

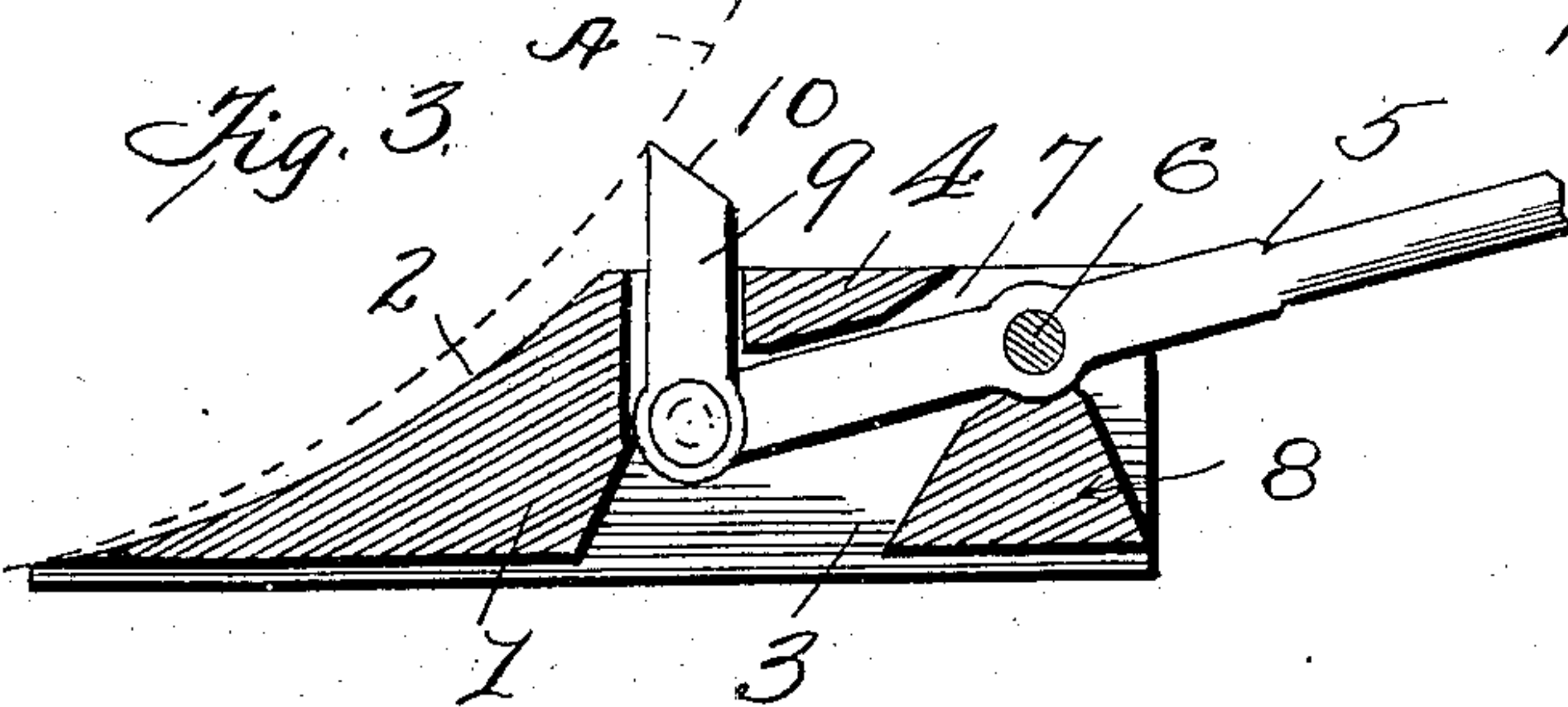
