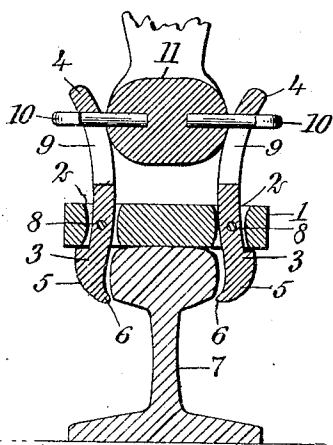
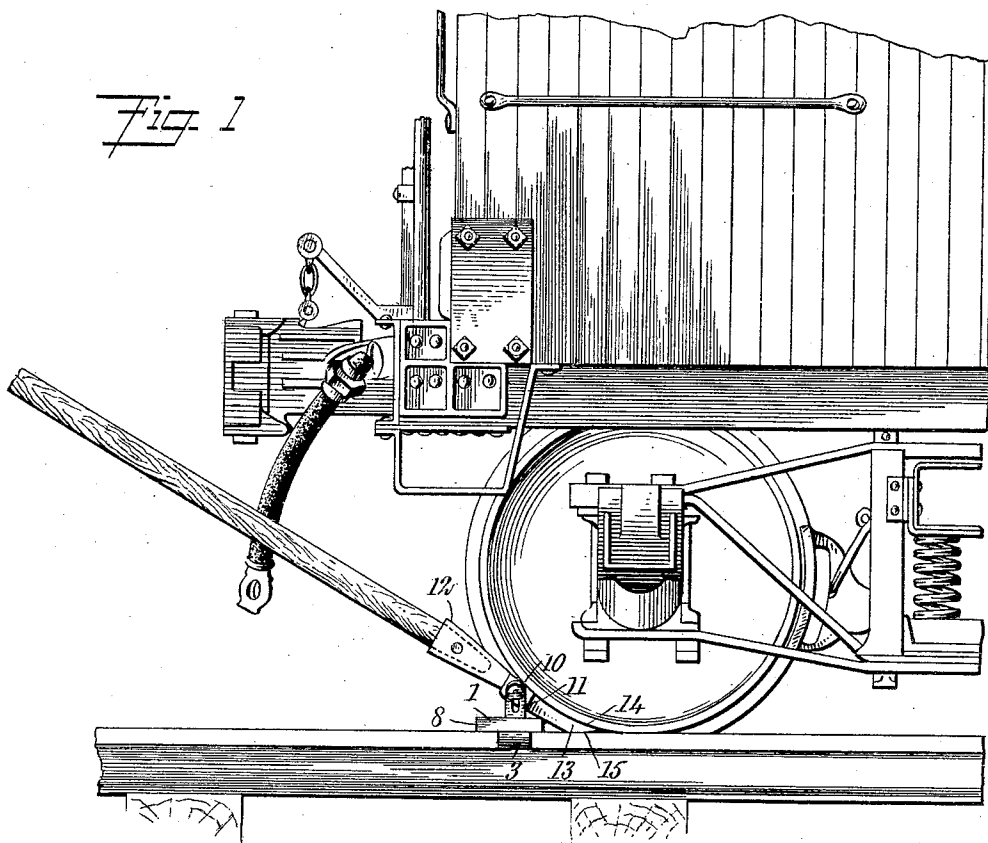


F. C. BAILEY.
CAR MOVER.
APPLICATION FILED MAR. 17, 1909.

944,763.

Patented Dec. 28, 1909.



WITNESSES
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Fig. 2

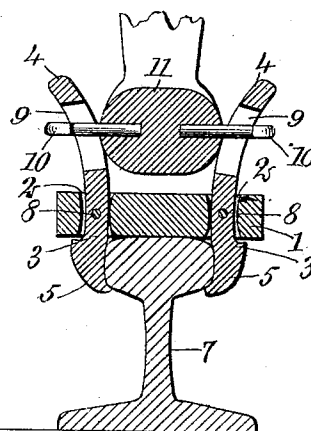


Fig. 3

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CAR-MOVER.

944,763.

Specification of Letters Patent.

Patented Dec. 28, 1909.

