No. 709,765. Patented Sept. 23, 1902.

H. C. HARRINGTON & W. M. TOWERS.

CAR MOVER.

(Application filed June 25, 1902.)

(No Model.)

Fig. 1.

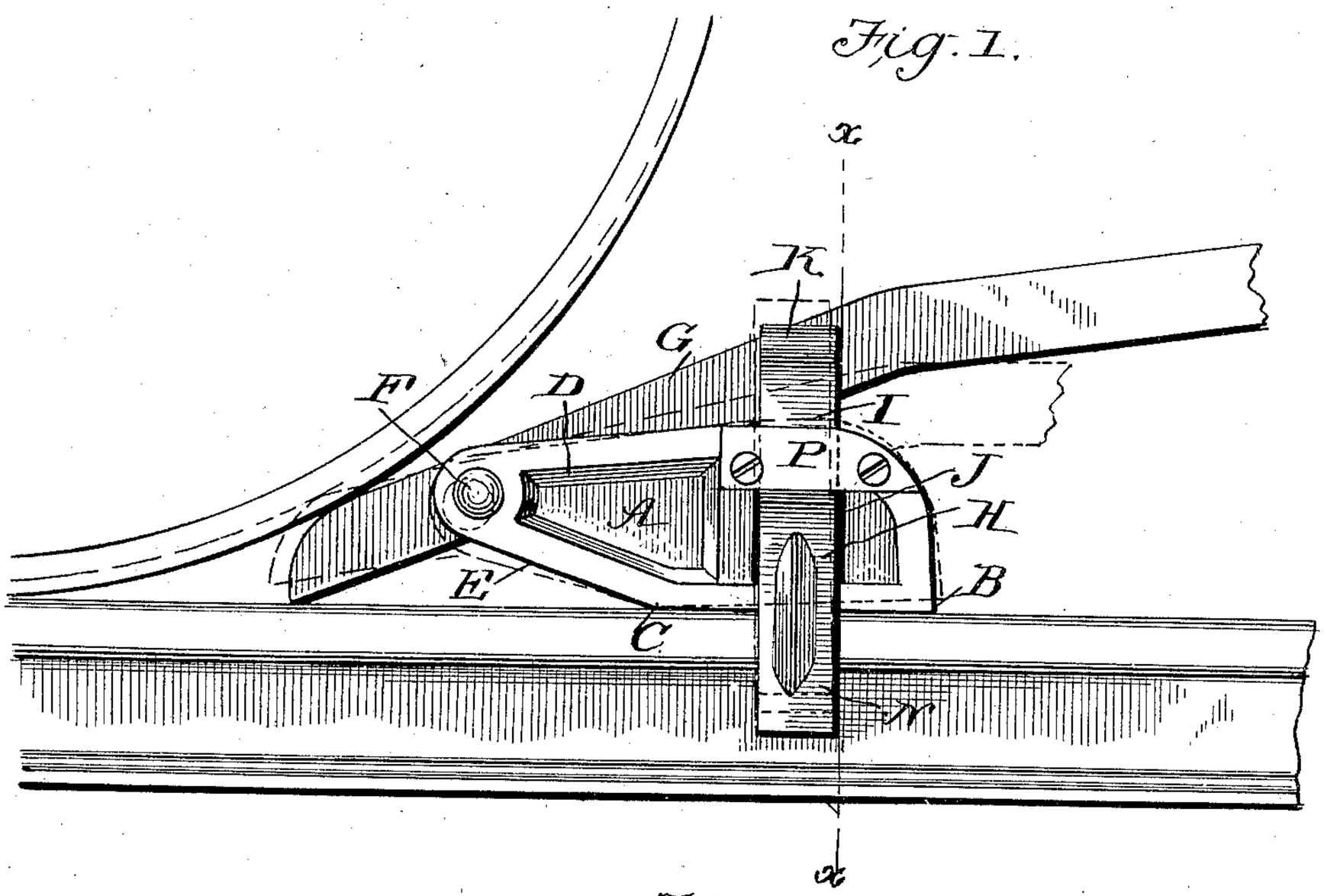


Fig. 2.

