

(No Model.)

C. B. UNDERHILL.

CAR STARTER.

No. 255,054.

Patented Mar. 14, 1882.

Fig. 1.

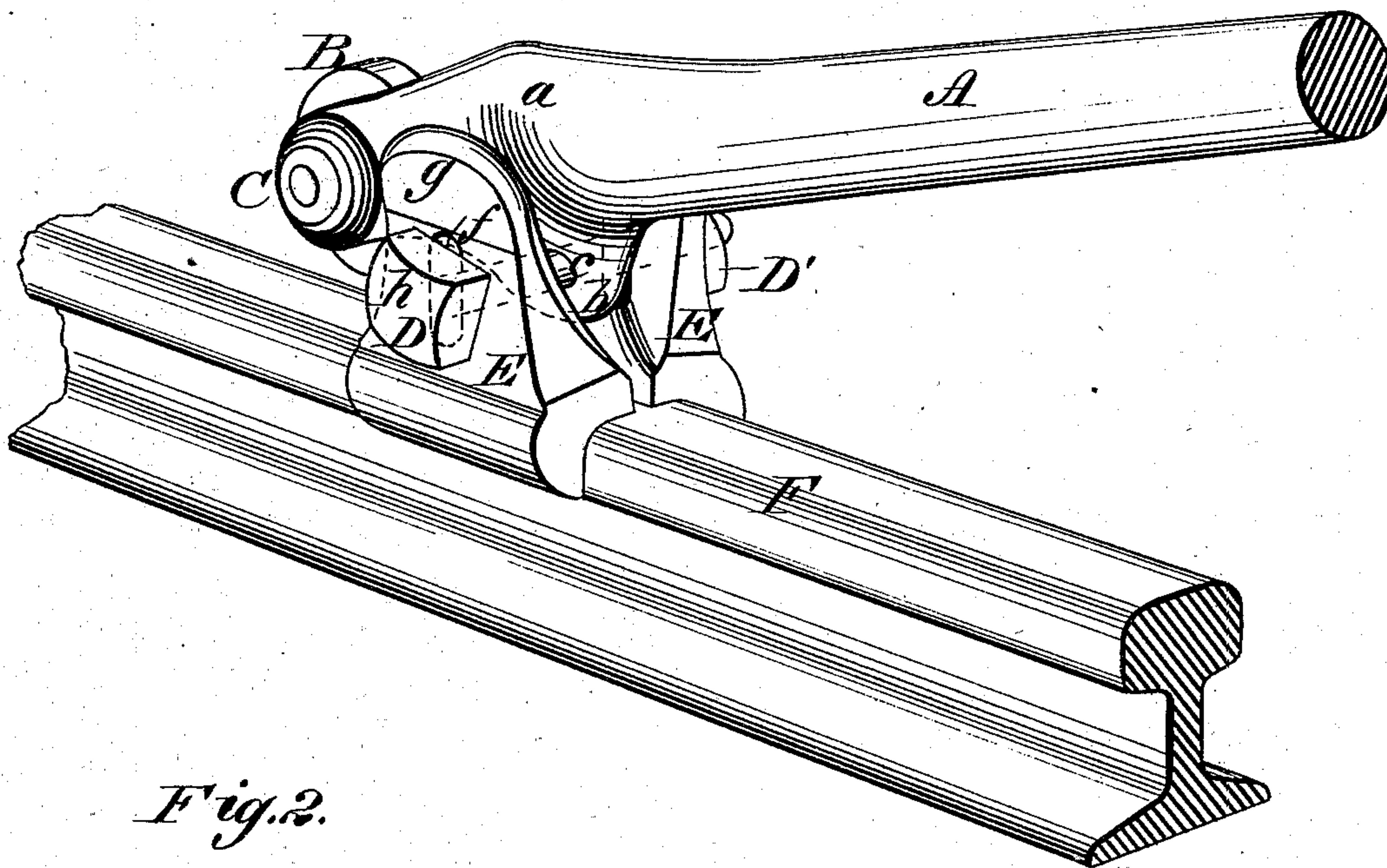
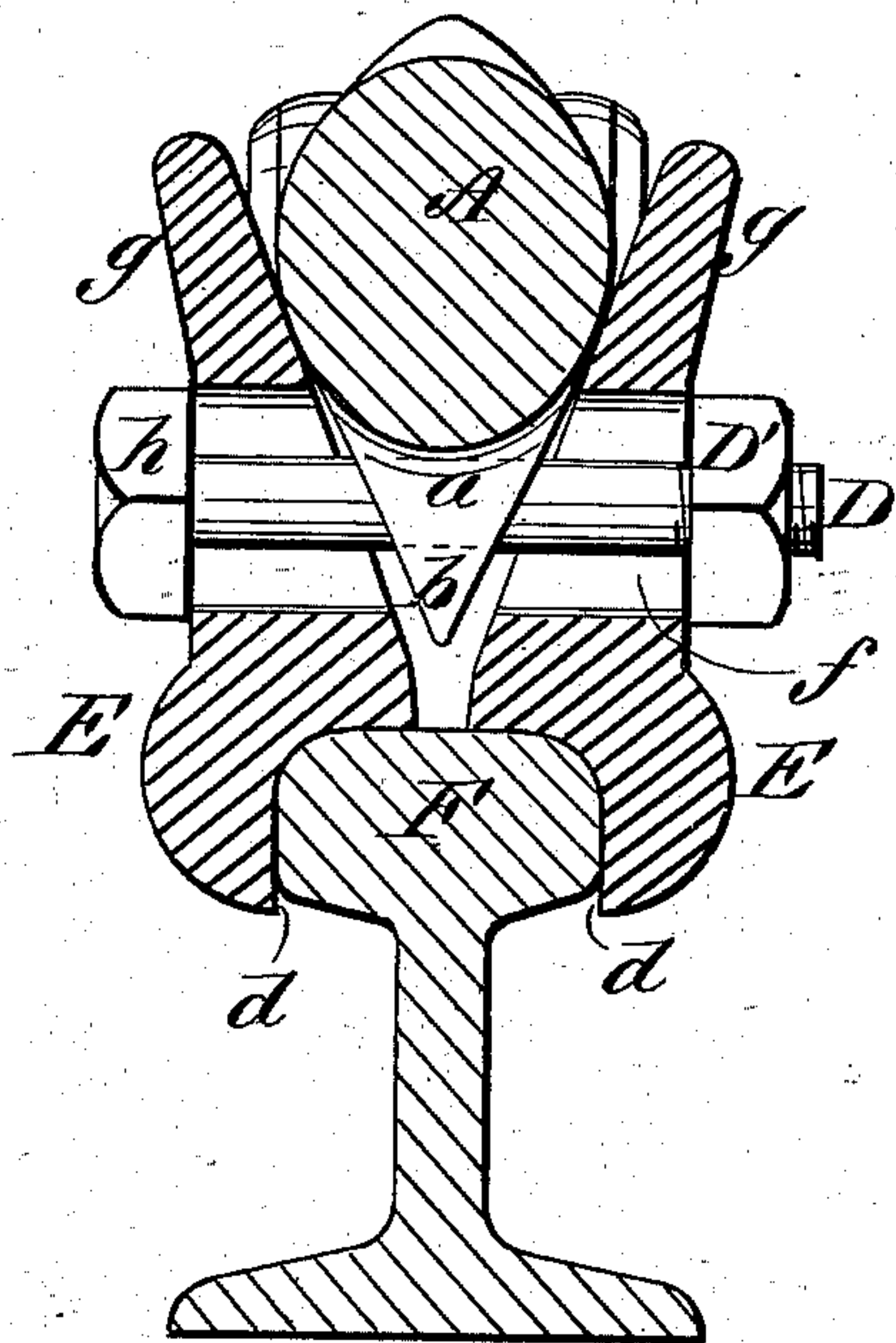


