

No. 728,484.

PATENTED MAY 19, 1903.

A. J. MAINE.
CAR MOVER.

APPLICATION FILED SEPT. 8, 1902.

NO MODEL.

FIG. 1.

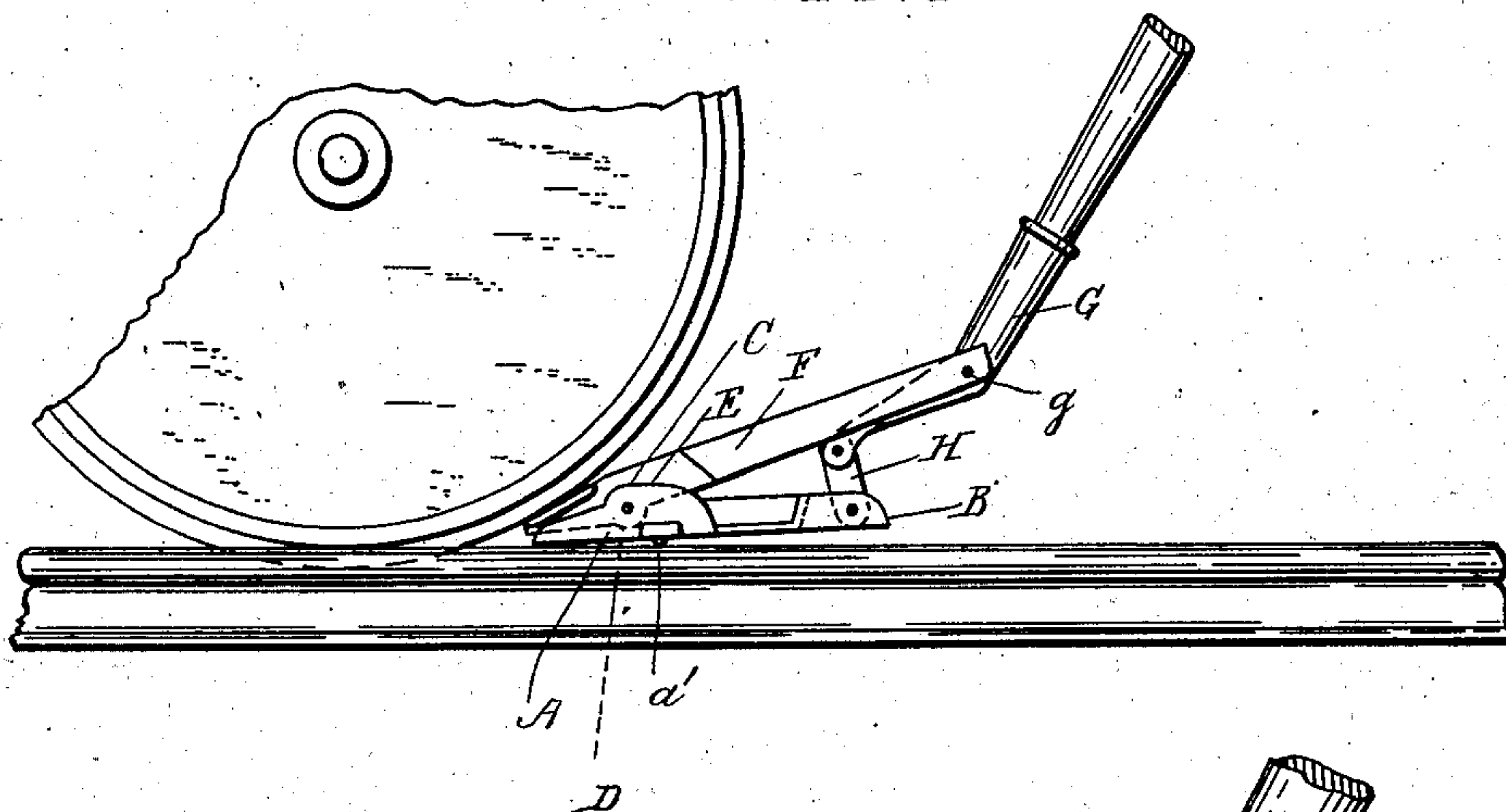


FIG. 2.

