No. 649,299. Patented May 8, 1900.

R. F. HAGEMAN.

CAR MOVER.

(Application filed Jan. 18, 1900.)

(No Model.)

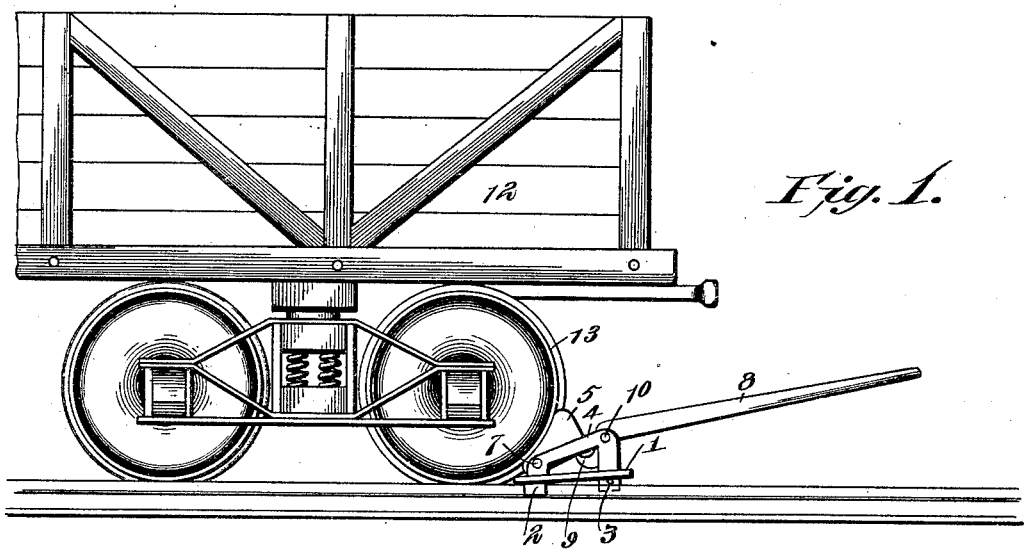

Fig. 1.

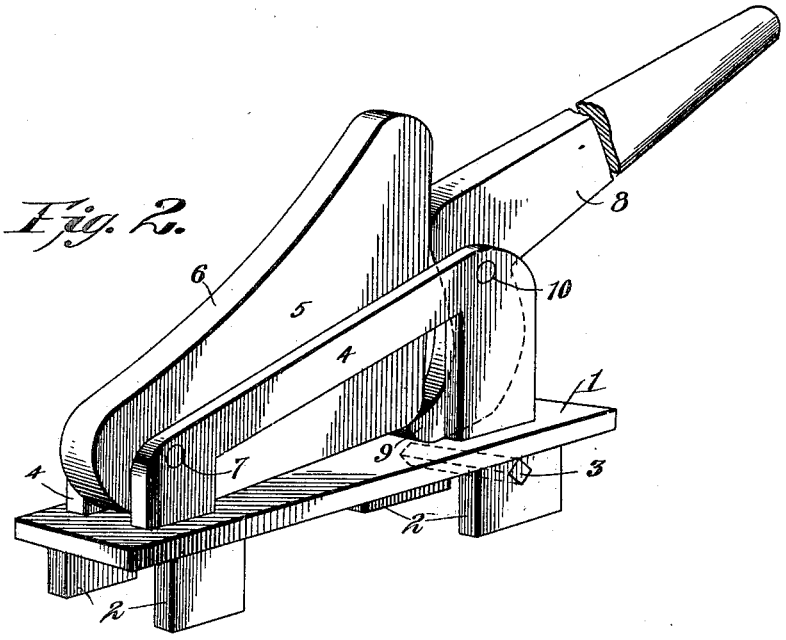

Fig. 2.

Witnesses
C. M. Walker.
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By his Attorneys,
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UNITED STATES PATENT OFFICE.

RANDOLPH F. HAGEMAN, OF NEW MADISON, OHIO.

CAR-MOVER.

SPECIFICATION forming part of Letters Patent No. 649,299, dated May 8, 1900.

Application filed January 18, 1900. Serial No. 1,903. (No model.)

To all whom it may concern:

Be it known that I, RANDOLPH F. HAGEMAN, a citizen of the United States, residing at New Madison, in the county of Drake and State of Ohio, have invented a new and useful Car-Mover, of which the following is a specification.

This invention relates to car-movers, and has for its object to provide an improved device of this character for convenient application to one of the rails of a track, so as to engage the periphery of one of the wheels of the car and to turn such wheel with the minimum amount of power. It is furthermore designed to employ the minimum number of parts and to assemble these parts for convenient operation and effective engagement with the wheel and to facilitate the advancement of the device upon the track as the car is moved forward.

