

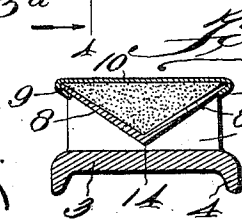
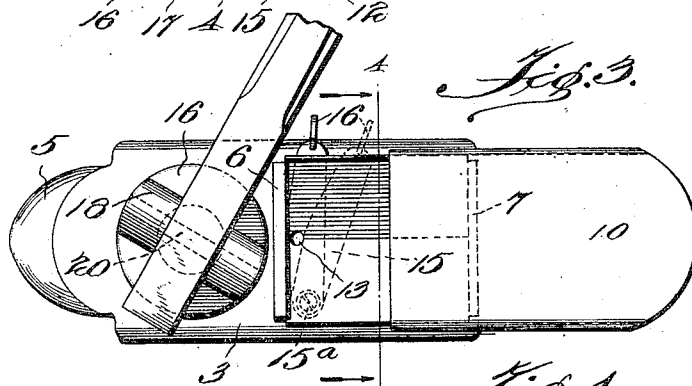
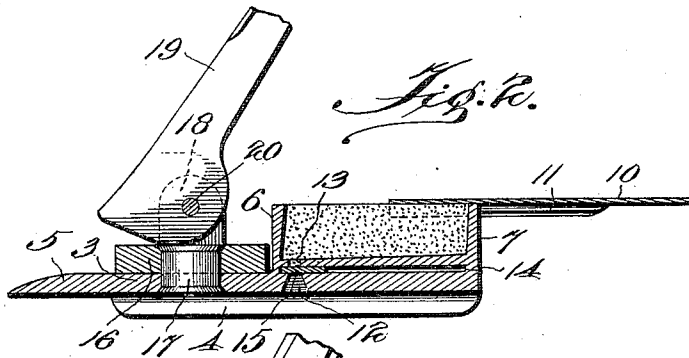
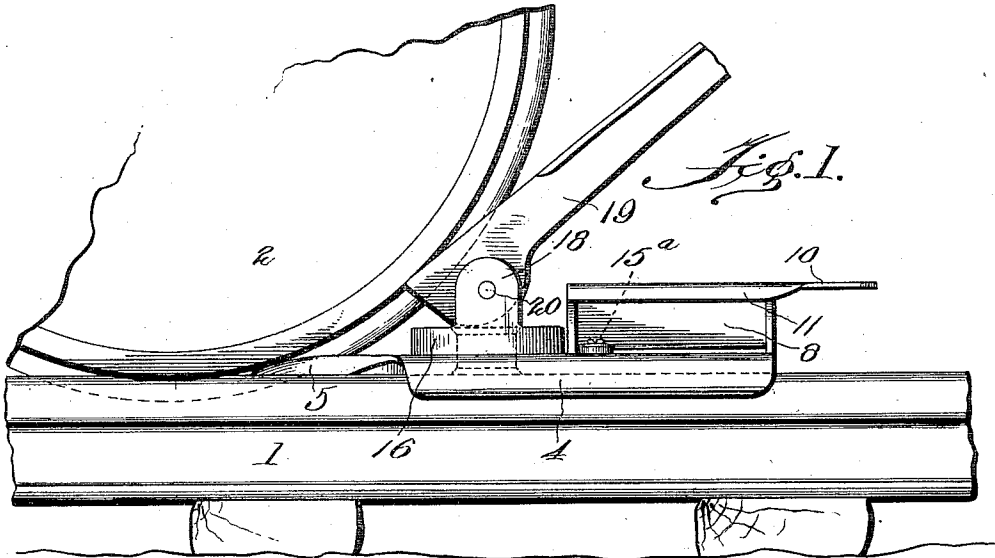
E. T. McBRIDE.

CAR MOVER.

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983,154.

Patented Jan. 31, 1911.



Witnesses

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CAR-MOVER.

983,154.