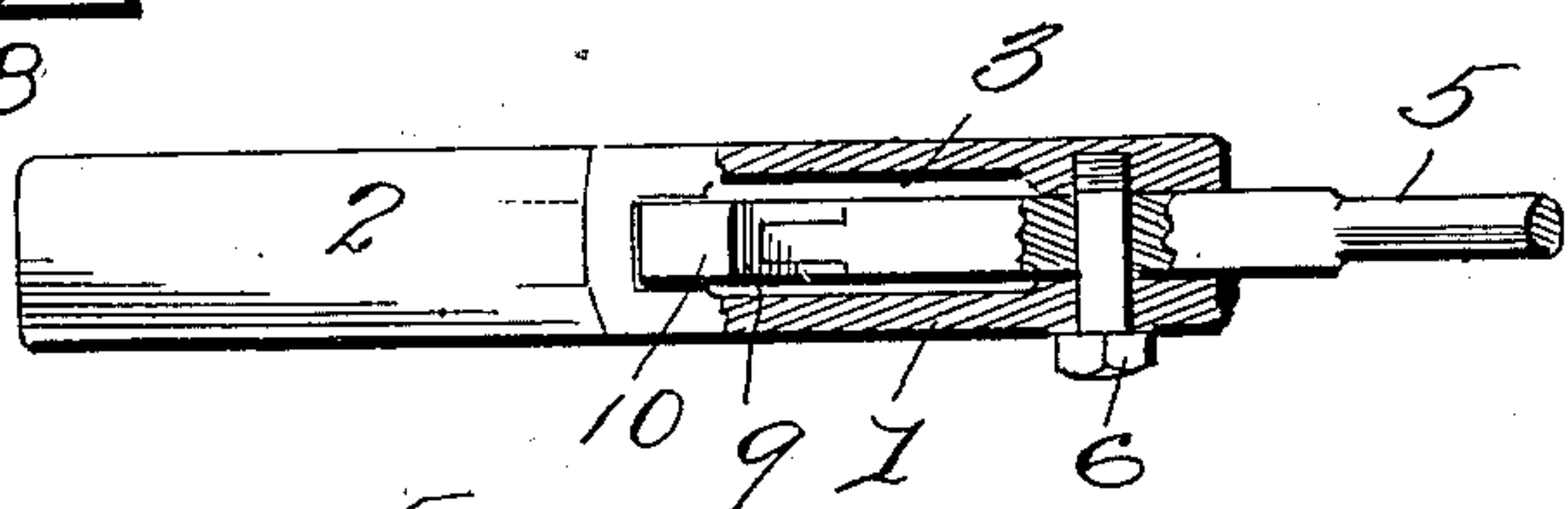
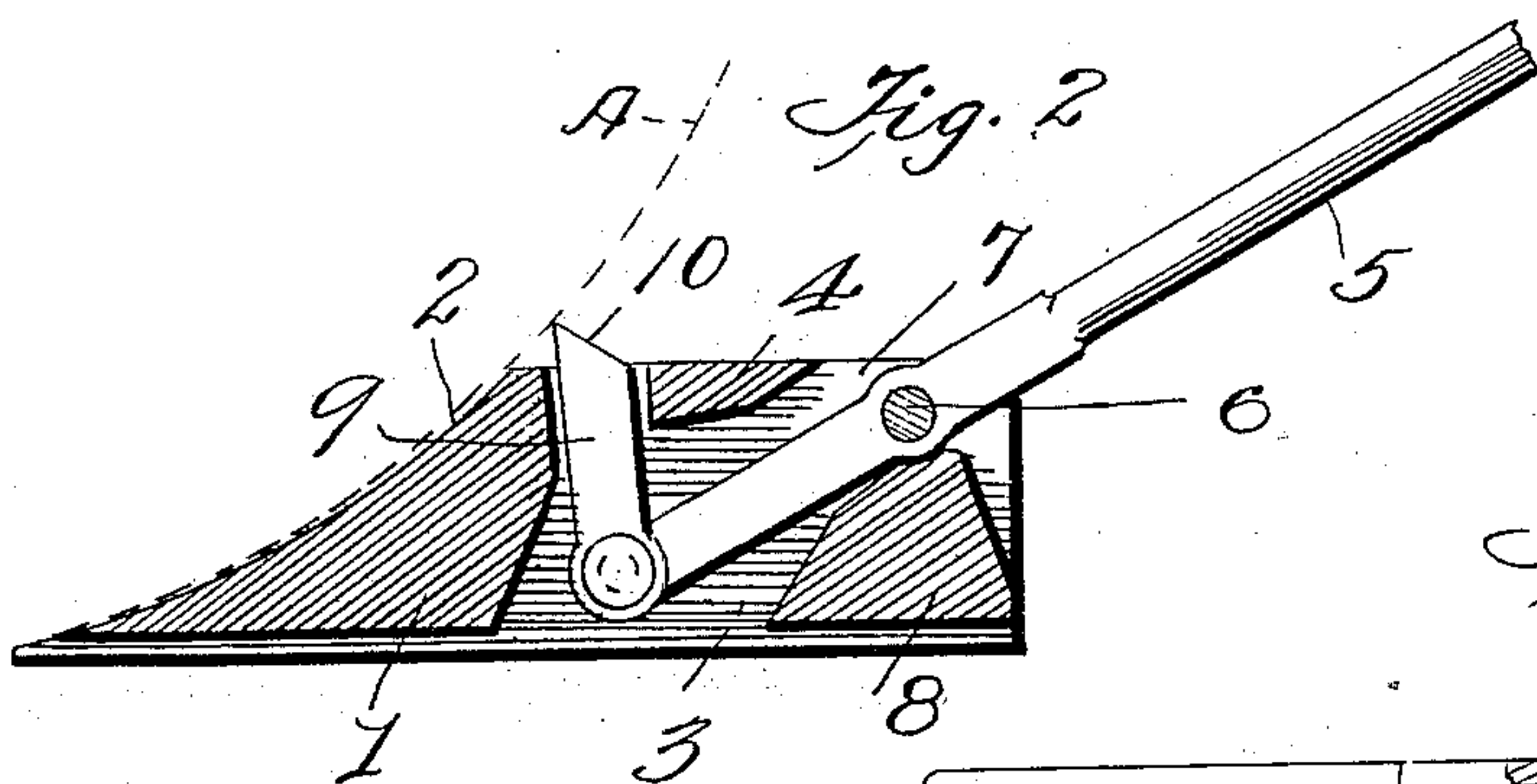