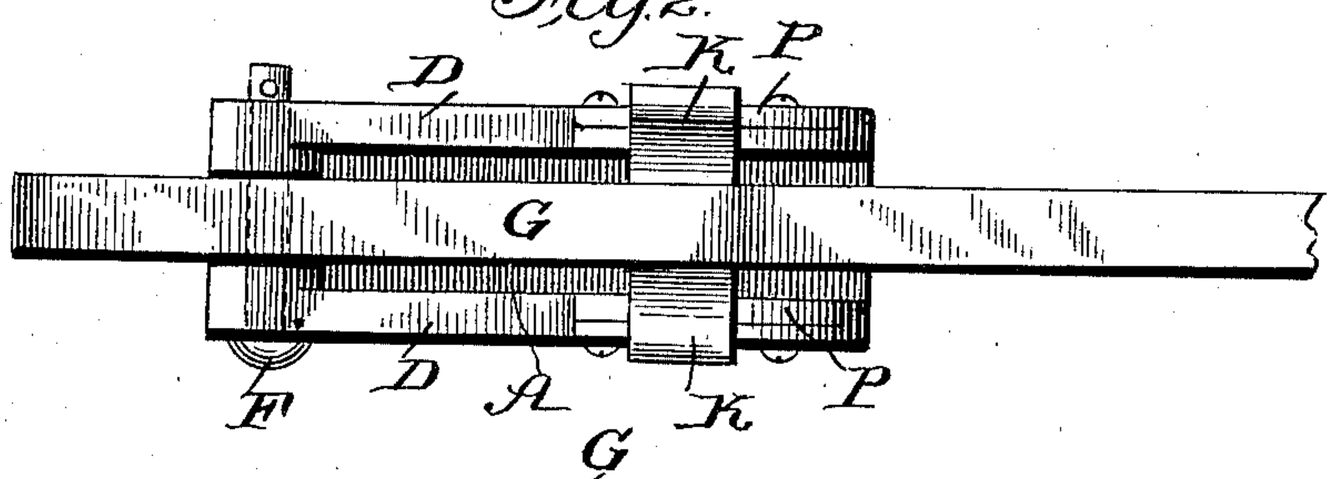
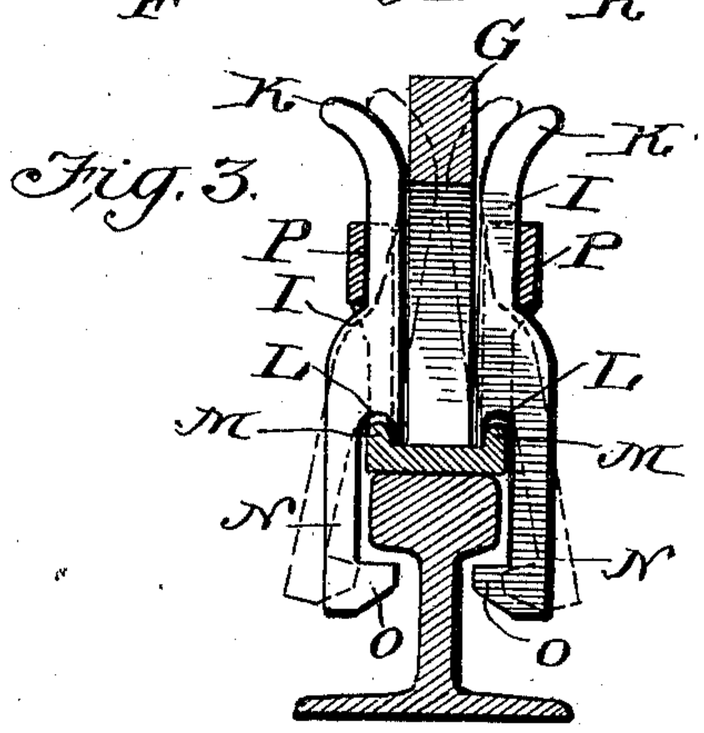


Fig. 3.



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HARRY C. HARRINGTON AND WILLIAM M. TOWERS, OF ROME, GEORGIA.

CAR-MOVER.

SPECIFICATION forming part of Letters Patent No. 709,765, dated September 23, 1902.

Application filed June 25, 1902. Serial No. 113,117. (No model.)

To all whom it may concern:

Be it known that we, HARRY C. HARRINGTON and WILLIAM M. TOWERS, of Rome, in the county of Floyd and State of Georgia, have invented certain new and useful Improvements in Car-Movers, of which the following is a specification.

Our invention relates to car-movers; and the invention consists, briefly stated, in a device of that character involving improved construction with novel arrangement and combination of parts, whereby more effective means are afforded.

More specifically stated, the invention involves a peculiar frame to which the lever is pivoted, peculiar means for clamping the rail, and novel details of construction, which will be fully described in the following specication with reference to the accompanying drawings, and the letters of reference thereon, which form a part of our specification.

In the drawings, Figure 1 is a side elevation showing our invention in use. Fig. 2 is a plan view. Fig. 3 is a transverse vertical sectional view on line *x x* of Fig. 1.

In carrying out our invention we employ an elongated substantially U-shaped body portion A, having a substantially horizontal base from B to C. The forward end of the body portion A consists of two arm-like members D, having their lower edge inclined upwardly from C, as indicated at E. The extreme forward end of said members D are perforated, adapted to receive a pin or bolt F, passing through the lever G near its forward end, as shown in Fig. 1 of the drawings.

