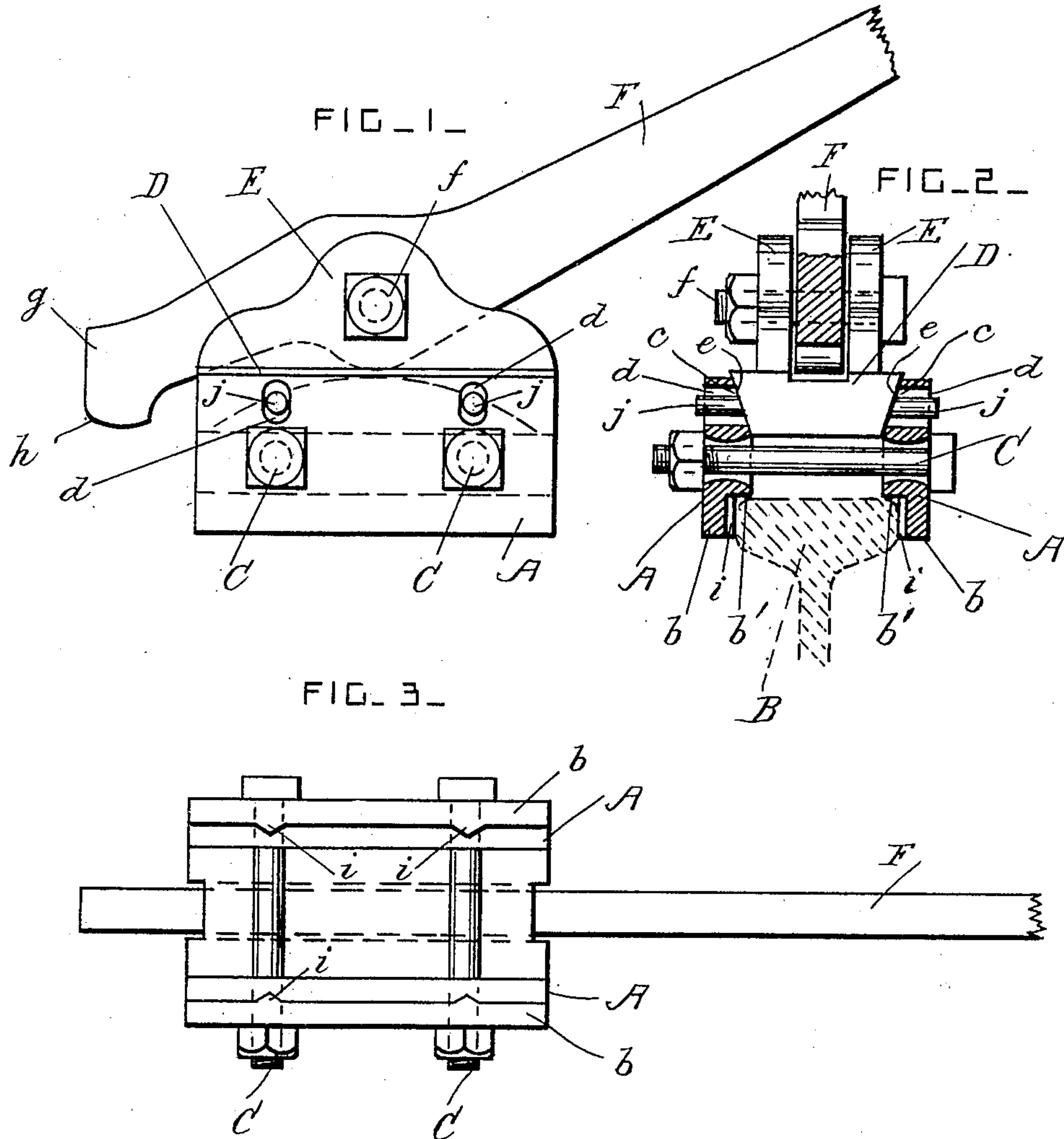


E. E. CHAPMAN.
CAR MOVER.
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Patented Dec. 15, 1908.



WITNESSES:

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CAR-MOVER.

