

S. GRABOWSKI.

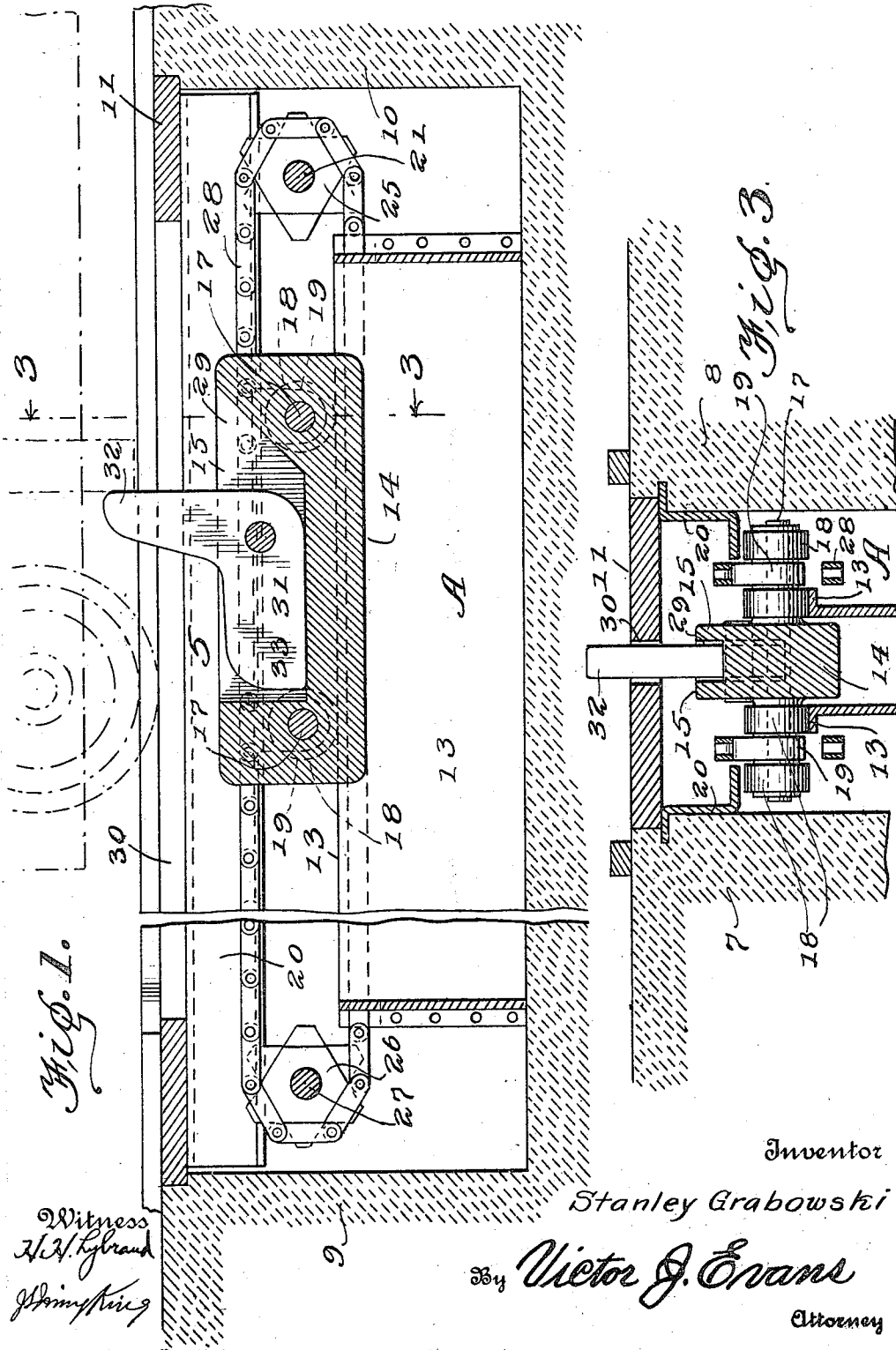
CAR MOVER.

APPLICATION FILED SEPT. 12, 1917.

Patented Feb. 12, 1918.

2 SHEETS—SHEET 1.

1,256,474.