With these and other objects in view the present invention consists in the combination and arrangement of parts, as will be hereinafter more fully described, shown in the accompanying drawings, and particularly pointed out in the appended claims, it being understood that changes in the form, proportion, size, and minor details may be made within the scope of the claims without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawings, Figure 1 is a side elevation of a portion of a railway-car and showing the present device in operative relation thereto. Fig. 2 is a detail perspective view of a car-mover constructed in accordance with the present invention.

Corresponding parts in both figures of the drawings are designated by like characters of reference.

Referring particularly to Fig. 2 of the drawings, 1 designates a flat metallic plate of suitable size to form a supporting-base for the operating parts of the device. Located at each end of the base-plate and pendent from the under side thereof is a pair of oppositely-disposed lugs or ears 2, the rear pair being provided with alined perforations for the reception of an angular pin 3, which is designed to bite into the track, and thereby prevent slipping of the device, as will be hereinafter set forth.

Extending longitudinally of the upper face of the base-plate is a pair of spaced flanges 4, which incline upwardly toward the rear end of the base. Located between these flanges is a substantially-triangular shoe 5, which has its upper face inclined forwardly and downwardly and concaved, as indicated at 6, for frictional engagement with the tread of the car-wheel. The forward end of this shoe is pivotally connected to the pair of longitudinal flanges by means of a suitable pivot-pin 7.

Located in rear of the shoe 5 and between the longitudinal flanges 4 is an operating-lever 8, which is provided at its forward end with a pendent hook or bill 9 and is fulcrumed to the longitudinal flanges by means of a pivot-pin 10, which is located substantially at the intersection of the lever and the hook or bill. The forward end of the hook or bill is located below the lower face of the shoe and adjacent to the rear free end thereof, so that said shoe may be elevated by a downward movement of the rear end of the lever.

In the operation of the device, as illustrated in Fig. 1 of the drawings, the base-plate 1 is placed upon the tread of the rail 11, so that the lugs or ears 2 embrace said rail. The device is then moved toward the car 12, and the concave face of the shoe 5 is brought into frictional engagement with the tread of the adjacent car-wheel 13. After the device has been placed in this operative position the rear free end of the lever 8 is pressed downwardly, thereby elevating the free rear end of the shoe and turning the car-wheel in a forward direction by reason of the frictional engagement between the tread of the wheel and the concave face of the shoe. It will thus be apparent that the car is not bodily elevated, but it is merely the wheel that is turned, so that it requires only a minimum amount of power to operate the device and move the car in a forward direction. After the lever has been depressed to its lowermost limit it is again elevated and the entire device moved forward into engagement with the wheel, and these two operations are continued to move the car as far as desired. It will now be apparent

that the angular pin 3, which is located immediately below the fulcrum of the lever, is designed to bite into the tread of the rail 11, so as to prevent the device from slipping rearwardly and out of engagement with the car-wheel. Also the pin 3 is located below the base-plate, and thereby inclines the forward end of the device downwardly, so as to facilitate the engagement of the latter beneath the car-wheel.

From the foregoing description it will be seen that the device comprises comparatively-few parts, which are assembled for convenient operation, and either the shoe or the lever may be replaced when worn or damaged without removing or interfering with the other member, and, furthermore, there are no separable parts which might become lost.

Having described the invention, I claim—

1. A car-mover, comprising a base, front and rear pairs of ears or lugs pendent from the base and designed to embrace the tread of a rail, an angular pin extending transversely between the rear pair of ears or lugs and having one angular edge located upon the under side thereof, a shoe pivoted at its forward end to the forward portion of the base, and an operating-lever pivoted to the rear portion of the base, and having its pivot or fulcrum located vertically above the pin.

2. A car-mover, comprising a flat plate forming a base, front and rear pairs of pendent ears or lugs to embrace a rail, the rear pair having corresponding angular openings, a transverse angular gripping-pin removably fitted in said openings, and having a longitudinal angular edge located upon the under side thereof, to bite into a rail, a pair of opposite longitudinal flanges upon the upper side of the base-plate and inclined upwardly and rearwardly, a shoe pivoted at its front end between the forward portions of the flanges, and an operating-lever fulcrumed between the flanges and in rear of the free end of the shoe, the fulcrum of the lever being located vertically above the gripping-pin and also above the pivot of the shoe.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

RANDOLPH F. HAGEMAN.

Witnesses:

GEO. SHUMAKER,

G. W. WILEY.