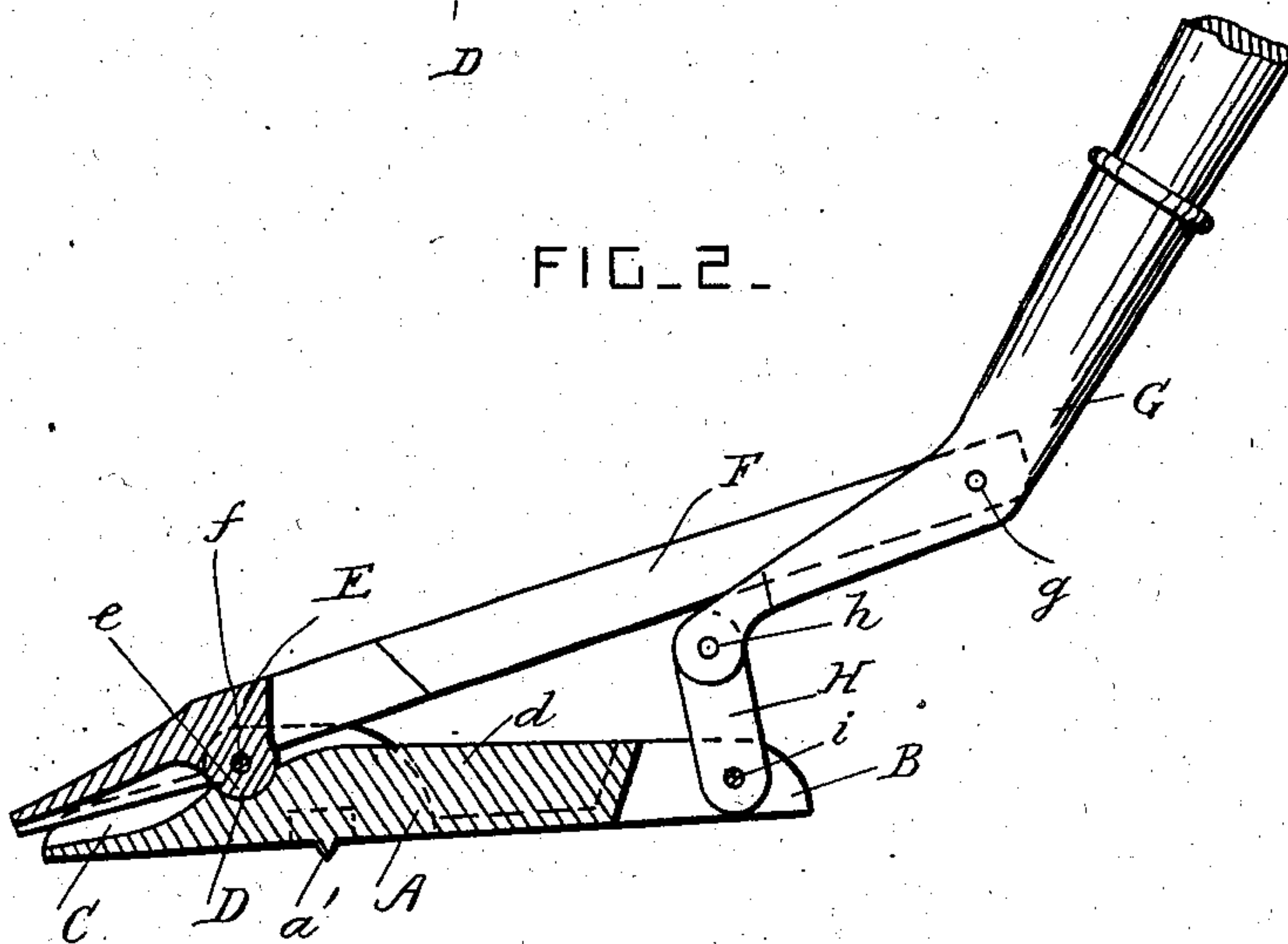


FIG. 3.

