

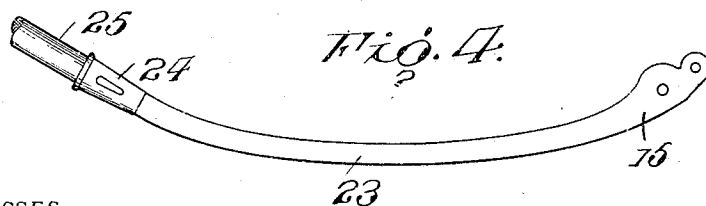
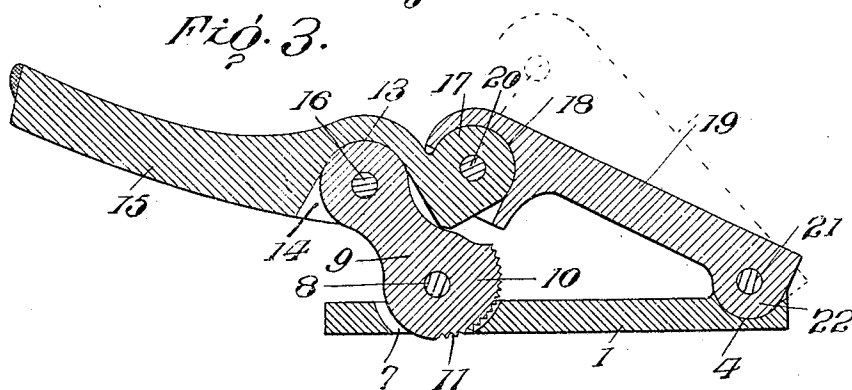
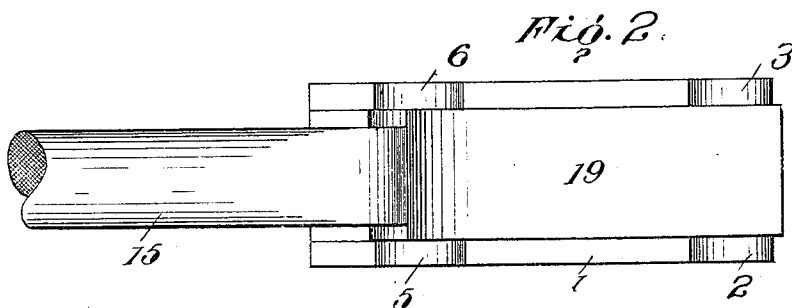
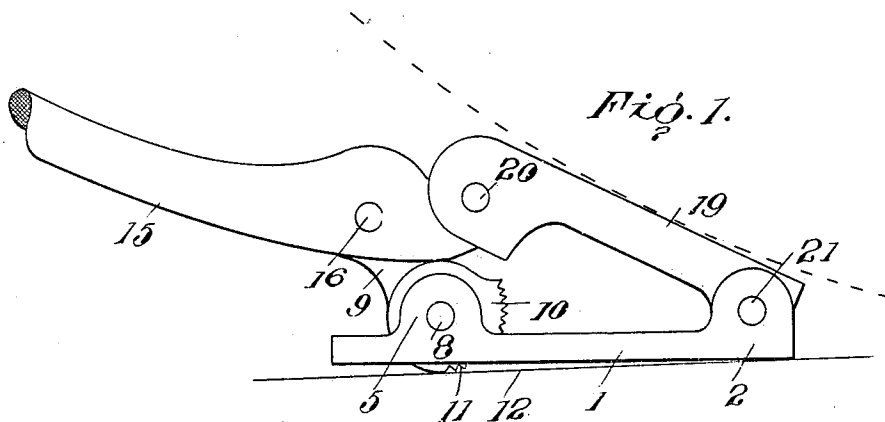
No. 830,912.

PATENTED SEPT. 11, 1906.

L. J. MUEHR.

CAR MOVER.

APPLICATION FILED DEC. 13, 1905.



WITNESSES:

A. H. E. Kulling
E. R. Peck

INVENTOR.

