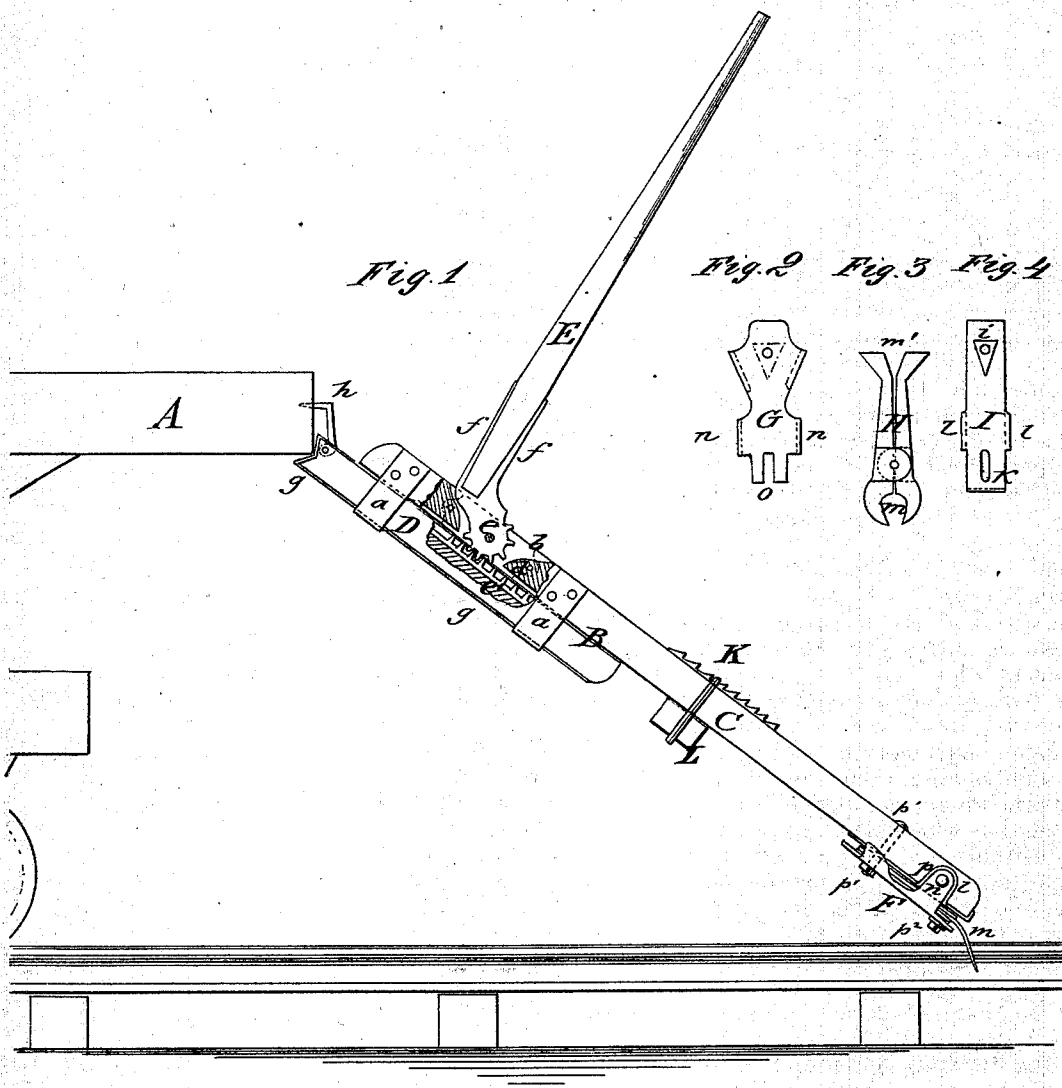


A. S. BAILEY.
Car-Pushers.

No. 139,529.

Patented June 3, 1873.



Witnesses:

A. W. Almqvist
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Inventor:

Per

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UNITED STATES PATENT OFFICE.

ALVA S. BAILEY, OF PAXTON, ILLINOIS, ASSIGNOR OF ONE-HALF HIS
RIGHT TO EDWARD LITTLE, OF SAME PLACE.

IMPROVEMENT IN CAR-PUSHERS.

