(No Model.)

S. J. BROWN.

CAR MOVER.

No. 594,456. Patented Nov. 30, 1897.

Fig. 1.

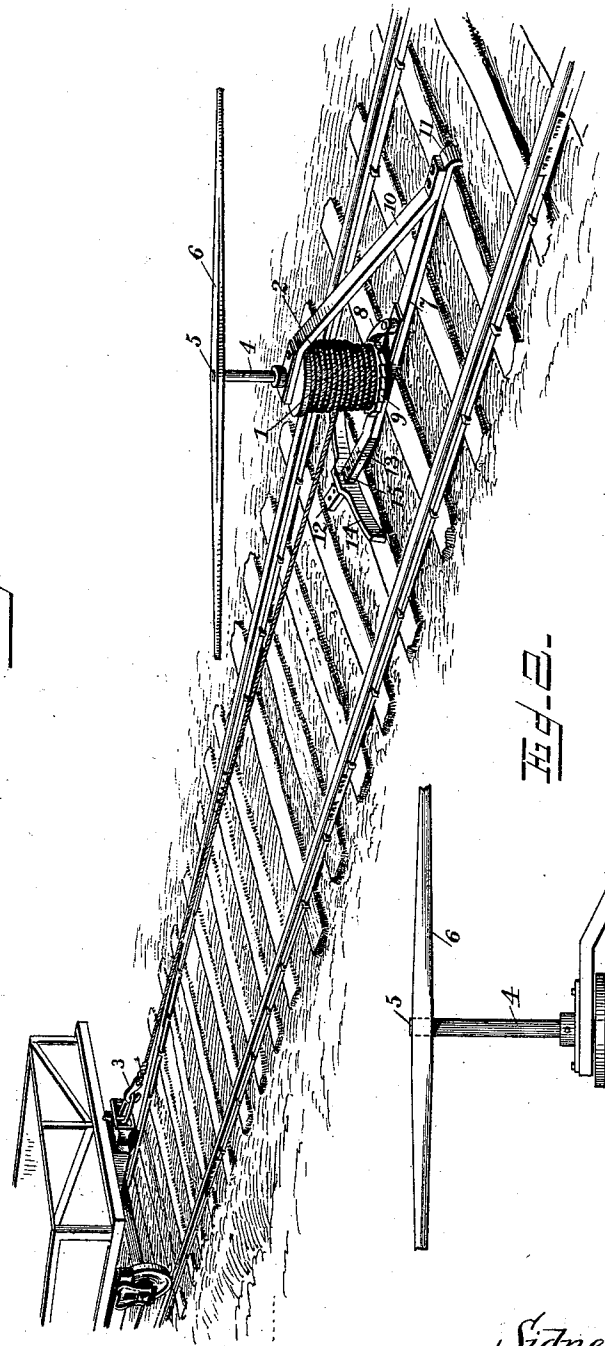
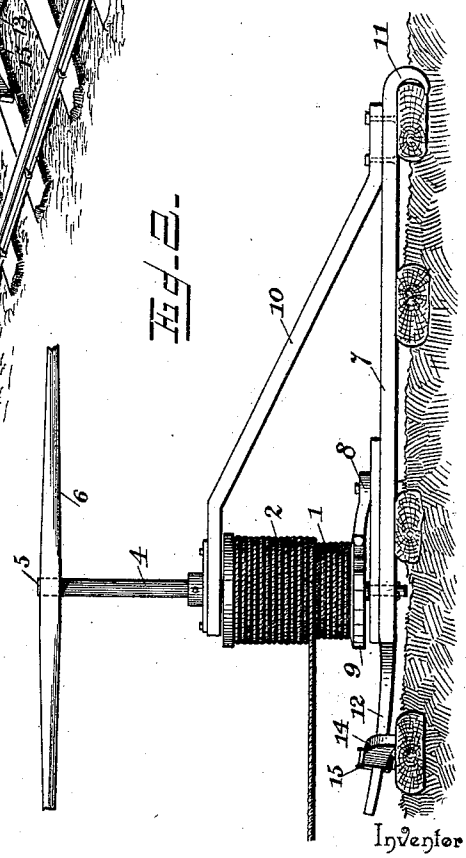


Fig. 2.



Inventor

Witnesses

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UNITED STATES PATENT OFFICE.

SIDNEY JOHNSTON BROWN, OF TIP TOP, VIRGINIA.

CAR-MOVER.

SPECIFICATION forming part of Letters Patent No. 594,456, dated November 30, 1897.

Application filed February 19, 1897. Serial No. 624,152. (No model.)

To all whom it may concern:

Be it known that I, SIDNEY JOHNSTON BROWN, a citizen of the United States, residing at Tip Top, in the county of Tazewell and State of Virginia, have invented a new and useful Car-Mover, of which the following is a specification.

This invention relates to certain improvements in car-movers such as are employed for moving detached railway-cars along the track; and the object of the invention is to provide a device of this character of a simple and inexpensive construction which shall be provided with improved means for holding it in adjustable position upon the ties of the railway-track.