L. J. Muehr
BY A. S. Patterson
ATTORNEY.

UNITED STATES PATENT OFFICE.

LAWRENCE J. MUEHR, OF DULUTH, MINNESOTA.

CAR-MOVER.

No. 830,912.

Specification of Letters Patent.

Patented Sept. 11, 1906.

Application filed December 13, 1905. Serial No. 291,598.

To all whom it may concern:

Be it known that I, LAWRENCE J. MUEHR, a citizen of the United States, residing at Duluth, in the county of St. Louis and State of Minnesota, have invented certain new and useful Improvements in Car-Movers, of which the following is a specification, reference being had therein to the accompanying drawings.

10 My invention relates to improvements in car-movers.

The object of my invention is to provide a car-mover in the form of a pinch-bar and operated by hand and in which a more simple and efficient device is produced in which maximum power is produced with the least effort.

Another object of my invention is to provide means for positively holding the same upon the rail, so that it will not slip thereon.

15 In the accompanying drawings, Figure 1 is a side elevation of my improved car-mover. Fig. 2 is a top plan view of Fig. 1. Fig. 3 is a longitudinal vertical sectional view taken on the line *x x* of Fig. 2. Fig. 4 is a side elevation of the curved operating-lever, showing the attachment of the handle.

Referring now to the drawings, 1 represents the base of my improved mover, which, as shown, is of a rectangular form and of a width slightly greater than the width of the rail. The forward end of said base-plate is provided with upwardly-extending ears 2 and 3, between which and within the base 1 is formed the circular seat 4. The said base-plate a short distance from the opposite end carrying the ears 2 and 3 is provided with upwardly-extending ears 5 and 6 and between which the base-plate is provided with an opening 7, extending through the plate and communicating with the lower face thereof.

Pivotally mounted between the ears 5 and 6 upon the shaft 8 is the link 9, which has a lower cam-face 10, having serrations 11, and said cam-face extends through the opening 7 in the base-plate 1 and is adapted to engage the upper face of the rail 12, as will be hereinafter more fully described. The upper end of said link 9 is provided with the rounded portion 13, which is adapted to enter a correspondingly-shaped recess 14 in the operating-lever 15. The said opening or recess 14, as shown, is in the lower face of the lever 15, and a short distance from the end and passing through the said lever 15 and the link 9 is a pin 16. The recess 14 and curved portion

13 of the link and the pivotal connection 16 are arranged so that the weight and strain is not on the pivot 16, but is within the recess, the pivot 16 only serving as means for holding the parts together. The inner end of the lever 15 is provided with an upwardly-extending rounded portion 17, which enters a correspondingly-shaped recess 18 in the lower face of the upper end of the wheel-engaging member 19. Passing through the said member 19 and the rounded portion 17 of the outer end of the lever 15 within the recess 18 is a pivot 20. The said pivot 20 is for the same purpose as the pivot 16—that is, to hold the parts together—while the recess 18 and curved portion 17 of the lever support the weight.

The lower free end of the wheel-engaging member 19 extends downward between the ears 2 and 3 and is held therein by means of the pivot 21. The said end between the ears is provided with a downwardly-curved portion 22, which fits the curved depression 4 of the base-plate, and thus supports the weight and strain of that end of the wheel-engaging member 19.

The lever 15, as shown, is provided with a downwardly-bowed portion 23, the object of which is to admit of a greater latitude to the outer end without coming in contact with the under rigging of the car which is being moved, such as the brake-shoe, &c. The outer end of said bowed portion 23 of the lever 15 is provided with a socket 24, in which is placed the operating-handle 25, which is preferably made of wood.

In operation the plate 1 is placed upon the upper face 12 of the rail with the wheel-engaging member 19 engaging the wheel, while the cam portion 10 extends through the plate and the sections 11 thereof engage the rail and support that end of the plate off of the rail, while the extreme opposite end rests upon the rail. The lever 15 is raised, throwing the wheel-engaging plate 19 in the position shown in Figs. 1 and 3, and by the downward pressure upon the lever causes the serrations 11 to bite upon the rails, and the outer end 17 of the lever is moved upwardly against the wheel and moves the same forward, as shown in dotted lines, Fig. 3. The link 9 forms a creeper, which tends to move the plate 1 forward on the rail, and when the lever 15 is raised the sections 11 take a fresh hold upon the rail.

