E. HEDGE.

Apparatus for Moving Cars.

No. 153,336. Patented July 21, 1874.

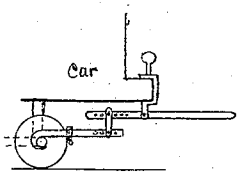

Fig. 5.

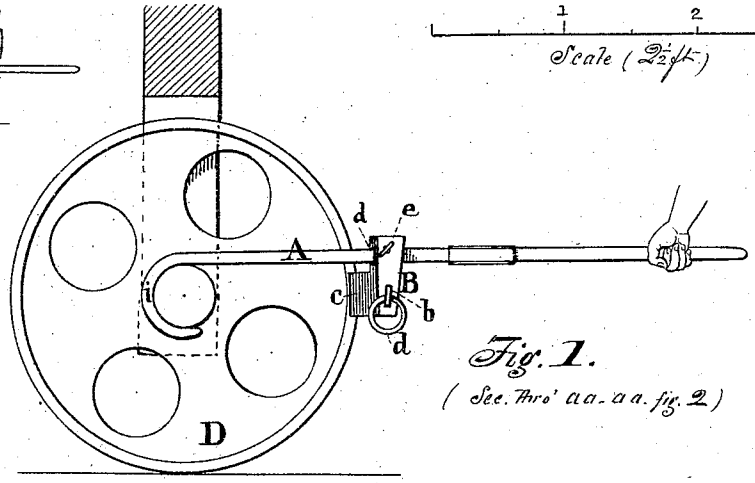

Fig. 1.

(See Thro' a a - a a. fig. 2)

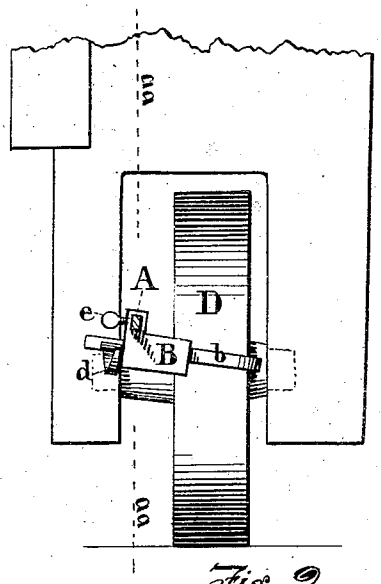

Fig. 2.

(Rear Elevation)

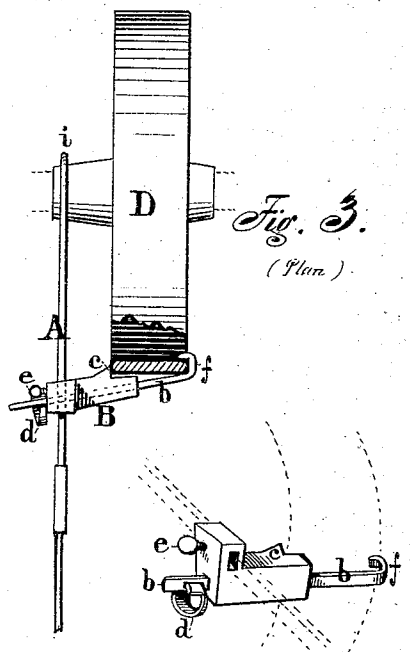

Fig. 3.

(Plan)

Fig. 4.

Witnesses
Jas. Thurlow
John Vincent

Eder Hedge,
by E. Thurlow, his atty.
in fact

THE GRAPHIC CO. PHOTO-LITH. 39 & 41 PARK PLACE, N.Y.

UNITED STATES PATENT OFFICE.

EDER HEDGE, OF CANTON, ILLINOIS.

IMPROVEMENT IN APPARATUS FOR MOVING CARS.

Specification forming part of Letters Patent No. **153,336**, dated July 21, 1874; application filed June 29, 1874.

