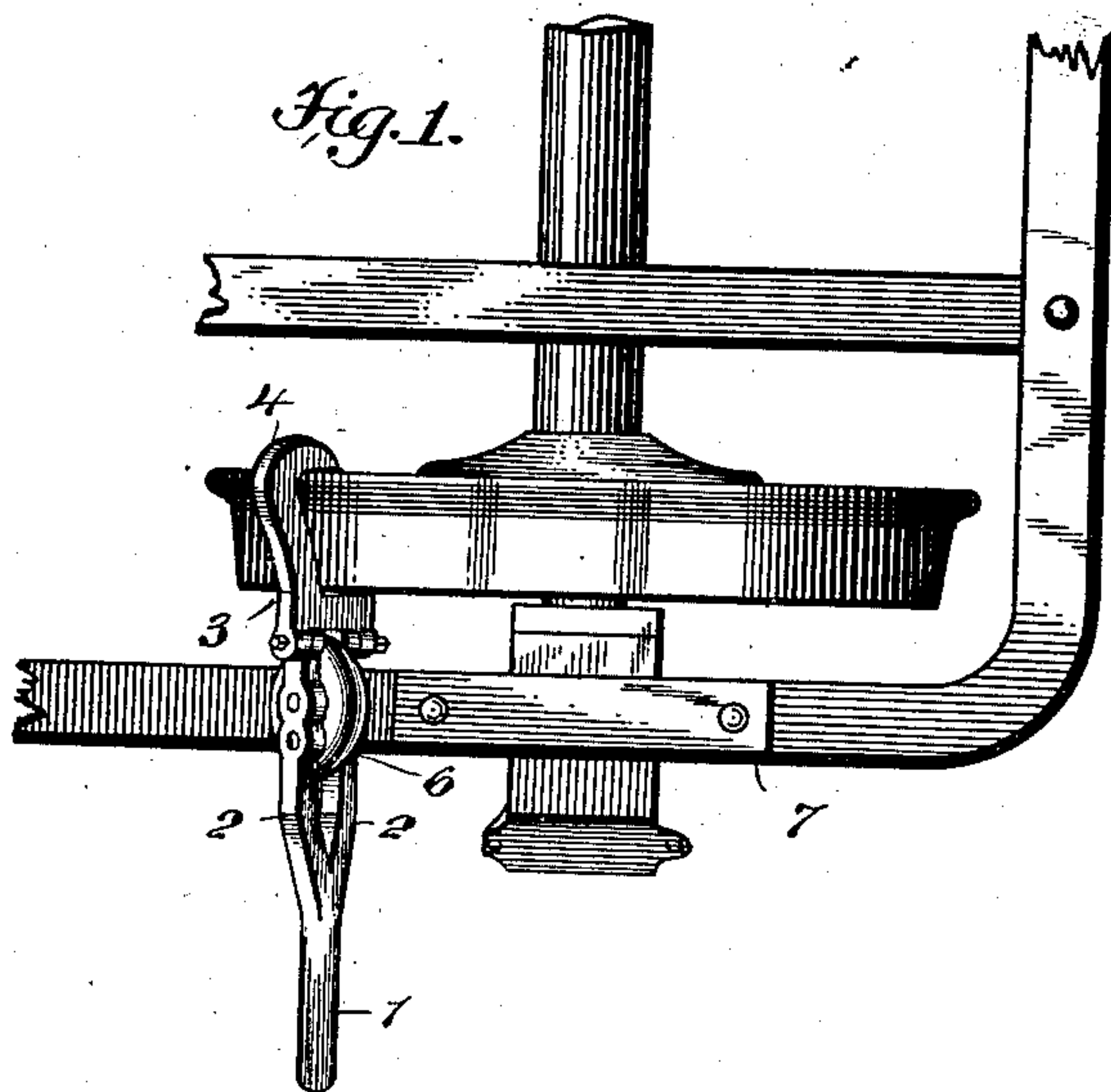
Patented Apr. 2, 1901.

S. E. KURTZ.

CAR MOVER.

(Application filed Nov. 27, 1900.)

(No Model.)



WITNESSES:

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UNITED STATES PATENT OFFICE.

SAMUEL E. KURTZ, OF SAC CITY, IOWA, ASSIGNOR OF ONE-HALF TO HENRY KURTZ, OF SAME PLACE.

CAR-MOVER.

SPECIFICATION forming part of Letters Patent No. 671,285, dated April 2, 1901.

Application filed November 27, 1900. Serial No. 37,885. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL E. KURTZ, a citizen of the United States, and a resident of Sac City, in the county of Sac and State of Iowa, have invented a new and Improved Car-Mover, of which the following is a full, clear, and exact description.

This invention relates to improvements in devices for moving railway-cars and the like when the car is to be moved short distances and it is not convenient or desirable to use a locomotive; and the object is to provide a device of this character that may be used on any form of car-truck and with which the truck-frame serves as a fulcrum for the mover.

I will describe a car-mover embodying my invention and then point out the novel features in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of a car-wheel and a portion of the truck-frame, showing a mover embodying my invention as applied thereto. Fig. 2 is a plan view of the device, and Fig. 3 is a side view.

Referring to the drawings, 1 designates a lever of any suitable length and terminating in separated end portions 2. Pivoted to these portions 2 is a gripping-hook 3, designed to engage over the tread of the wheel and also to engage against the inner side of the wheel-frame, and to prevent any possible slipping of this gripping device on the wheel-flange I provide the hook portion 4 with a knife-edge 5 for engaging over the wheel-flange. Mounted between the members 2 of the lever is a roller 6, designed to engage upon the truck-frame 7, which serves as a fulcrum for the lever. The members 2 are provided each with a series of openings, so that the roller 6 will be moved toward or from the end of the

lever to change the leverage power, as desired. By employing the roller it is obvious that friction of the device upon the truck-frame will be reduced to a minimum and preferably the periphery of the roller will be transversely rounded.

In operation the gripping device is to be engaged with the car-wheel, as indicated in Fig. 1, and the lever 1 extended out laterally from the truck-frame. Obviously by a downward movement of the outer end of the lever 1 and the frame 7 acting as a fulcrum very powerful pressure may be brought to bear upon the wheel, causing it to turn, and, in fact, it is obvious that with a moving device engaged with the wheel, as described, and with the truck-frame all the power applied to the outer end of the lever will be brought to bear upon the wheel.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A car-mover, comprising a lever, a hook-shaped gripping device having swinging connection with the lever, and a roller arranged in the lever and adapted to engage with the truck-frame serving as a fulcrum, substantially as specified.

2. A car-mover, comprising a lever, a fulcrum-roller adjustably arranged in said lever, a hook-shaped gripping device having swinging connection with the lever, and a knife-edge portion on the hook end of said lever adapted to grip the car-wheel when pressure is applied to the lever, substantially as specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

SAMUEL E. KURTZ.

Witnesses:

W. H. HART,
PHIL. SCHALLER.