No. 906,690.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, ELSWORTH E. CHAPMAN, a citizen of the United States, residing at Spokane, in the county of Spokane and State of Washington, 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 devices for moving cars along railroad tracks by hand; 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 an end view of the same, partly in section. Fig. 3 is a plan view of the car-mover, from below.

A are two clamping-plates provided with offset portions *b* and shoulders *b'* at their lower edges. The parts *b* straddle the top portion of the rail, and the shoulders rest upon it, as shown in Fig. 2, the top part B of the rail being shown in dotted lines.

C are two bolts which pass loosely through holes in the middle parts of the plates A, so that the said plates are free to rock or tilt on the said bolts. The upper portions of the plates A are provided with inclined surfaces *c* which converge downwardly towards the middle part of the rail. The plates A have also vertical slots *d* which extend through the said surfaces.

D is a fulcrum-plate having inclined surfaces *e* at its edges which bear against the surfaces *c* and operate like a blunt wedge. The plate D has lugs E on its upper side, and F is the operating lever which is pivoted to the said lugs by a fulcrum-pin *f*, arranged over the middle part of the plate D. The short end of the lever F has a projection *g* for engaging with the car-wheel, it has also a projection *h*, below the projection *g*, for engaging with the top of the rail. The lever is made of any desired length.

When the projection *g* is pressed against the wheel by forcing the lever handle downward, the fulcrum-plate is pressed downwardly, so that the clamping-plates are tilted on the bolts C, and the parts *b* are caused to

grip the rail tightly, so that the parts cannot slip and the car is moved with facility. The parts *b* are provided with lateral projections *i* which bear against the rail. These projections insure a tight grip on the rail, and also enable the device to be used on curved rails as well as upon straight rails.

The plate D has pins *j* which project from its inclined surfaces *e* and which are slidable vertically in the slots *d*. These pins prevent the fulcrum-plate from becoming separated from the clamping plates.

When the lever handle is raised so that the projection *h* is pressed on the rail, the fulcrum-plate is raised so that the clamping plates are released from the rail, and the device can then be slid longitudinally upon the rail after the car.

The two connecting-pieces or bolts C can be adjusted separately to vary the distance between the clamping-plates, and clamping-plates of considerable length can be used so as to insure a good grip on the rail. The operating lever is pivoted to the fulcrum-plates above and between the two connecting-pieces.

What I claim is:

1. In a car-mover, the combination, with two connecting-pieces or bolts, of two clamping plates having their middle parts mounted to rock on the said connecting-pieces, means for adjusting the distance between the said clamping-plates, a fulcrum-plate slidable between the upper parts of the said clamping-plates, and an operating lever pivoted to the said fulcrum-plate above and between the said connecting-pieces and operating to rock the said clamping-plates into and out of engagement with the rail.

2. In a car-mover, the combination, with two clamping-plates provided at their lower parts with offset portions and shoulders for engaging with the rail, and bolts pivotally connecting the middle parts of the said plates; of a slidable fulcrum-plate arranged between the upper parts of the said plates and operating to tilt them when depressed, and an operating-lever pivoted to the said fulcrum-plate.

3. In a car-mover, the combination, with two clamping-plates for engaging the rail said plates being provided with vertical slots

in their upper parts, and means for pivotally
connecting the middle parts of the said
plates; of a slidable fulcrum-plate arranged
between the upper parts of the said plates
5 and operating to tilt them when depressed,
pins projecting from the said fulcrum-plate
and engaging with the said slots, and an op-
erating-lever pivoted to the said fulcrum-plate

over the middle part thereof and provided
with a projection for engaging with the rail. 10

In testimony whereof I have affixed my
signature in the presence of two witnesses.

ELSWORTH E. CHAPMAN.

Witnesses:

JOHN CAMPION,
WALTER OTT.