

H. La TOURETTE.

CAR-PUSHER.

No. 189,113.

Patented April 3, 1877.

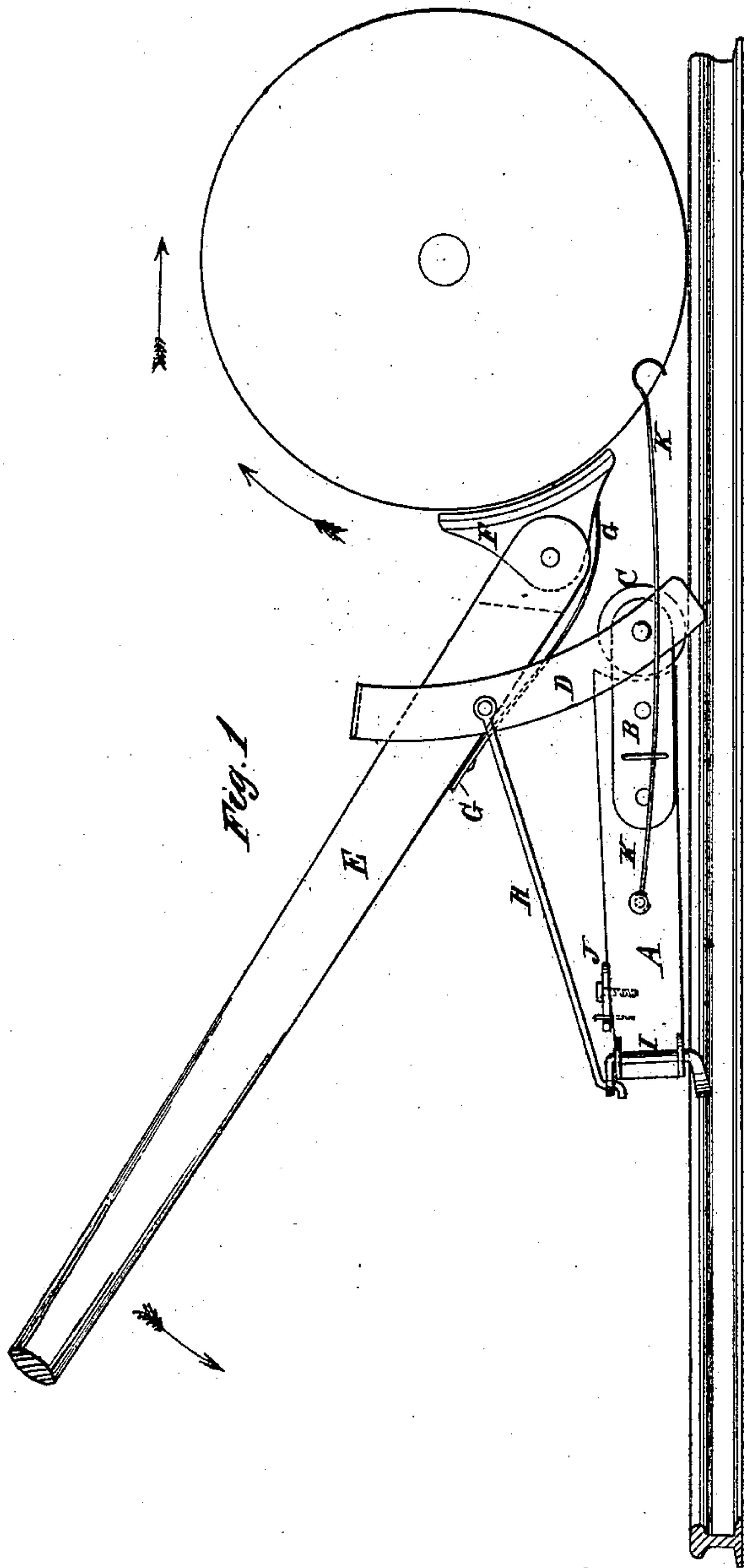
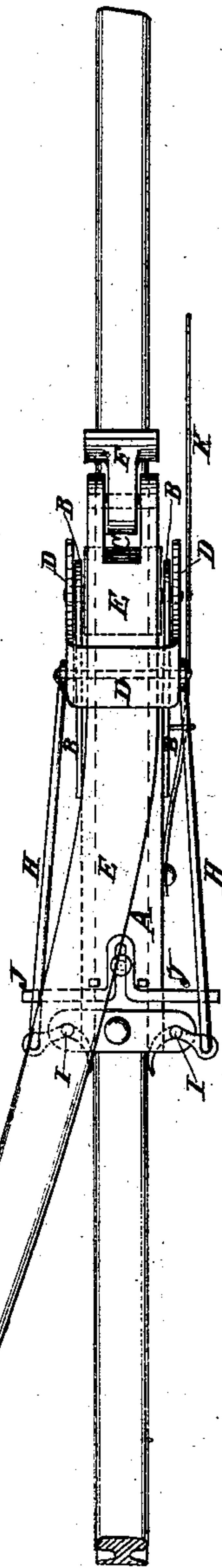