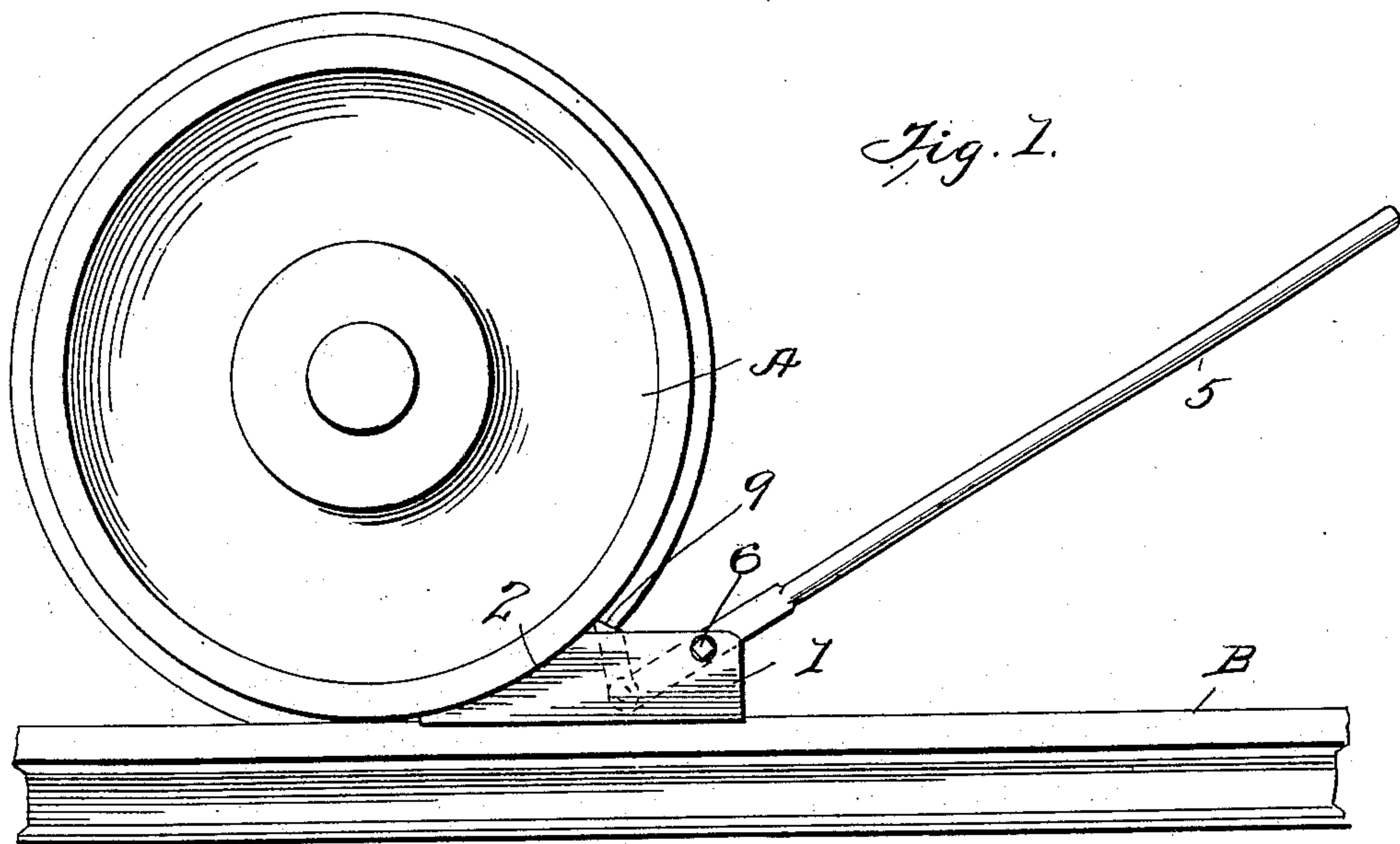
No. 863,694.