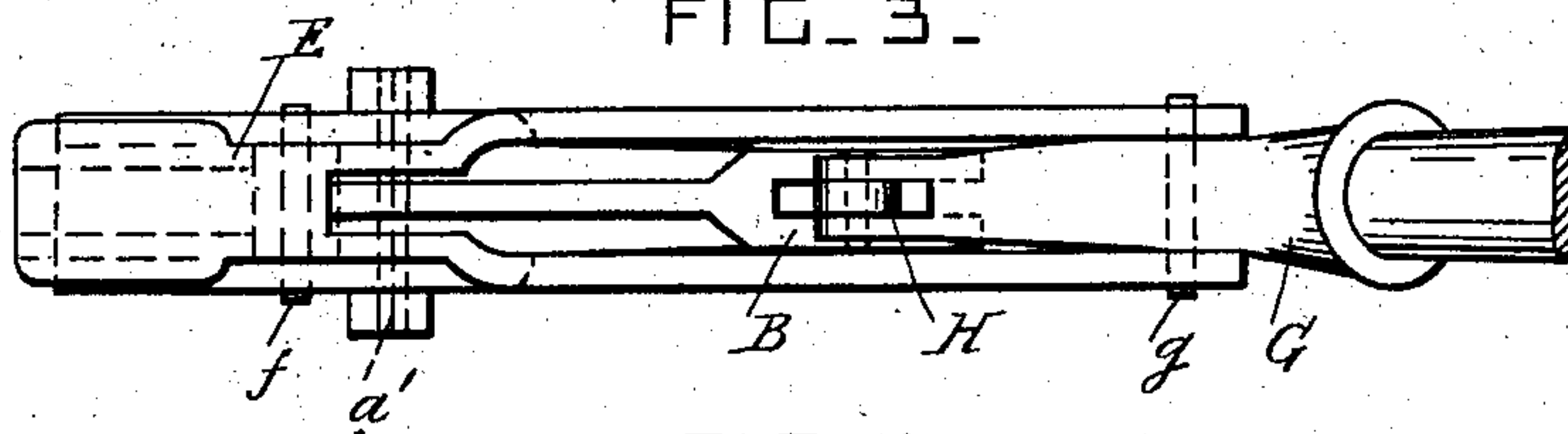
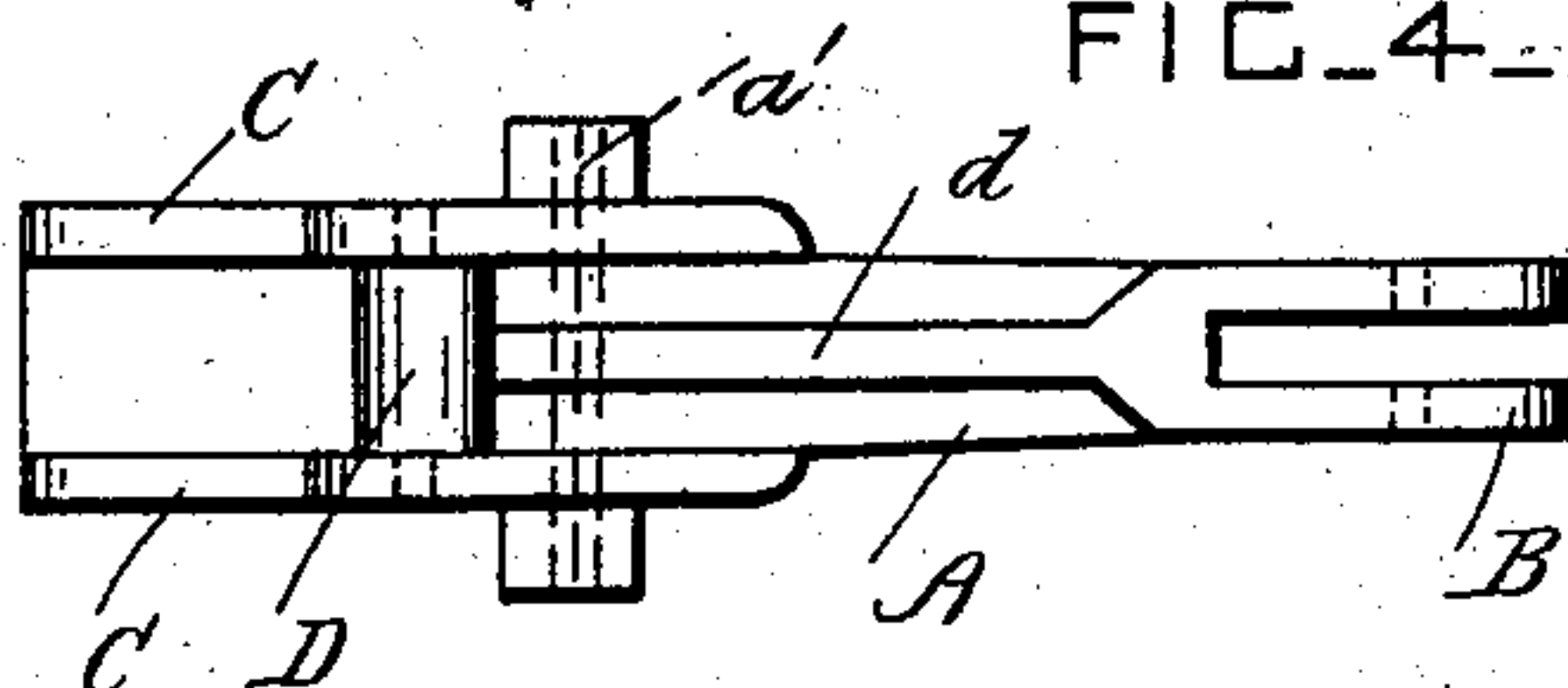