Fig. 1

Fig. 2



WITNESSES:

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UNITED STATES PATENT OFFICE.

HENRY LA TOURETTE, OF SHELLSBURG, IOWA.

IMPROVEMENT IN CAR-PUSHERS.

Specification forming part of Letters Patent No. **189,113**, dated April 3, 1877; application filed January 29, 1877.

To all whom it may concern:

Be it known that I, HENRY LA TOURETTE, of Shellsburg, in the county of Benton and State of Iowa, have invented a new and useful Improvement in Car-Pushers, of which the following is a specification:

Figure 1 is a side view of my improved machine. Fig. 2 is a top view of the same.

Similar letters of reference indicate corresponding parts.

The object of this invention is to furnish an improved machine for the use of shippers and others for moving cars upon side tracks.

The invention consists in the combination of the base-bar, the roller, the U-bar, the lever, the shoe, the spring, the two rods, and the two double cranks with each other, as hereinafter fully described.

A represents a bar of wood about eighteen inches long, to the opposite sides of the forward end of which are attached two plates, B. The forward ends of the plates B project, and to and between them is pivoted a small roller, C. D is a U-bar, which is curved edgewise, and the ends of which are pivoted to the journals of the roller C. The ends of the bar D may project downward a little to serve as guards to keep the forward end of the machine upon the rail.

To and within the upper part of the U-bar D is pivoted the lever E, which is curved to one side, as shown in Fig. 2, so that it may be operated from the side of the track.

To the forward end of the lever E is pivoted a shoe, F, to fit upon the tread of the wheel. G is a spring attached to the lever E, the free end of which rests against the lower part of the shoe F to hold its lower end forward in proper position to slip beneath the

lower rear part of the wheel, when the machine is moved forward for another stroke.

To the ends of the pin or bolt that pivots the lever E to the U-bar D are pivoted the forward ends of two rods, H, the rear ends of which are pivoted to the ends of the upper arms of the double cranks I. The double cranks I are pivoted to plates attached to the upper and lower sides of the rear end of the bar A, and their lower arms project into such positions as to bear against the opposite sides of the rail, when the lever E is pressed downward, to prevent the machine from slipping back when pressure is applied to the car-wheel.

J is an adjustable stop-bar attached to the bar A, to prevent the cranks I from being turned too far back when the lever E is raised. K is a rod, the rear end of which is attached to the bar A. The rod K passes through a keeper attached to the bar A, and has a hook formed upon its forward end to be hooked into a chain attached to the rear end of the car to draw the machine forward after each impulse given to the car-wheels. The shoe F is faced with leather to prevent it from slipping upon the car-wheels.

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

The combination of the bar A, the roller C, the U-bar D, the lever E, the shoe F, the spring G, the rods H, and the double cranks I, with each other, substantially as herein shown and described.

HENRY LA TOURETTE.

Witnesses:

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