

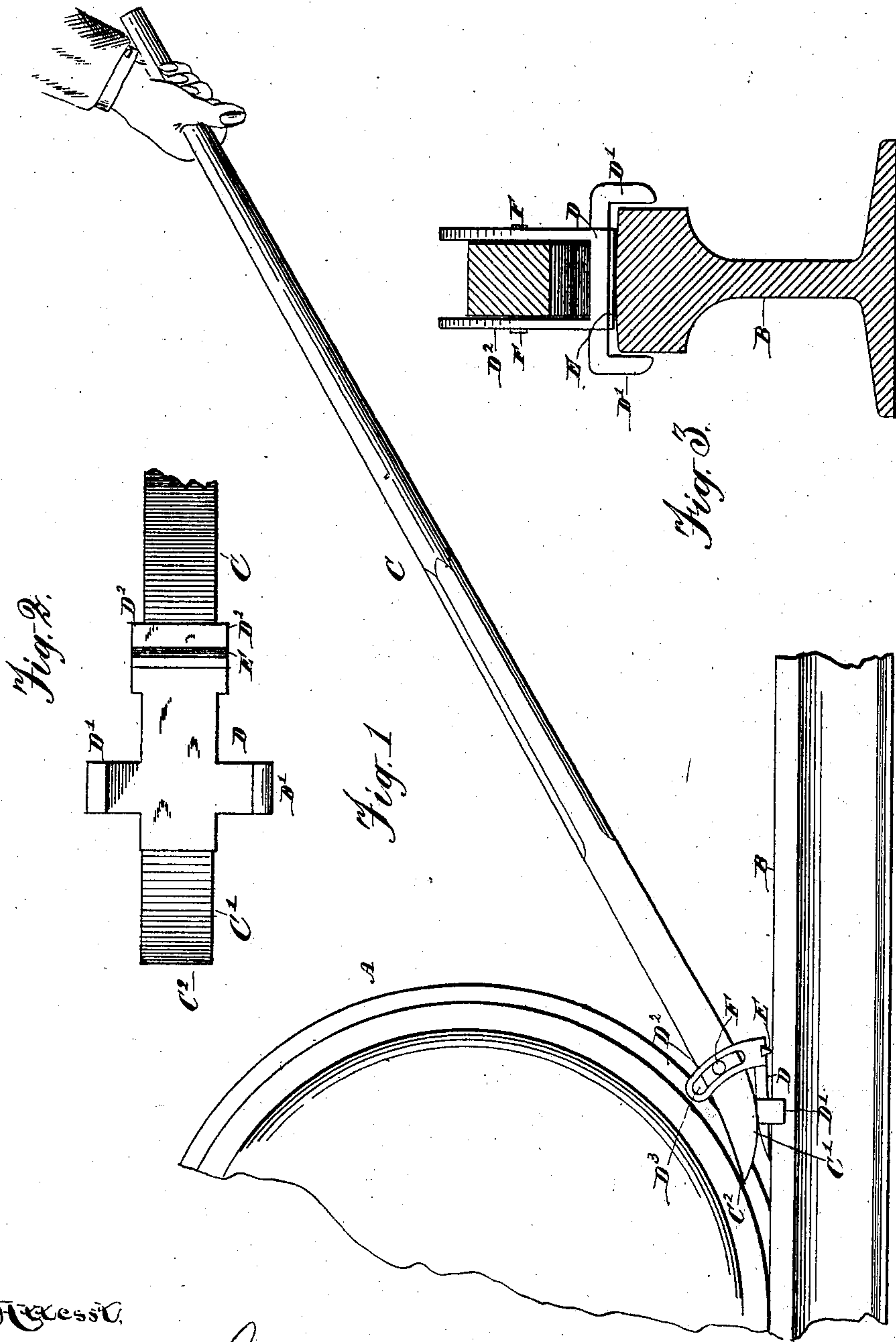
No. 742,157.

PATENTED OCT. 27, 1903.

N. E. BUNTING.  
CAR MOVER.

APPLICATION FILED JUNE 29, 1903.

NO MODEL.



Witness

W. H. Johnson  
G. F. Kubicek

Inventor

Norman E. Bunting

By J. M. St. John,  
Att'y.

# UNITED STATES PATENT OFFICE.

NORMAN E. BUNTING, OF MARION, IOWA.

## CAR-MOVER.

SPECIFICATION forming part of Letters Patent No. 742,157, dated October 27, 1903.

Application filed June 29, 1903. Serial No. 163,456. (No model.)

*To all whom it may concern:*

Be it known that I, NORMAN E. BUNTING, a citizen of the United States, residing at Marion, in the county of Linn and State of Iowa, have invented certain new and useful Improvements in Car-Movers, of which the following is a specification.

This invention relates to bars used for moving short distances railway-cars adjacent to factories and warehouses, and has for its object to produce a powerful and easily-operated car-mover adapted to act forcibly on the car-wheel without slipping on the track.

The nature of the invention will fully appear from the description and claims following, reference being had to the accompanying drawings, in which—

Figure 1 is a side view illustrating my improved car-mover as in use. Fig. 2 is a bottom view of the lower end of the same. Fig. 3 is a rear view, the bar and rail being in section.

In the drawings, A denotes a car-wheel, and B the rail on which it rests.

C is a bar having a curved heel C' and a little upturned at the nose C<sup>2</sup>. This heel rests on a shoe D, having lateral downwardly-extending lugs D' to straddle the rail, as shown, and serve as a guide for the bar as it is operated and advanced. The upper face of the shoe for a little distance back from the front end is curved oppositely to the curve of the bar-heel, and in action the bar rocks on this curved surface of the shoe. The shoe is prevented from slipping back on the rail by a calk E, fitted in its under side near the rear. To prevent the bar from slipping back or forward on the shoe, the latter is provided with a pair of guides D<sup>2</sup>, having curved slots D<sup>3</sup>, and in these slots plays a pin F, projecting from each side of the bar.

The device is operated in the usual way by pressing down to advance the car and on the

up-stroke pushing the bar forward for a new "bite."

The device operates on the principle of a simple "pinch-bar" with a curved end, which would be a powerful and very practical car-mover if it were not for its tendency to slip back on the track. In this device is secured the advantage of the most powerful leverage when the bar is at the extreme upward pitch and the resistance of the load is the greatest, with a curved bearing-surface by virtue of which the fulcrum moves back as the lever is depressed and the resistance of the load diminishes, and coupled with this is the great advantage of preventing any slip of the bar on the track while such pressure is being exerted.

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

1. In a car-mover, the combination of a bar having a curved heel with a laterally-level surface, a shoe adapted to slide forward on the rail as the bar is advanced, and having a laterally-level upper surface serving as a support for the heel of the bar, a calk in said shoe to prevent slipping when under pressure, and guides to hold the bar from slipping on the shoe.

2. In a car-mover, the combination of a bar having a curved heel with a laterally-level lower surface and laterally-projecting studs, a shoe having a similar upper surface, guides with curved slots to take said studs, lugs to straddle the rail and a calk to prevent back slipping of the shoe.

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

NORMAN E. BUNTING.

Witnesses:

W. H. JOHNSON,  
J. M. ST. JOHN.