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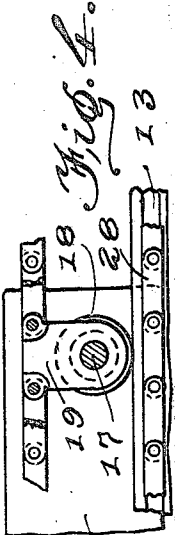
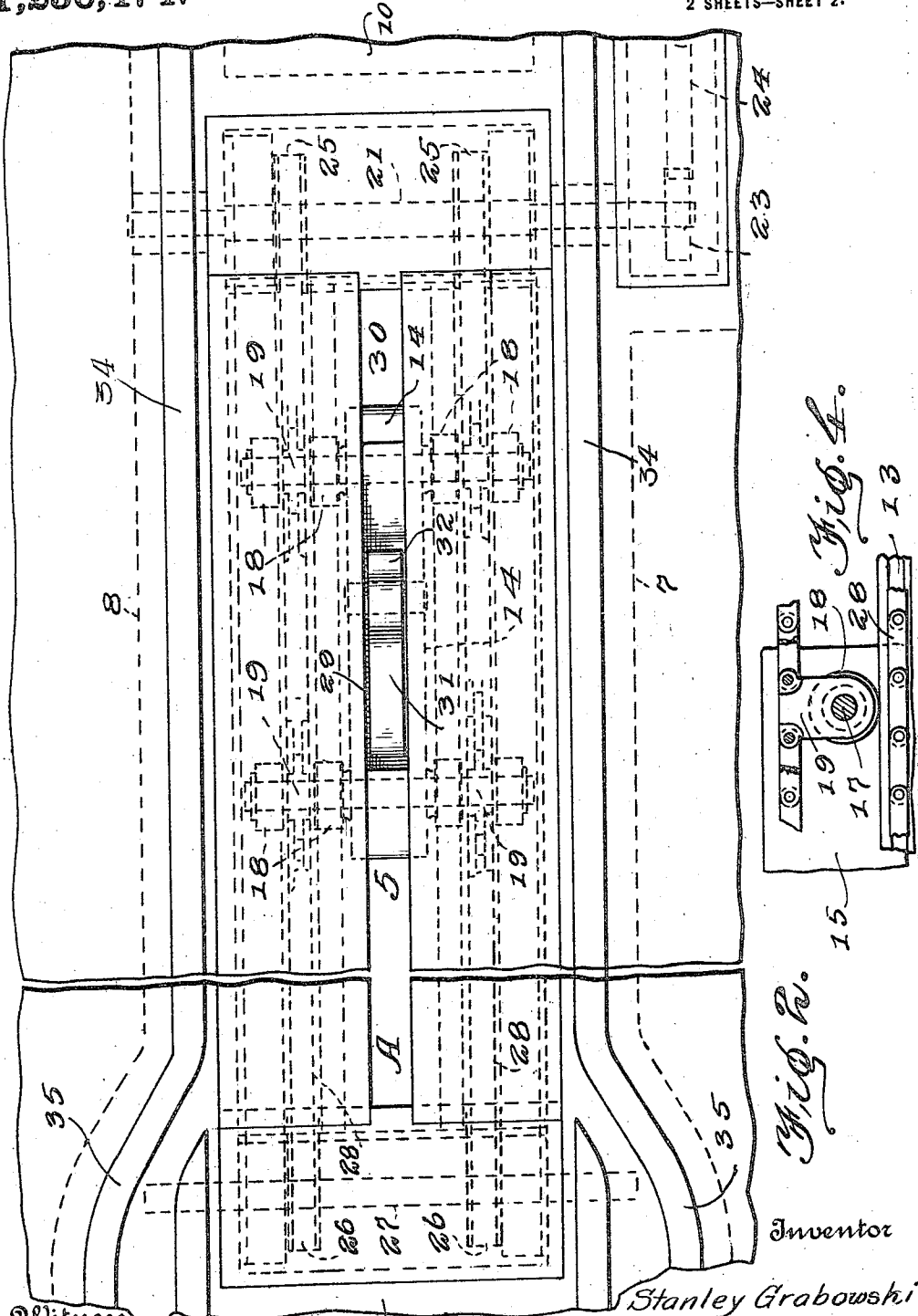


Fig. 2.

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CAR-MOVER.

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To all whom it may concern:

Be it known that I, STANLEY GRABOWSKI, a citizen of the United States, residing at Joliet, in the county of Will and State of Illinois, have invented new and useful Improvements in Car-Movers, of which the following is a specification.

This invention relates to improvements in car movers and is primarily adapted for use in moving or hauling cars in steel mills.

The primary object of the invention resides in the construction of a device of the above stated character embodying a novel construction of carriage which supports and conveys the car engaging means within the casing and permits of the cars to be moved in an efficient, easy and reliable manner.

A further object of the invention, among other features, contemplates the provision of novel means for imparting movement to the carriage in order that the cars when moved will not be liable to derailment.

