

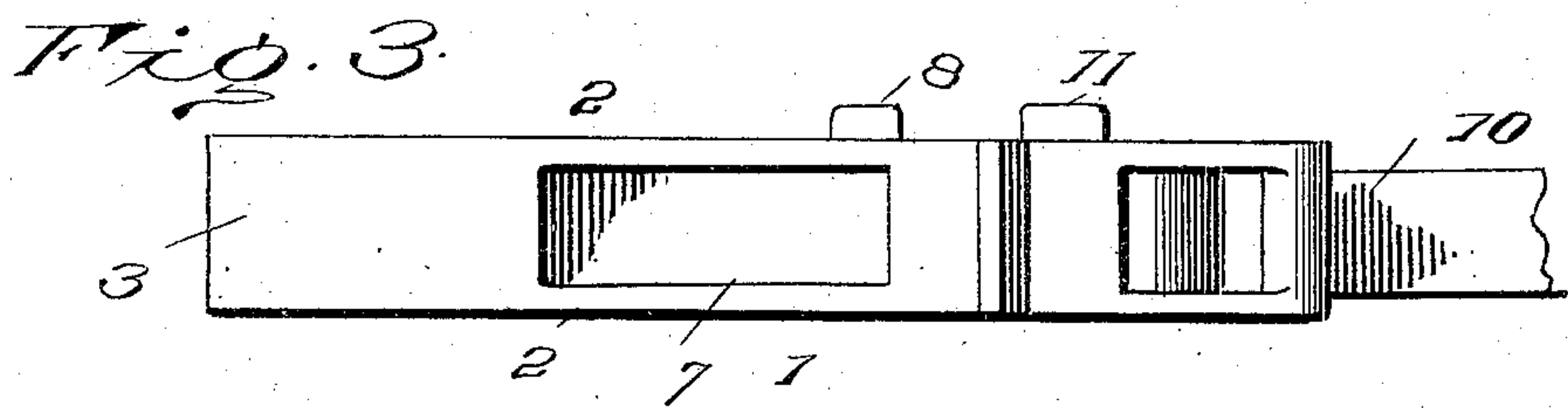
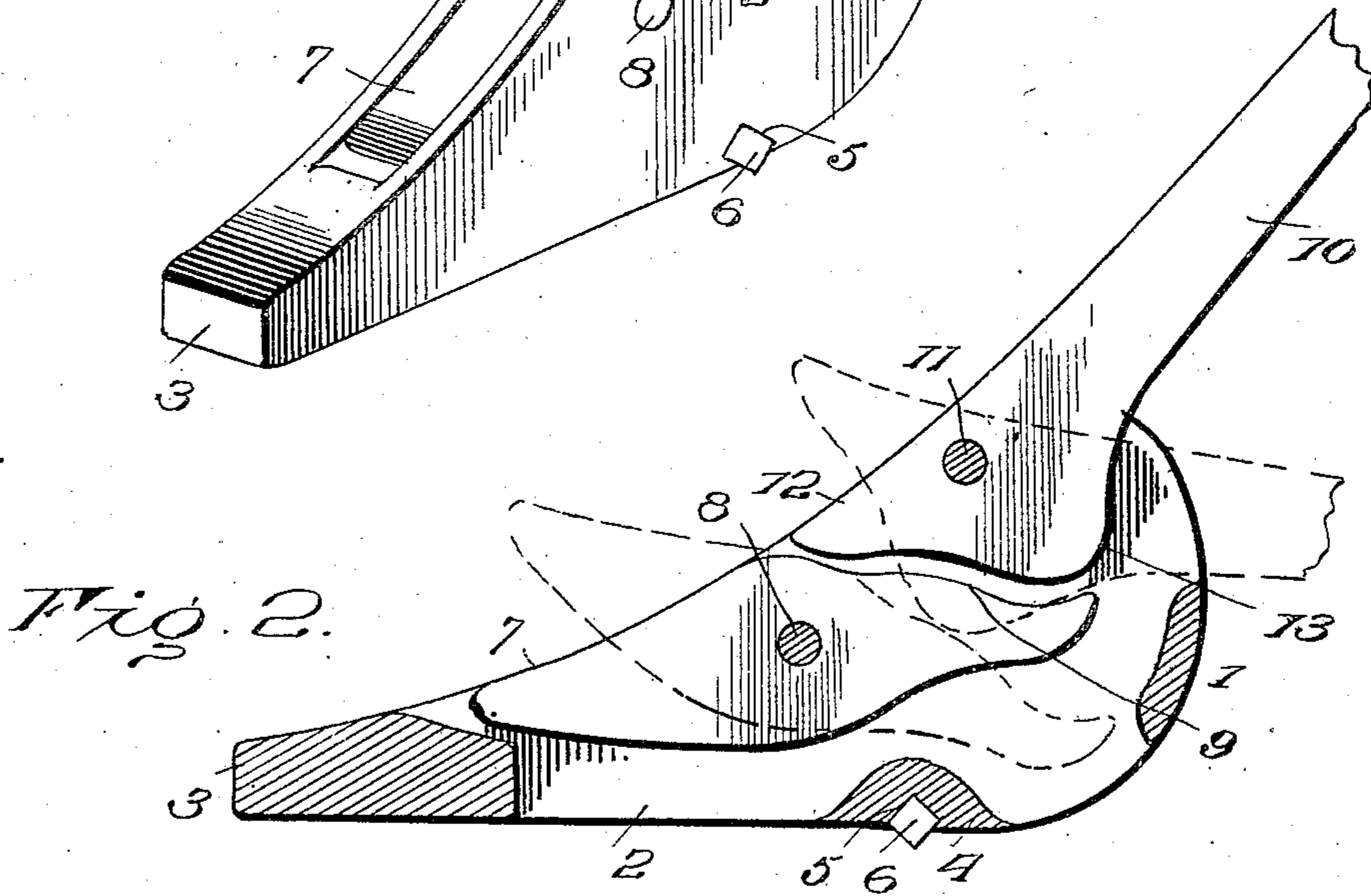