H indicates clamp devices, whose upper ends I pass through openings J in the side walls of the body portion A. The extreme upper end K of the clamp devices H is turned outwardly, as shown in Fig. 3, for guiding the lever G, and the inner side of said upper end is vertically disposed to a socket L, with the latter adapted to receive a rib M, located at the bottom of the opening J in the body portion. (See Fig. 3.) The outer or lower ends of the clamp devices H form jaws N, having at their extreme lower ends inturned heads or hooks O. The openings J in the side walls of the body portion A extend from the rib M upwardly through the said side walls and is bridged by a detachable bar P, secured to the side walls by bolts or other suitable means.

In operation our car-mover is arranged on a track-rail by moving the lever upwardly beyond the upper ends K of the clamp devices, when the latter may be adjusted, as indicated by dotted lines in Fig. 3, adapted to receive the head of an ordinary railroad-rail and permit the body portion to rest upon the rail. The body portion is secured upon the rail by lowering the lever A to a point between the upper ends K of the clamp devices H, as indicated by dotted lines in Fig. 1 and full lines in Fig. 3. Now with our car-mover arranged on the track-rail as just described the body portion will rest on its flat base from B to C. In this position the device is slid up to a car-wheel, with the extreme forward end of the lever G sliding on the rail. When the forward end of the lever G is adjusted up to and well under the wheel, the rear end of the lever G is pushed downwardly, turning upon its pivot or bolt F. The forward end of the lever being adjusted under the wheel, as stated, downward movement thereof will be resisted by the car-wheel and pressure be exerted upon the pivot F with effect to force the forward end of the body portion downwardly, tilting it on its fulcrum C. While the above-described action is taking place and since the lever is at all times in operation of the car-mover between the upper end of the clamp devices, it is apparent that the inturned heads or hooks O will be disposed under the head of the rail, as indicated in Fig. 3. Now the body portion A being tilted on its fulcrum, as above stated, and the clamping devices being fixed, obviously the rear of the body portion will be forced upwardly, as indicated by dotted lines, (see Fig. 1,) when the hooks O will engage the rail under its head with clamping effect, and thereby lock the body portion against rearward movement. It is understood that the several actions above described take place upon slight downward movement of the free end of the lever. With the car-mover locked against rearward movement and the forward end of the lever under the wheel continued downward movement of the free end of the lever will push the car-wheel forward with rolling action until the lever reaches the end

of its stroke and by which time, the car-wheel having rolled beyond reach of the forward end of the lever and its pivot being relieved from pressure, obviously the body portion will assume its original position, resting upon its base from B to C, and in which position the hooks will be disengaged from the under side of the head of the rail, and thereby freeing the whole device, when it may be again moved under the wheel and the same operation repeated as often as may be necessary.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. The combination in a car-mover, of a lever having pivotal action, a tilting body portion supporting the lever and adapted to rest upon the track-rail, and means at the rear of the body portion adapted to grip the under side of the head of the track-rail upon tilting movement of the body portion substantially as described.

2. The combination in a car-mover employing a lever, of a support for the lever consisting of a substantially U-shaped body portion having its rear under side horizontal and its forward end elevated or inclining downwardly to said horizontal under side, the side walls of said forward end being perforated to receive a pin passing through the lever, and means at the rear end of the body portion, upon pressure being applied by the lever effecting tilting action of the body portion, adapted to grip the track-rail and lock the said body portion against rearward movement substantially as described.

3. The combination with a car-mover employing a lever, means for supporting the lever, and means for locking the lever-supporting means against rearward movement involving jaws adapted in operation to grip the under side of the head of the rail, the lever-supporting means consisting of a body portion having tilting movement upon the track-rail, its forward end having pivotal connection with the lever and its rear end adapted to support the locking means substantially as described.

4. The combination in a car-mover employing a lever and a body portion, the latter resting upon the track-rail and adapted to be tilted, said body portion having its forward end inclined upwardly and providing pivotal support for the lever, clamping devices at the rear of the body portion having lateral adjustment and adapted to engage the under side of the head of the rail, means for supporting the clamping devices in spaced position adapted to receive the lever between them whereby they are held against lateral movement and, upon the body portion being tilted, operating to clamp the rail and secure the lever-support against rearward movement substantially as described.

5. The combination with a car-mover employing a lever and tilting means for supporting the lever, the latter consisting of a substantially U-shaped body portion having the lever pivoted to its forward end, inclined and horizontal under surfaces on the body portion, sockets at the rear of and in the side walls of the body portion, clamping devices supported in the said sockets, means whereby the said clamping devices may be adjusted permitting removal of the body portion, means whereby they are held against lateral movement and means whereby they are drawn upwardly and thereby engaging the rail and locking the lever-support against rearward movement substantially as described.

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