FIG. 4.



WITNESSES

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UNITED STATES PATENT OFFICE.

ANDREW J. MAINE, OF APPLETON, WISCONSIN.

CAR-MOVER.

SPECIFICATION forming part of Letters Patent No. 728,484, dated May 19, 1903.

Application filed September 8, 1902. Serial No. 122,577. (No model.)

To all whom it may concern:

Be it known that I, ANDREW J. MAINE, a citizen of the United States, residing at Appleton, in the county of Outagamie and State of Wisconsin, 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 car-movers; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is a side view of the car-mover. Fig. 2 is a longitudinal section through the car-mover. Fig. 3 is a plan view of the car-mover. Fig. 4 is a plan view of the shoe or base.

A is a shoe or base which rests on the track-rail and which is preferably provided with a calk or cross-rib *a'* on its under side to prevent it from slipping.

B is a double eye at the rear part of the shoe, and C represents two side flanges at the front end portion of the shoe.

D is a concave socket near the front end of the shoe between the flanges C, and *d* is a central longitudinal rib between the socket D and the double eye B on the upper side of the shoe.

E is a lever for engaging the car-wheel. This lever has a convex fulcrum *e* near its front end, which is mounted in the socket D, and *f* is a pin which passes through holes in the side flanges C and in the fulcrum *e* and which holds the lever in operative connection with the shoe.

The rear end portion F of the lever E is bifurcated, so as to clear and straddle the rib *d* on the shoe, and it projects rearwardly beyond the shoe.

G is a bell-crank lever, which is pivoted by a pin *g* to the rear end portion F of the lever E.

H is a link provided with pins *h* and *i* and pivotally connecting the short arm of the bell-crank lever with the double eye B.

The long arm of the bell-crank lever preferably consists of a removable handle inserted in a suitable socket.

The car is moved along the track by depressing the handle of the operating-lever and moving the shoe along the rail step by step.

What I claim is—

1. In a car-mover, the combination, with a shoe, of a lever pivoted in the front part of the shoe, a bell-crank operating-lever pivoted to the rear end of the said lever, and a link pivoted to the rear end of the said shoe and to the shorter arm of the said bell-crank lever, substantially as set forth.

2. In a car-mover, the combination with a shoe provided with a concave socket at its front end portion and flanges on each side of the said socket, of a lever provided with a fulcrum mounted in the said socket between the said flanges, and a bell-crank lever pivoted to the rear end portion of the said lever and having its short arm pivotally connected with the rear end portion of the said shoe, substantially as set forth.

3. In a car-mover, the combination, with a shoe provided with a concave socket at its front end portion, a double eye at its rear end, and a longitudinal rib on its upper side between the said socket and double eye; of a lever provided with a fulcrum mounted in the said socket and provided with a bifurcated rear end portion which straddles the said rib and projects beyond the rear end of the said shoe; and a bell-crank lever pivoted in the bifurcated end portion of the said lever and having its short arm pivotally connected with the said double eye, substantially as set forth.

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

ANDREW J. MAINE.

Witnesses:

A. E. DAVIS,
A. M. SPENCER.