R. MILLER.

CAR MOVING DEVICE.

APPLICATION FILED MAY 6, 1911.

1,006,255. Patented Oct. 17, 1911

Fig. 1.

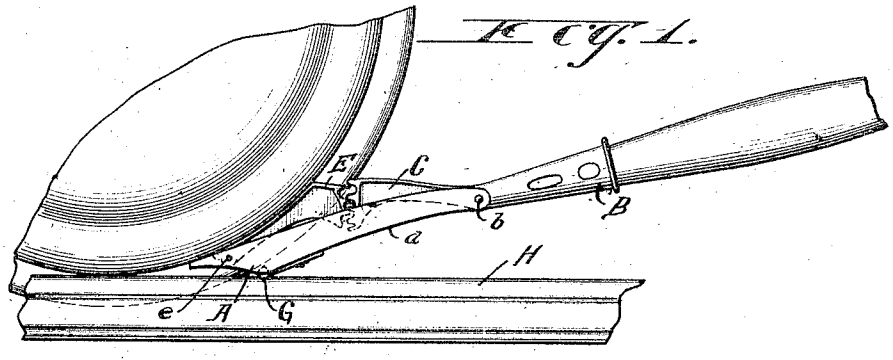


Fig. 2.

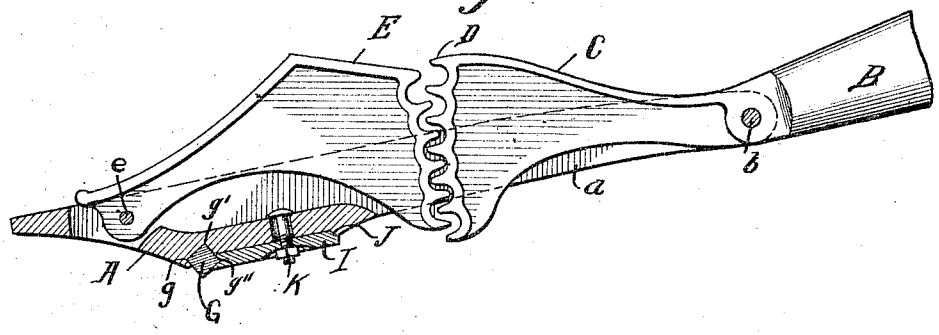
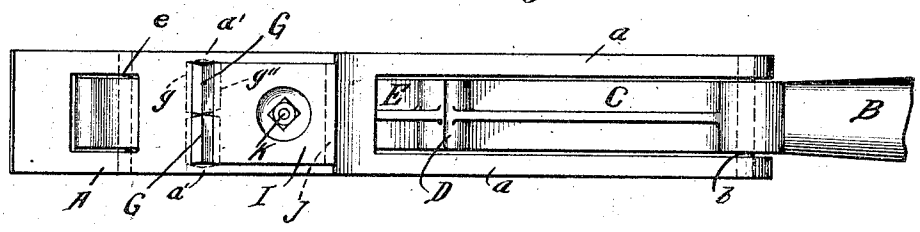


Fig. 3



Witnesses

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UNITED STATES PATENT OFFICE.

RICHARD MILLER, OF APPLETON, WISCONSIN.

CAR-MOVING DEVICE.

1,006,255. Specification of Letters Patent. Patented Oct. 17, 1911.

Application filed May 6, 1911. Serial No. 625,531.

To all whom it may concern:

Be it known that I, RICHARD MILLER, a citizen of the United States, residing at Appleton, county of Outagamie, and State of Wisconsin, have invented new and useful Improvements in Car-Moving Devices, of which the following is a specification.

My invention relates to improvements in car movers, and has especial reference to that type of car movers in which a lever is employed which has a shoe at its lower end provided with means for gripping a railway rail to prevent the shoe from slipping backwardly when applied to a car wheel. The gripping members for these shoes require to be frequently replaced or readjusted, whenever the gripping edges become worn.

The object of my invention is to provide means for retaining the gripping members in position while in use, and permits their removal and readjustment or replacement when desired.

In the following description, reference is had to the accompanying drawings in which—

Figure 1 is a side view of a car mover, embodying my invention. Fig. 2 is a view in longitudinal section, of a shoe embodying my invention and showing also a portion of the handle. Fig. 3 is a view of the shoe from the under side.