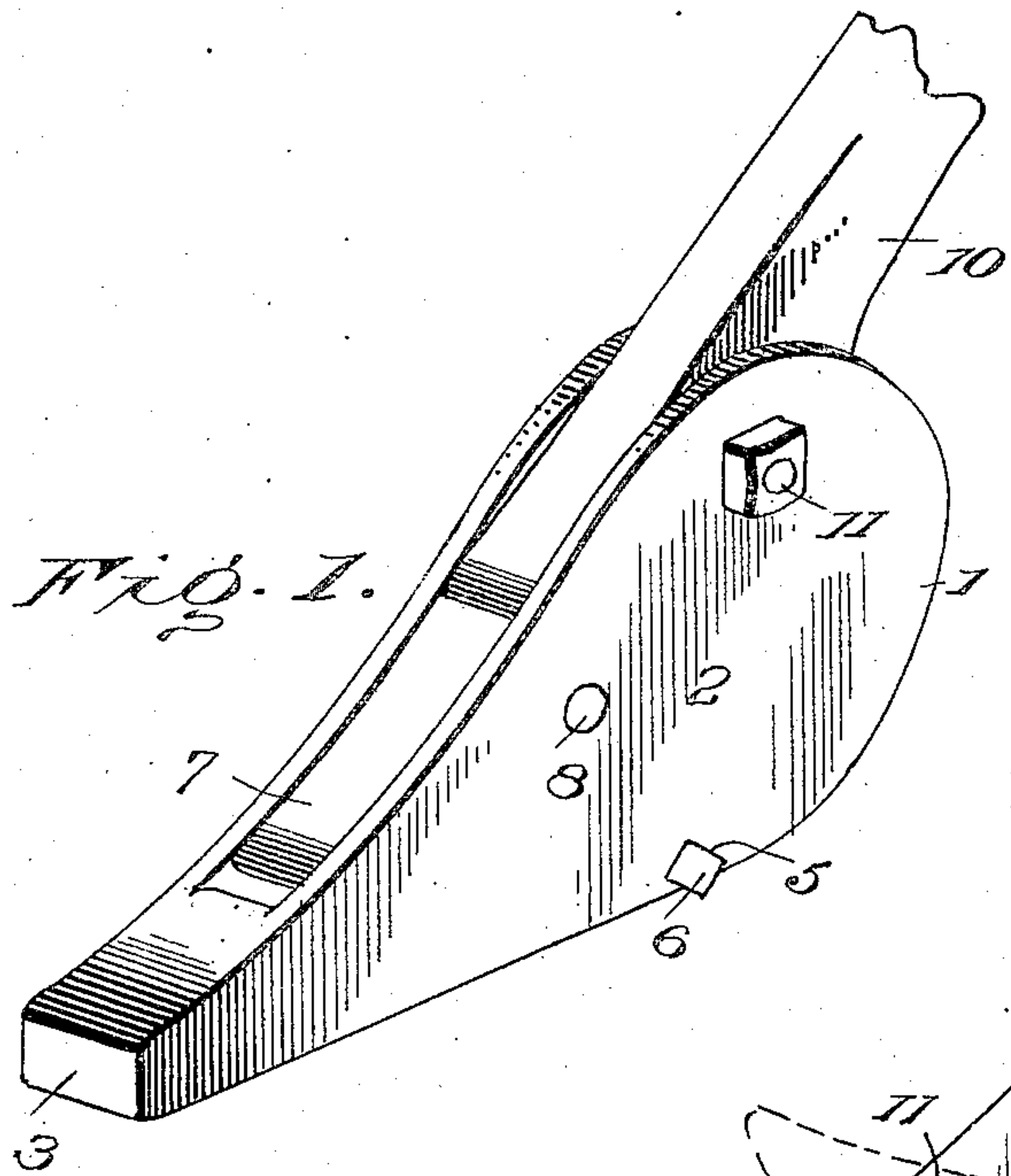
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M. N. SHELL.