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To all whom it may concern:

Be it known that I, EDWIN T. MCBRIDE, a citizen of the United States, residing at La Fayette, in the parish of Lafayette and State of Louisiana, have invented certain new and useful Improvements in Car-Movers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in car movers of the pinch bar type, whereby a car is shifted along a track by manual operation.

The object of the present invention is to provide a device of this character which is simple and cheap in construction and effective in operation, and provides means whereby the pinch bar may be shifted laterally in case there is any obstruction to the operation of the bar.

Another object of the invention is to provide a sanding device forming a part of the shoe and coöperating therewith to prevent the shoe or support for the pinch bar from slipping, and while the invention is not restricted to the exact details shown and described, to more fully understand same reference is had to the accompanying drawings and following specification forming a part of this application and disclosing a practical and preferred embodiment of the invention.

In the drawings like parts are designated by the same characters in the several views, of which—

Figure 1 is a view in side elevation showing my invention applied to a car wheel, the car wheel and pinch bar being broken away for simplicity of illustration. Fig. 2 is a central longitudinal sectional view through my improved device with the sand box cover open. Fig. 3 is a plan view of the invention with the pinch bar thrown to one side, and Fig. 4 is a cross sectional view on the line 4—4 of Fig. 3.

1 designates a rail of a car track, and 2 the wheel of a piece of rolling stock.

3 is a shoe comprising a flat metal base having depending sides 4 forming a groove or channel to fit over the tread of a rail, said shoe being also provided with a forwardly projecting tongue 5, and at its rear with a sand box comprising front and rear walls 6 and 7, and inclining side walls 8 having

outer edges projecting laterally beyond the end walls and forming guides for a cover 10, the side edges of which are bent over, as at 11, to form grooves receiving the edges 9 of the side walls.

12 designates an aperture in the base 3 of the shoe and is shown conical, the upper or restricted end of the aperture registering with an opening 13 through the bottom of 65 joinder between the side walls of the V-shape trough, this opening being preferably located forward of the sand box and approximately centrally of the shoe.

The bottom of the sand box is slightly 70 spaced from the top of the shoe, providing an opening 14 in which is operated a flat valve 15, preferably of spring metal, and adapted to hold itself against displacement in its open or closed position. One end of 75 the valve is pivoted to the shoe by means of a screw 15^a and the other end is provided with a thumb piece operating same beneath said opening 13. Immediately forward of the sand box is mounted a rotatable plate 80 16 on the top face of the shoe, and this plate is connected with the shoe by means of the pivot 17, which may be either stationary or rotatable itself. Projecting upwardly from the rotatable plate is a pair of lugs or 85 ears 18 spaced apart, and between which is disposed the lower end of a pinch bar 19 pivotally connected therewith by means of the pivot pin 20.

The operation will be obvious from Fig. 1, 90 the shoe being placed on a rail is slid along with a projecting tongue 5 beneath the wheel and with the pinch bar in engagement with the wheel tread as shown. Upon operating the pinch bar the car is moved forwardly 95 when the shoe is slid along the track, and the sanding device being open sand is delivered to the upper surface of the rail and prevents the shoe from slipping. Should 100 any obstruction be met which would prevent the pinch bar from operating the same may be slightly swiveled to one side or the other, enabling it to be properly manipulated.

Having thus described a practical and preferred embodiment of the invention, the 105 particular features of novelty will now be pointed out more succinctly in the following claims:—

1. In a car mover, the combination of a shoe having guiding flanges, a pivoted pinch 110 bar at the forward end of the shoe and a sand box at the rear end of the shoe, said

sand box and shoe base being provided with registering apertures spaced apart, and a gate or valve for controlling said apertures, substantially as described.

- 5 2. In a car mover, the combination of a shoe provided with guiding flanges, a pinch bar pivotally mounted on said shoe to swing vertically and laterally, and a sanding de-

vice carried by said shoe and delivering sand beneath same, substantially as described. 10

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

EDWIN THOMAS McBRIDE.

Witnesses:

CHAS. OLIVER,
DAN ABACUM.