Like parts are identified by the same reference characters throughout the several views.

The shoe A may be of any ordinary construction. In the construction illustrated, this shoe is provided with elongated arms *a* to which the main lever or handle B is pivoted at *b*, said handle or lever B being provided with an arm C, the extremity of which constitutes a toothed segment adapted to mesh with a segmental toothed member E which is pivoted at *e* to the forward portion of the shoe, the member E being adapted to coöperate with the shoe to impart a forward motion to the car wheel F, as shown in Fig. 1. A set, or pair of gripping members G, are mounted in suitable receiving sockets in the lower surface of the shoe A, and are arranged with one corner of each member G projecting downwardly in a position to bear upon and grip the rail H. These gripping members G are rectangular (preferably square) in cross section, and they are so arranged, when in position of use, that the forward corners or angles will be engaged in a receiving notch *g* in the shoe. The upper corner or angle will be engaged in a receiving notch *g'*, in the shoe, and the rear corner or angle will be engaged in a receiving notch *g''*, formed in the front margin of a holding plate I. Each of these receiving notches *g*, *g'* and *g''* is a V-shaped notch, the side walls of which embrace the gripping member, to some extent, on all four sides, leaving only the lower corner or angle exposed below the bottom of the shoe. The holding plate I is provided with a beveled gear surface J, adapted to bear against a corresponding angular surface on the shoe A, whereby, when the plate I is drawn against the bottom of the shoe, the angular face of the shoe which receives the beveled portion J of the holding plate, will force said holding plate forwardly against the gripping members G, thus binding the latter in the receiving notches with greater rigidity. The plate I is bound to the shoe by means of one or more clamping bolts K, which extend through apertures in the bottom of the shoe and in the holding plate.

I am aware that holding plates have heretofore been employed for the purpose of securing gripping members in position, but I believe I am the first to provide a holding plate which bears upon more than one side or face of a gripping member, and I also believe that I am the first to provide a holding plate which moves forwardly when adjusted in clamping position and forces the gripping members into the receiving notches.

Another feature of my invention is in providing the shoe A with side flanges *a'* which extend to the bottom of the shoe on each side of the gripping members, thus preventing said gripping members from slipping out longitudinally. This feature is made practical by the use of the holding plate I, which when removed, permits the gripping members to drop freely out from the receiving notches in the shoe.

It will be observed that my invention is adapted to be applied to any form of car mover which has a shoe adapted to rest upon the rails of a railway track, and to be applied against a car wheel for the purpose of moving the latter. The specific construction of the shoe and the lever, or of the members C, D and E, is therefore not material to my invention, except in so far as

such construction relates to the provision of the receiving notches and a plate receiving recess in the under surface of the shoe, for the plate I.

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

1. The combination with a car moving lever shoe, having its under surface notched between its side margins to receive removable gripping members, of a holding plate adjustable to the under surface of the shoe and provided with notches in its front margin to receive the rear angles of the gripping members, and a clamping member for binding said plate to the shoe.

2. The combination with a car moving lever shoe, having its under surface notched between its side margins to receive removable gripping members, of a holding plate adjustable to the under surface of the shoe and provided with notches in its front margin to receive the rear angles of the gripping members, and a clamping member for binding said plate to the shoe, said clamping plate having an angular face along its rear margin and said shoe being correspondingly faced to receive the plate and force it forwardly against the gripping member when the plate is clamped in holding position.

3. The combination with a car moving lever shoe having its under surface notched to receive rail gripping members, of a plate adapted to fit the under surface of the shoe in the rear of the gripping members and provided with a V-shaped notch in its front margin, said shoe being recessed to partially receive said plate, and having an angular rear wall extending into said recess, and said plate having an angular rear margin adapted to fit against said wall and to be pushed forwardly when said plate is forced into said recess.

4. The combination with a car moving lever shoe, of a set of rail gripping members socketed in the bottom of said shoe, a holding plate engaging said gripping members and a clamping device for securing the holding plate to the shoe, said holding plate and shoe having forwardly inclined mutually engaging surfaces at the rear margin of the plate adapted to move said plate forwardly against the gripping members when the clamping pressure is applied and said plate being adapted, at its forward margin, to engage an angle of each gripping member.

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

RICHARD MILLER.

Witnesses:
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IRMA D. BREMER.