Application filed March 17, 1909. Serial No. 483,903.

To all whom it may concern:

Be it known that I, FRED C. BAILEY, a citizen of the United States, and a resident of Rib Lake, in the county of Taylor and State of Wisconsin, have invented a new and Improved Car-Mover, of which the following is a full, clear, and exact description.

This invention relates to car movers, and more particularly such as are adapted to be removably positioned on a rail, and each of which in general consists of a rail shoe, clamping members carried by the shoe, and a lever arranged between the upper portions of the clamping members, the toe of the lever being adapted to engage the wheel of a car so that the latter can be easily moved.

The object of the invention is to provide a device of the class described, simple and serviceable in construction and inexpensive to manufacture, which will automatically clamp itself on a rail to give a firm support for the lever as the latter is operated to advance a car along the tracks.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a side elevation of an embodiment of my invention, showing the same positioned on one of the rails of a track adjacent to one of the wheels of a car; Fig. 2 is a cross section of the device, showing the same applied to a rail; and Fig. 3 is a similar cross section showing the clamping members in engagement with the rail.

Before proceeding to a more detailed description of my invention, it should be understood that it is often necessary to move freight cars or the like without attaching them to a locomotive. To accomplish this purpose, I provide a car mover which, as before described, consists in general of a rail shoe, two members pivotally carried by the shoe and adapted to clamp the latter on a rail, and a lever movably arranged between the upper portions of the clamping members.

In the initial position, the clamping members are out of engagement with the rail, while the toe of the lever rests against one of the wheels of the car. As pressure is applied on the lever, however, the upper portions of the clamping members are forced apart, thus serving to bring the lower por-

tions against the rail so that the shoe is firmly clamped in place, and presenting a rigid support for the further movement of the lever.

In the specific form shown in the drawings, I provide a rail shoe 1 formed of any suitable material, such as iron, steel or the like, and having two slots 2 near opposite sides thereof. Adapted to be arranged within these slots 2 are clamping members 3 having their upper portions 4 outwardly disposed, for a purpose to be hereinafter described. The lower portions 5 of these members are enlarged and have their inner faces 6 inwardly curved, so that they will bind more tightly against the sides of a rail, as shown most clearly in Figs. 2 and 3 of the drawings.

The clamping members are secured in the slots 2 by means of removable pivot rods 8, the latter extending longitudinally of the rail shoe 1. The upper portions 4 of the members are provided with openings 9 which extend longitudinally thereof. Adapted to be movably arranged between the clamping members and to be held in place by means of removable, headed pivot pins 10, is a lever 11, which includes a socket 12 and a toe 13. The socket 12 serves to receive a handle whereby the lever can be operated. The end 14 of the toe is adapted to engage at the wheel of a car, as shown most clearly in Fig. 1 of the drawings. The toe further has a flat face 15 which rests on the top of the rail.

In operating the device, the fulcrum of the lever shifts from the initial position at the wheel, against which the toe rests, to the upper portion of the clamping member. This change does not take place until the clamping members have been spread, owing to the downward pressure of the lever, and thus have clamped upon the rail, as shown most clearly in Fig. 3. At first, the wheel is the fulcrum and the clamping members are points of application of the pressure. When the clamping members are fixed they serve as a fulcrum, and the wheel becomes the point of application of the pressure to move the car. The upper portions 4 of the clamping members, being outwardly disposed, assist the lever in spreading them apart.

Having thus described my invention, I

claim as new and desire to secure by Letters Patent:—

5 A car mover comprising a shoe adapted to rest upon the rail and to project upon each side thereof, said shoe being provided with a vertical opening near each side edge thereof, a clamping member pivoted in each of said openings and having its lower end curved to fit the edge of the tread of the rail,
10 the upper ends of said clamping members being longitudinally slotted, and a lever pro-

vided with headed pivot pins extending through the longitudinal slots, and having a pointed end for engaging beneath the wheel.

In testimony whereof, I have signed my name to this specification in the presence of two subscribing witnesses.

FRED C. BAILEY.

Witnesses:

F. J. BRELUN,
G. F. BRAUN.