The invention consists in a car-mover having a frame carrying a rotative drum or barrel whereon is adapted to be wound a chain or cable connected to the car to be moved, one end of the frame being provided with means to engage one of the railway-ties and the other end of the frame being provided with an adjustable support or brace arranged, when moved, to raise and lower the frame, together with the drum or barrel carried thereon.

The invention also contemplates certain novel features of the construction, combination, and arrangement of the various parts of the improved car-mover, whereby certain important advantages are attained and the device is made simpler, cheaper, and otherwise better adapted and more convenient for use, all as will be hereinafter fully set forth. The novel features of the invention will be carefully defined in the claims.

In order that my improvements may be the better understood, I have shown in the accompanying drawings one embodiment of the invention, in which drawings—

Figure 1 is a perspective view showing the improved car-mover in position for use. Fig. 2 is a side elevation of the device.

Similar reference-numerals indicate similar parts in both figures.

In these views, 1 indicates the drum or barrel of the device, to which is connected one end of a chain, cable, or other connection 2, arranged to wind thereon and having its free end provided with a hook 3, adapted to be connected with the coupling or other part of the car be moved.

As shown in the drawings, the drum 1 is mounted to turn with its axis in a vertical direction, being carried on a shaft 4, journaled in the frame and having a reduced and squared upper end 5, adapted to engage a squared central opening in a lever 6 to be employed for turning the shaft 4 by hand, as will be readily understood.

The frame of the device comprises a lower portion or base-bar 7, having a reinforced portion wherein the lower end of the shaft 4 is journaled and whereon is pivotally mounted a dog or pawl 8, arranged to engage ratchet-teeth 9 on the lower flange of the drum or barrel 1 to hold said drum against backward motion, and said frame also comprises an upper angular portion or bar 10, secured at its lower end to the rear end of the base-bar 7 and extending upward, as seen in the drawings, to form a bearing for the shaft 4 above the drum 1. The end of the bar 10 is also reinforced at the bearing of the shaft 4.

The rear end of the base-bar 7, or that end to which the angular bar 10 is secured, is formed or provided with a depending portion, the extremity of which is bent and pointed to form a hook 11 to engage one of the railway-ties to hold the device in place when in use, while the front end of the base-bar 7 is extended forward in front of the barrel or drum 1 to form a shank 12, wherein are formed a longitudinal series of perforations 13.

The front end of the shank 12 is bent up, as shown in Fig. 2, and on it is arranged to slide a cross-bar 14, having a central slotted opening to receive the shank, said cross-bar being mounted to slide along the shank and being adapted to be held in place by means of a pin inserted through one or the other of the perforations 13 in the shank, as shown at 15 in the drawings. The cross-bar 14 being curved, the ends thereof extend back and form supports for the front end of the frame on each side of the barrel 1.

In using the device the hook 11 at the rear end of the frame is engaged with one of the

ties, the barrel or drum being arranged to stand between the rails and in an erect position, as shown, and the shank 12 resting above the ties. The hook 3 on the end of the connection 2 is then coupled to the car, after which the lever 6 is manipulated to wind the connection upon the drum and so move the car.

In order to afford a firm support for the front end of the frame whereon is mounted the barrel 1 and also to prevent the frame from tipping while the shaft 4 is being turned, I have provided the curved cross-bar 14, which engages and slides along the bent shank 12. By this means it will be seen that when the device is in place said cross-bar 14 may be moved along upon the shank into engagement with one of the ties, so as to form a solid support for the forward end of the frame and also to prevent the same from tipping sidewise.

The device constructed as above set forth is of an extremely simple and inexpensive nature, being especially well adapted for the purposes for which it is designed, and it will be obvious that the device is susceptible of considerable modification without material departure from the principles and spirit of the invention, and for this reason I do not wish to be understood as limiting myself to the precise form and arrangement of the parts herein set forth.

What I claim is—

1. In a car-mover, a frame having at one end a depending portion to engage a railroad-tie, and a laterally-extending adjustable support at its other end to rest on another tie, combined with a drum mounted to revolve in the frame, and a flexible connection adapted to wind on the drum and be connected to a car, substantially as described.

2. A car-mover having a frame, one end of which has a depending portion to engage one of the ties, and the other end of which has a shank, a drum mounted to turn on the frame and adapted to receive a connection coupled to the car, and a cross-bar having a sliding engagement with the shank, the ends of said cross-bar forming supports to engage the ties at opposite sides of the frame, substantially as described.

3. A car-mover having a frame, one end of which has a depending portion to engage one of the ties, and the other end of which has a shank, a drum mounted to turn on the frame and adapted to receive a connection coupled to the car, and a cross-bar having a sliding engagement with the shank, said cross-bar being curved and having its ends arranged to form supports to engage the ties at opposite sides of the frame, substantially as described.

4. A car-mover having a frame, one end of which has a depending portion to engage one of the ties, and the other end of which has an upwardly-bent shank, a drum mounted to turn on the frame and adapted to receive a connection coupled to the car, and a support having a sliding engagement with said shank, to support the frame upon the ties, substantially as described.

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

SIDNEY JOHNSTON BROWN.

Witnesses:

F. L. HOLMES,

A. G. KISER.