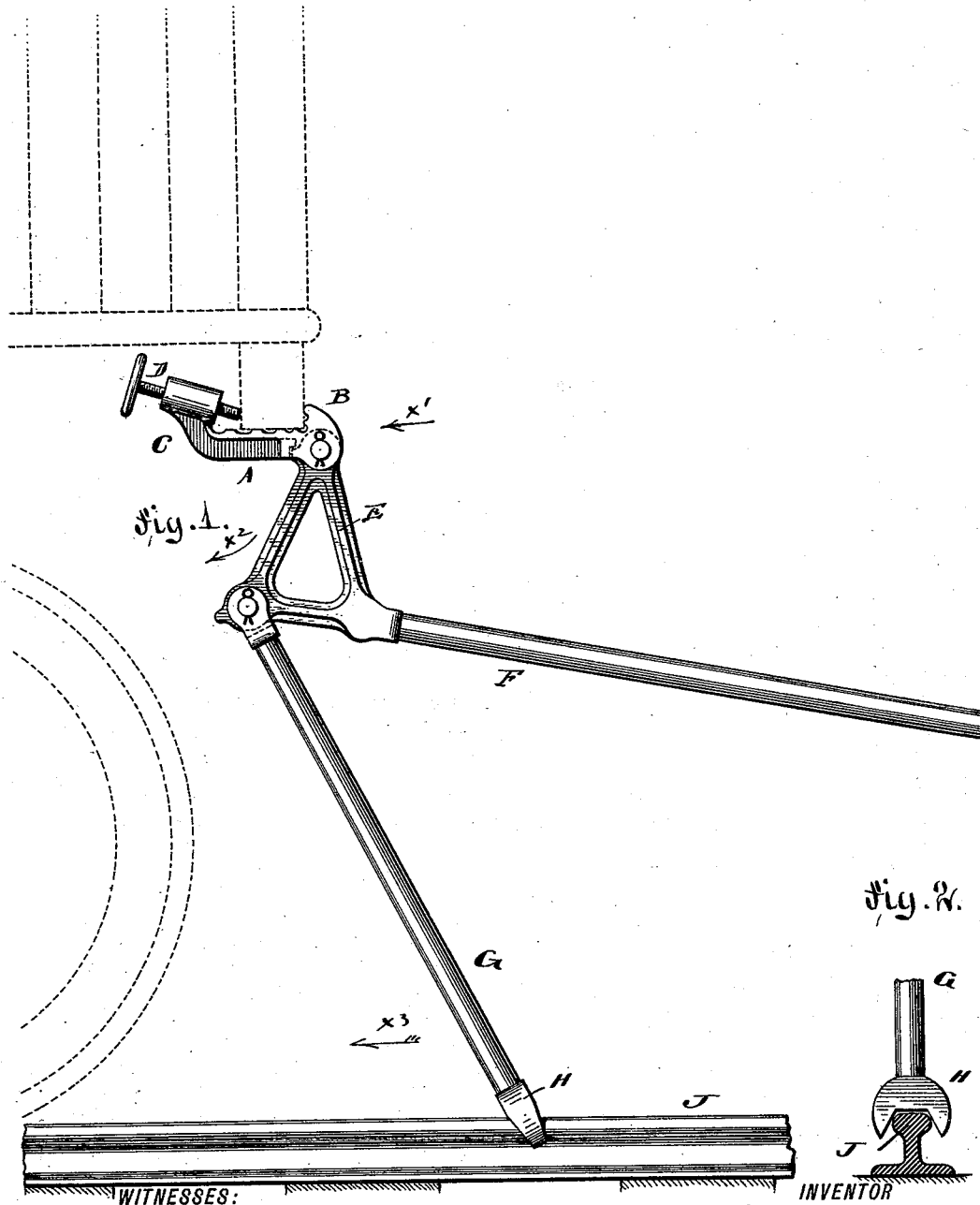


(No Model.)

R. MELLENTHIN.  
CAR OR ENGINE MOVER.

No. 423,437.

Patented Mar. 18, 1890.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

RICHARD MELLENTHIN, OF BERLIN, GERMANY, ASSIGNOR TO EMIL FRIEDHEIM, OF NEW YORK, N. Y.

## CAR OR ENGINE MOVER.

SPECIFICATION forming part of Letters Patent No. 423,437, dated March 18, 1890.

Application filed January 16, 1890. Serial No. 337,081. (No model.)

*To all whom it may concern:*

Be it known that I, RICHARD MELLENTHIN, of Berlin, Germany, a citizen of Germany, have invented certain new and useful Improvements in Car or Engine Movers, of which the following is a specification.

The object of my invention is to provide a new and improved device for shifting cars and other vehicles, which device is simple in construction, strong and durable, can easily be applied, and is effective in use.

The invention consists of a suitable clamping device combined with a frame pivoted to the same, a handle-lever on said frame, and a brace pivoted to said frame.

In the accompanying drawings, Figure 1 is a side view of my improved car and engine shifter, and Fig. 2 is a detail view of the lower end of the brace.

Similar letters of reference indicate corresponding parts.

The clamping-bar A is provided at one end with a hook or projection B, and at the opposite end with a socket C, for receiving a clamping-screw D, by means of which the bar A can be securely clamped and held on the bottom edge of one of the end cross-timbers of a car, as shown in dotted lines in Fig. 1. To that end of the clamping-bar A provided with the hook B the triangular frame E is pivoted at one of its angles. At one of the opposite angles a handle-bar F is secured to and projects from said frame, and at the other remaining angle of said frame E a brace G is pivoted, the lower end of which is provided with a crutch H, shaped to fit on the top of the rail J.

If the handle-lever F is raised, it turns the frame E on the pivot at the upper end of the brace G, and there, by the clamping-bar A, is moved in the direction of the arrow  $x'$ . By moving the handle-bar F upward there is a tendency to lift the pivot by which the frame

E is pivoted to the clamping-bar A; but as the weight of the car prevents this the only movement that the said clamping-bar A can have is in the direction of the arrow  $x'$ , and thus the car is shifted. After the handle-bar F has been raised as far as possible it is moved downward, whereby the frame E is swung on its upper pivot—that is, on the pivot connecting it with the clamping-bar A—in the direction of the arrow  $x''$ , whereby the upper end of the brace G is moved in like direction, and its lower end drags on the rail a short distance in the direction of the arrow  $x''$ . Now the handle-lever F is again raised, the car is moved a short distance in the direction of the arrow  $x'$ , and the handle-bar is lowered, and so on.

The above-described device can easily be applied on the car and can easily be operated to shift the car by simply moving the handle-lever F up and down. There are no complicated parts to get out of order, and the parts of the toggle-lever are so arranged as to exert very great pressure.

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

In a car and engine shifter, the combination, with a clamping device, of a triangular frame E, pivoted to the same at one of the angles of said frame, the handle-lever F, projecting from said frame at one of the other angles, and the brace G, pivoted to said frame E at the remaining angle, substantially as set forth.

In testimony that I claim the foregoing as my invention I have signed my name in presence of two subscribing witnesses.

RICHARD MELLENTHIN.

Witnesses:

EMIL MARCUSL,  
HERRM. FRIEDLAÜDER.