With the above and other objects in view, the invention consists in the novel features, details of construction and combination of parts which will hereinafter be more fully set forth, illustrated in the accompanying drawings and pointed out in the appended claims.

Figure 1 is a longitudinal sectional view of the mover shown in car engaging position;

Fig. 2 is a top plan view of the device;

Fig. 3 is a section taken on line 3—3 of Fig. 1; and

Fig. 4 is a section taken on line 4—4 of Fig. 2.

Referring more particularly to the accompanying drawings, in which like characters of reference refer to corresponding parts in the several views, A denotes the pit in which the car moving device, denoted generally by the character 5, is installed.

The construction of car mover is here illustrated as embodying a substantially rectangular casing 6 preferably constructed of steel or the like material, and comprising a pair of longitudinally spaced side walls 7 and 8 connected together through the medium of spaced end walls 9 and 10 terminating short of the platform 11. Arranged within the casing in spaced relation with the side walls 7 and 8 of the casing, and confined between the end walls 9 and 10 thereof are spaced longitudinally arranged guide rails 13. These guide rails

are disposed in a plane with the upper edges of the end walls 9 and 10 and adapted for supporting thereon a carriage 14 for opposite longitudinal movements. Journaled in the spaced walls 15 of the carriage at opposite ends thereof is a pair of stub shafts 16 having their extremities 17 protruding beyond the opposite sides of the carriage for rotatably mounting thereon a pair of rollers or wheels 18. Rigidly mounted upon each of these stub shafts, at a point preferably between the pairs of spaced rollers or wheels, are pronged members 19.

The end walls 9 and 10 of the casing not only terminate short of the upper end of the casing, but are offset inwardly of the ends of the side walls, to provide at the ends of the casing channels 20. 21 denotes a driven shaft journaled in the side walls of the casing and traversing the channels 20 thereof, and on the protruding extremity of this shaft 21 is a gear or sprocket 23 over which is trained a suitable chain or the like 24 leading off to a suitable source of motor power (not shown), consequently, imparting a driven motion to said shaft. Fixedly positioned on this driven shaft and within the casing, is a pair of toothed gears 25, while a pair of similarly constructed gears 26 are fixedly mounted on the driven shaft 27 traversing the opposite channel of the casing and journaled in the side walls 7 and 8 of said casing. Chains 28 are trained over the gears 26 and 27 and over the prong members 19 of the carriage, consequently, upon the operation of the shaft 21, will slide the carriage 14 upon the guide rails 13. The spacing of the walls 15 of the carriage provides therein a slot 29 registering with a second slot 30 formed in the platform 11, and fulcrumed in the walls 15 and operating in the slot 29 is a car engaging finger 31 provided with a head 32 which contacts with the cars as they are brought over the platform and after the cars have been moved to one extreme end of the platform, the carriage will abut with one of the end walls of the casing, and the weighted tail portion 33 of the finger will cause the same to automatically drop down to assume a position capable of engaging and advancing the preceding car. At the opposite ends of the spaced track rails 34 are curved tracks primarily adapted to prevent the derailment of the car.

From the foregoing description, taken in

connection with the accompanying drawings, the advantages of construction and the method of operation will be readily apparent to those skilled in the art to which the invention relates, and while I have described the principles of operation of the invention, together with the device which I now consider to be the best embodiment thereof, I desire to have it understood that the device shown is merely illustrative, and that such changes may be made when desired as are within the scope of the appended claims.

What is claimed as new, is:—

- 15 1. A car mover comprising a casing having formed in the opposite ends thereof a pair of channels, a drive shaft journaled in the casing and traversing one of said channels, a driven shaft journaled in the opposite end of the casing and traversing the opposite channel, a pair of toothed gears on each of said shafts, car propelling means in said casing, a plurality of prong members

carried by the car propelling means, and chains trained over the toothed gears and over the prong members of the car propelling means for transmitting to the latter a sliding movement. 25

2. In a car moving device, the combination with a pit, of a casing located in said pit, a slotted platform connected to and over said pit, a slotted carriage slidably mounted within the said casing and provided with side walls, a car engaging member pivotally mounted in the carriage and protruding upwardly through the slot of the platform, shafts journaled in the side walls of said carriage and protruding therebeyond, prong members fixed to the operating extremities of said shaft, a chain drive connection trained over the prong members, and means operatively connected with the chain drive connection for operating the same from a suitable source of motor power. 30 35 40 45

In testimony whereof I affix my signature.

STANLEY GRABOWSKI.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."