Having thus described my invention, what

I claim, and desire to secure by Letters Patent, is—

1. In a car-mover, comprising a supporting base-plate, an inclined working member, and a creeper pivotally mounted within the base-plate and extending through the lower face thereof, and a lever operatively connected therewith.
2. A car-mover, comprising a base-plate, a lever intermediately pivoted to the upper end of a pivoted member carried by one end of the plate, and a wheel-engaging member pivotally connected to the outer end of the lever and having its forward end pivotally connected to the base-plate.
3. A car-mover, comprising a base-plate, a lever intermediately pivoted to the upper end of a creeper pivotally carried by one end of the plate and adapted to be moved below the lower end thereof, and a wheel-engaging member pivotally connected to the outer end of the lever and having its forward end pivotally connected to the base-plate.
4. A car-mover, comprising a base-plate, a lever intermediately pivoted to one end of said plate, and a wheel-engaging member pivotally connected to the outer end of the lever and having its forward end pivotally connected to the base-plate.
5. A car-mover, comprising a base, a link pivoted to one end of the base-plate, a lever intermediately pivoted to the upper end of the link, and a wheel-engaging member having one end pivotally connected to the lever and the opposite end to the base-plate.
6. A car-mover, comprising a base-plate, a link pivoted to one end of the base-plate and having a cam lower face extending below the lower face of the base-plate, a lever intermediately pivoted to the upper end of the link, and a wheel-engaging member having one end pivotally connected to the lever and the opposite end pivotally connected to the base-plate.
7. A car-mover, comprising a base-plate, a link pivoted to one end of the base-plate and having a cam lower face extending below the lower face of the base-plate and having serrations or teeth carried thereby, a lever intermediately pivoted to the upper end of the link, and a wheel-engaging member having one end pivotally connected to the lever and the opposite end pivotally connected to the base-plate.
8. A car-mover, comprising a base-plate, a link pivotally mounted in one end of the base-plate and having a cam lower face extending through the lower face of the base-plate and having serrations or teeth carried thereby, a lever intermediately pivoted to the upper end of the link, and a wheel-engaging member having one end pivotally connected to the lever and the opposite end pivotally connected to the base-plate.
9. A car-mover, comprising a base-plate, a link pivotally mounted in one end of the base-plate and having a cam lower face extending through and below the base-plate and having serrations or teeth carried thereby, a curved lever intermediately pivoted to the upper end of the link, and a wheel-engaging member having one end pivotally connected to the lever and the opposite end pivotally connected to the base-plate.
10. A car-mover, comprising a base-plate having an opening therethrough adjacent one end, a link pivotally mounted in said opening and having a cam lower face extending beyond the lower face of the base-plate and having serrations or teeth carried thereby, a lever having a recess in its lower face intermediate its ends and in which the upper end of the link is pivoted, and a wheel-engaging member having one end pivotally connected to the base-plate and having a recess in its lower face adjacent its upper end and in which is pivotally mounted the outer free end of the lever, whereby the pivots are relieved of the heavy strain.
11. A car-mover, comprising a base-plate having an opening therethrough adjacent one end, a link pivotally mounted in said opening and having a cam lower face extending beyond the lower face of the base-plate and having serrations or teeth carried thereby, a lever having a recess in its lower face intermediate its ends and in which the upper end of the link is pivoted, and a wheel-engaging member having one end pivotally mounted in a recess in the forward end of the base-plate, and having a recess in its lower face adjacent its upper end and in which is pivotally mounted the outer free end of the lever, whereby the pivots are relieved of the heavy strain.

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

LAWRENCE J. MUEHR.

Witnesses:

LEO A. BALL,
D. P. McDONALD.