PATENTED AUG. 20, 1907.

G. BOLINGER.

CAR MOVER.

APPLICATION FILED DEC. 31, 1906.



Witnesses

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GEORGE BOLINGER, OF NEODESHA, KANSAS.

CAR-MOVER.

No. 863,694.

Specification of Letters Patent.

Patented Aug. 20, 1907.

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To all whom it may concern:

Be it known that I, GEORGE BOLINGER, a citizen of the United States, residing at Neodesha, in the county of Wilson and State of Kansas, have invented certain new and useful Improvements in Car-Movers, of which the following is a specification.

This invention relates to new and useful improvements in car movers and has for its object to provide a device, simple in construction, inexpensive to manufacture, practical and efficient in use, and requiring a minimum degree of strength for its operation.

The detailed construction will appear in the course of the following description in which reference is had to the accompanying drawing forming a part of this specification, like numerals designating like parts throughout the several views, wherein.

Figure 1 is a side elevation of a device constructed in accordance with my invention. Fig. 2 is a central longitudinal sectional view thereof prior to operation. Fig. 3 is a similar view after operation, and Fig. 4 is a top plan view thereof, partly in section.

Referring specifically to the accompanying drawings, the numeral 1 designates a chock block having a curved front face 2 to conform to the curvature of the wheel A moving on the track B. The block 1 has a recess 3 therethrough which is bridged by a transverse bar 4, the latter serving as a stop to restrict the upward movement of hand lever 5 pivoted at 6 in the rear portion of the block 1 and within a branch 7 of the recess 3. The downward movement of the lever 5 is restricted by the solid portion 8 in the rear lower end of the block.

There is pivoted to the lower end of the lever 5 a dog 9 which projects through and works in the recess 3 forwardly of the bar 4. The dog 9 is formed with an inclined upper face 10 which forms with the vertical side face a gripping edge to enable said dog to frictionally engage the wheel and move the same upon the track B.

In use, the operator moves the lever 5 downwardly on its pivot. Such movement raises the lower end

thereof and moves the dog 9 vertically through the recess 3 to engage the wheel A and partially rotate the same. After such operation, the lever 5 is pushed to move the chock block forwardly. In this movement the chock block serves the dual function of a follower and a means for preventing backward movement of the wheel A.

While the elements herein shown and described are well adapted to serve the functions set forth, it is obvious that various minor changes may be made in the proportions, shape and arrangement of the several parts without departing from the spirit and scope of the invention as defined in the appended claims.

Having fully described my invention I claim:

1. In a car mover a chock-block having a curved front edge portion, and having an angular recess in its body portion, a lever pivoted within said recess at a point adjacent the end of said chock-block, and having a portion thereof projecting into and working in said recess, and a dog pivoted to the end of said lever and working in said recess.

2. In a car mover a chock-block having a curved front edge portion, and having a recess therethrough, portions of the material of said chock-block spanning said recess in parallelism and affording angularly disposed branches, a lever pivoted in one of said branches adjacent to rear end of said chock-block, and having a portion projecting beyond its point of pivotal connection, and a dog pivoted to the end of said lever and working in the other of said branches.

3. In a car mover a chock block having a curved front edge portion, and having an angular recess therethrough, a lever pivoted in said recess, a dog pivoted to the end of said lever and having a beveled upper wheel engaging end, said block having portions thereof spanning said recess below the pivot of said lever, and before and in the rear of said dog forming with the sides of said block an angular guide channel for the working of said dog, substantially as described.

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

GEORGE BOLINGER.

Witnesses:

B. W. BALLOU,

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