To all whom it may concern:

Be it known that I, EDER HEDGE, of the city of Canton, in the county of Fulton and in the State of Illinois, have invented an Improvement in Car-Movers; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the annexed drawings, making a part of this specification, in which like letters of reference refer to like parts, and in which—

Figure 1 represents a side elevation (partly sectional) along dotted line *a a a a*, Fig. 2; Fig. 2, a rear elevation; Fig. 3, a plan view, with rim of wheel seen in section, to show hook; Fig. 4, a perspective view; Fig. 5, the use of the compound lever.

This invention consists in the use of a lever (or arrangement of compound levers, if necessary) having a hooked end or fulcrum, which hook is applied to the axle of any car-wheel; said lever carrying behind this a sliding adjustable clamp, having a shoulder which abuts against the outer side of the rim of said wheel, and provided with an adjustable hooked arm, sliding in a slot lengthwise of said clamp, and passing over and embracing the inner edge of the rim of said wheel. An upward or downward movement of the free arm of the lever causes the said hooked arm which projects from the clamp to turn the wheel in either direction, to move the car either to or from the operator, the hooked fulcrum or forward end of the lever during the operation retaining its hold upon the axle of the wheel.

One of the forms in which I construct this car-mover is as follows: In the drawings, A represents the lever, which has a square, straight arm, ending in a semicircular hook, I, as a fulcrum, and to retain it upon the axle of the wheel A. B represents a sliding clamp which is movable along the lever, the latter passing through a slot, *d*, in the upper outer part of said clamp, and is retained at any point by means of a thumb-screw, *e*, or similar detent. The larger portion of the clamp, projects, horizontally, laterally from the lever, at an angle of eighty degrees with the fulcrum end of said lever, and is provided (on that side which, in using this device, will be next to the rim, at the outer part of the wheel) with a shoulder, *c*, near this remoter end, which shoulder is to abut against said outer rim of said wheel D. Piercing said clamp B longitudinally, in the same line and angle, (of about eighty degrees with said fulcrum end of the lever,) is a slot, in which slides a hooked bar, *b*, which terminates in a short hook, *f*, for clasping the inner side or edge of the car-wheel, (see Fig. 3) and is retained therein by means of a circular and tapering key, *d*, made adjustable within a small slot in the outer end or stem of said hooked bar *b* by turning the key, which is simply an ordinary tapering, wedge-shaped key, bent laterally so as to form a ring, by which the projection of the hook *i* beyond the clamp is adjusted to the width of the rim of the wheel D. The shoulder *c* of the clamp B is about three and a half inches distant from the lever, which is the point at which this device works most effectively.

When it is necessary, as in case of steep grades, &c., I use a second lever, linked to the free arm of the above-described lever adjustably, as by means of holes and pins or bolts, said lever being pivoted upon a clamp attachable to the rear part or end of floor or frame beams of said car, for operating more powerfully the first-described lever. (See drawing of same, Fig. 5, on small scale.) The inclination of the clamp and hooked bar B *b* from the lever (at about eighty degrees, as mentioned) is principally to allow the hook to pass inside and beyond the flange of the wheel.

What I claim as my invention is—

1. The combination of the hooked lever A *i* with the sliding adjustable clamp B, provided with a sliding hooked arm, *b*, adjustable, by means of a detent, in the said clamp, and with a shoulder, *c*, substantially as and for the purpose described.

2. The clamp B, provided with shoulder *c*, slot *d*, to retain the lever A, screw *e*, and longitudinal slot for the retention of the hooked bar *b*, the hooked bar *b* inclined at an angle with said lever to clasp the interior edge of a wheel, and provided with a slot and an annular slot-key, *d*, combined and operating in connection with the lever A, substantially as and for the purposes described.

In testimony that I claim the foregoing car-mover, I have hereunto set my hand this 16th day of June, 1874.

EDER HEDGE.

Witnesses:

JOHN MARION,

JAMES M. MORSE.