Specification forming part of Letters Patent No. **139,529**, dated June 3, 1873; application filed
April 19, 1873.

To all whom it may concern:

Be it known that I, ALVA S. BAILEY, of Paxton, in the county of Ford and State of Illinois, have invented a new and Improved Railroad-Car Jack, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a side view, partly in section, of my improved car-jack, as applied to a car and placed on tracks. Figs. 2, 3, and 4, are detail views of the parts composing the clutch end of the jack.

Similar letters of reference indicate corresponding parts.

The object of my invention is to furnish to railroad employes and others a car-jack, by the use of which cars may be moved on the track without being required to wait for a locomotive, horse, or hands. The advantages of such an instrument in loading or unloading cars and moving them out of the way, the ease with which one person can operate it, and the time which may be gained by it, make it a desirable and useful instrument for the railroad service. My invention consists of a main beam, with clutch end placed on the track, a slide-lever with rack and hook at the other end being applied to the car and acted upon by a cog-wheel at the end of a hand-lever, so that by successive applications the car is moved on the track.

In the drawing, A represents the platform of the car to be moved, and B the jack, consisting of main beam C, slide-lever D, hand-lever E, and clutch F. The main beam C, of wood or other material, has applied to its upper end strong metallic staples or bands *a*, which guide the slide-lever D. A slotted recess, *b*, of beam C, strengthened by suitable side plates *d*, admits and carries the cogged end piece *e* pivoted to them, of suitable metal and firmly connected by means of the extension plates *f* to the wood part of hand-lever E. The cogged lever end *e* acts on a rack, *e'*, placed into slide-lever D, the lower side thereof being strengthened by metallic band *g*, to slide easier on staples *a*. The front end of lever D is sharply grooved, and band *g*

extended into the groove to the upper side of the wood. The grooved end is placed under the edge of the car-platform, and therefore required to be heavily mounted. A metallic hook, *h*, is pivoted to the upper part of slide D, above the grooved end, band *g* being slotted so that hook *h* may freely move therein and be applied to the platform. The slide-lever D remains, therefore, attached to the car when the same moves forward on the track. Clutch F is applied at the rail end of beam C, and consists of three plates, G, H, and I, shown in Figs. 2, 3, and 4. Plate I, having a wedge-shaped projection, *i*, at one end, and slot *k* at the other end with projecting ears *l*, is connected to the lower side of beam C by bending ears *l* and end rim upon the sides of beam C. Plate H, in the form of shears, with prongs *m* of the shape of the rails, and legs *m'*, is placed on plate I, and plate G, having side lugs *n* and slot *o*, over plate I, and connected sidewise, through ears *l* and *n*, by bolt and nut *p* and by bolt *p*¹ through plate G and wedge-projection *i* of plate I, to the beam end. Bolt *p*² is placed with its head into a recess above plate I, slides in slots *k* and *o*, and serves as pivot for plate H, whose prongs *m* take hold or release the rail according to the pressure on beam C.

To operate the jack the cogged hand-lever is raised, the hook end of slide-lever placed against the platform of car over the rail, the hook then driven in, the clutch placed on the rail, and the hand-lever pressed down. The pressure of the beam end on the prongs of the clutch forces its legs with the pivot sliding in the slot of the plates upward, so that the legs of the shear-plate spread along the wedge-projection, forcing the prong ends to close the stronger on the rail the greater the pressure on the beam. The slide-lever acts at the same time on the car, moving the same forward. By raising the hand-lever the clutch is released as the pivot and shear-plate slide back and open the prongs, the clutch end being drawn forward by the hook end of the lever; then the same operation is repeated till the

car has been moved to the desired place. A rack, K, in connection with a projecting link, L, is placed centrally on the beam C, between slide-lever D and clutch F, for the purpose of separating two adjoining cars before using the jack. The slide-lever D is adjusted against one platform, and the lower part of link C against the other. The motion of lever E will compel the cars to recede till a sufficient space is obtained for the application of the clutch to the rails.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

A car-mover, consisting of beam C, slide D, hand-lever E, and clutch-plates G H I, combined, constructed, and arranged to operate as described.

ALVA S. BAILEY.

Witnesses:

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