CAR MOVER.

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MASON N. SHELL, OF ECKMAN, WEST VIRGINIA.

CAR-MOVER.

No. 849,923.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, MASON N. SHELL, a citizen of the United States, residing at Eckman, in the county of McDowell and State of West Virginia, have invented certain new and useful Improvements in Car-Movers, of which the following is a specification.

The object of the present invention is to provide an improved device for moving cars in which the power exerted upon the operating-lever is applied to the car-wheel at successive intervals of time and at different points in the periphery thereof, thereby causing the car to be moved through a considerable amount of space and enabling the force applied to the implement to be very economically utilized.

The invention also aims to provide an implement of this character comprising few and durable parts which can be cheaply manufactured and readily replaced when necessary.

For a full description of the invention and the merits thereof and also to acquire a knowledge of the details of construction and the means for effecting the result reference is to be had to the following description and accompanying drawings, in which—

Figure 1 is a perspective view of the improved car-mover, a portion of the operating-handle being broken away. Fig. 2 is a longitudinal sectional view through the car-mover. Fig. 3 is a top plan view.

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

The frame 1, within which the working parts are mounted, comprises, essentially, the spaced plates 2, arranged in parallel vertical planes and having their forward end or toe portion connected by the integral bridge-piece 3, while their heel portion is connected in a similar manner by the rear bridge 4. The upper edges of the plates 2 are inclined and curved so as to correspond to the outline of the periphery of the wheel to which the car-mover is applied. An angular notch 5 is formed in the bridge 4 at the rear portion of the frame 1, and this notch receives an angular pin 6, one of the edges of which projects outwardly beyond the frame and is designed to bite into the rail in such a manner as to prevent longitudinal movement of the frame 1 thereon during the operation of the device.

The shoe 7 is mounted at an intermediate

point upon a pin 8; connecting the forward portions of the plates 2. The rear end of the shoe 7 is curved downwardly, as indicated at 9, while the forward portion projects slightly over the bridge 3 and is designed to be moved outwardly into engagement with the wheel being operated upon.

The operating-lever 10 is mounted upon a pin 11, connecting the upper and rear portions of the plates 2. The short arm of the operating-lever comprises a point 12 and a cam 13, the former being designed to engage directly with the wheel of the car, while the latter coöperates with the curved portion 9 of the shoe 7 to cause the forward end of the latter to move into engagement with the car-wheel.

When the operating-lever 10 is in an elevated position, the forward end thereof and the wheel-engaging end of the shoe 7 fit entirely within the side plates 2 of the frame 1, and the latter can then be moved against the wheel, so that the upper curved edges of the side plates 2 are in direct contact with the periphery of the wheel. It will also be observed that when the operating-lever is in this position the inner end thereof is spaced from the shoe 7, whereby the two are enabled to have a limited amount of movement independent of each other. When the lever 10 is pushed downwardly, the point 12, carried by the short arm thereof, is moved outwardly into engagement with the car-wheel and the latter is given an initial movement. As soon, however, as the said point has performed its function and the car-wheel has moved out of reach of the same the cam 13 bears against the curved portion 9 of the shoe and forces the forward end of the shoe into engagement with the wheel. It will thus be apparent that the shoe 7 and lever 10 are so mounted with relation to each other that the power applied to the outer arm of the lever is imparted to the car-wheel at successive intervals of time and at different points in the periphery thereof, thereby enabling the energy applied to the handle to be utilized in a very economical manner and the car to be moved through a considerable amount of space at each positioning of the tool.

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

1. In a car-mover, the combination of a frame, a wheel-engaging shoe carried by the frame, and an operating-lever mounted upon

the frame and provided with means for directly engaging the wheel and also with means for operating the shoe, the said lever and shoe engaging the wheel successively.

5 2. In a car-mover, the combination of a frame, a wheel-engaging shoe carried by the frame, and an operating-lever mounted upon the frame and provided with a wheel-engaging point, the shoe and wheel-engaging point
10 operating successively.

3. In a car-mover, the combination of a frame, a wheel-engaging shoe carried by the frame and having an end thereof curved, and an operating-lever mounted upon the frame
15 and formed with a wheel-engaging point and with a cam engaging the curved end of the shoe for operating the latter.

4. In a car-mover, the combination of a frame, a shoe pivotally mounted at an intermediate point upon the frame, and an operating-lever mounted upon the frame, the inner end of the operating-lever comprising a wheel-engaging point and a cam, the said cam being spaced from the shoe when the
20 operating-lever is elevated and being designed

to engage the shoe when the wheel has moved away from the before-mentioned point.

5. In a car-mover, the combination of a frame comprising spaced side pieces, a shoe pivotally mounted at an intermediate point
30 between the spaced side pieces, and an operating-lever pivotally mounted between the spaced side pieces, the inner end of the lever comprising a wheel-engaging point and a cam, the said cam engaging an end of the
35 shoe for operating the latter.

6. In a car-mover, the combination of a frame, a wheel-engaging shoe carried by the frame, and an operating-lever mounted upon the frame and provided with means for di-
40 rectly engaging the wheel and also with a cam for operating the shoe, the said lever and shoe engaging the wheel successively.

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

MASON N. SHELL. [L. S.]

Witnesses:

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