Fig. 2.



WITNESSES :

Donn Twitchell.
C. Spurgeon

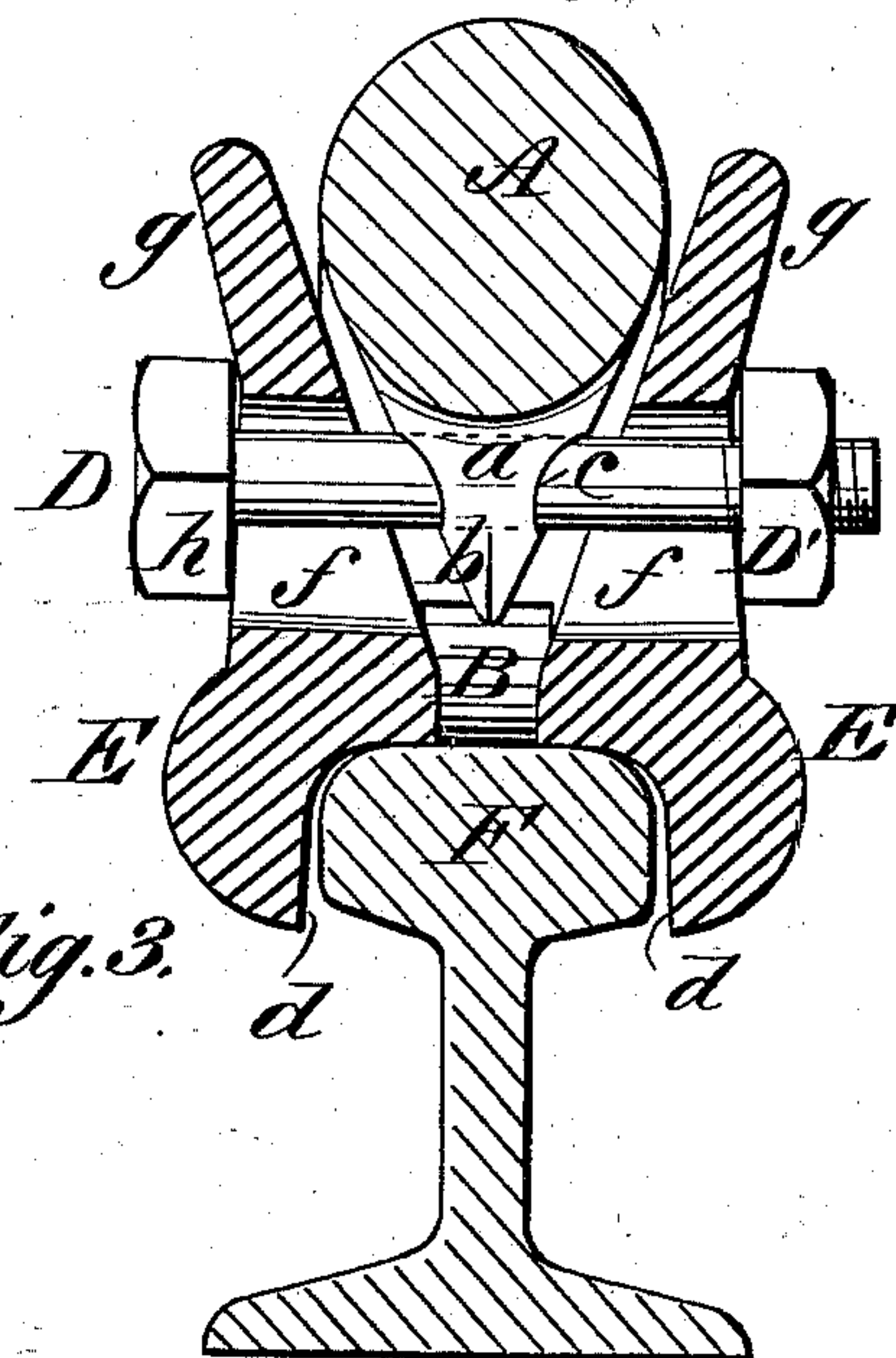


Fig. 3.

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UNITED STATES PATENT OFFICE.

CHARLES B. UNDERHILL, OF LANCASTER, NEW YORK.

CAR-STARTER.

SPECIFICATION forming part of Letters Patent No. 255,054, dated March 14, 1882.

Application filed August 4, 1881. (No model.)

To all whom it may concern:

Be it known that I, CHARLES B. UNDERHILL, of Lancaster, in the county of Erie and State of New York, have invented a new and Improved Car-Starter, of which the following is a specification.

This invention relates to that class of devices that are designed to start and move cars on the rails; and it consists of a bar having a roller in one end and being of wedge-shaped cross-section in one part, where it is pivoted on a horizontal bolt between the two wedge-shaped cross-sections of a clamp, the bolt being passed through vertically-elongated holes in the clamps, so that in one position the bar or lever acts as a wedge to tighten the clamp upon a rail or other support, while when the lever is in another position the bolt-head and nut operate to open the clamp that the starter may be easily removed, all of which will be hereinafter described.

In the accompanying drawings, Figure 1 is a perspective view of my improved starter fixed upon a rail. Fig. 2 is a cross-section of the same, showing the clamp closed upon the rail. Fig. 3 is a cross-section of the same, showing the clamp open.

Similar letters of reference indicate corresponding parts.

In the drawings, A represents the bar or lever, having in its slotted end a roller, B, fixed on a transverse pin, C, said roller B being designed to be applied beneath the car to be moved, thereby facilitating the adjustment and application of the starter.

At *a* the lever A is wedge-shaped in cross-section, the point *b* of the wedge being downward, and just above the point *b* the said lever A is transversely perforated, as shown at *c*, for the passage through it of the fulcrum-bolt D.

E E represent the like halves of the clamp of the starter. The lower parts of these halves E E are cut away, as shown at *d d*, on the inside to fit upon a rail, F. On their inner faces these halves E E slope upward and outward to their tips, and on their outer faces they are straight to the tops of their slotted holes *f*, and thence to their tips are inclined outward, as shown at *g g*.

The bolt D is passed through the holes *f f* of the clamp E E and through the hole C of the lever A, the head *h* of the bolt D being in contact with one clamp-half E, and the bolt-nut D' being in contact with the other clamp-half E. By throwing up the long arm of the lever A

to apply the starter the broad part of the wedge portion *a* is raised from between the clamp-halves E E, and the lever-fulcrum D is also raised to its utmost extent, and thereby the clamp E E is loosened upon the starter fulcrum or rail F, for the bolt or lever fulcrum D being drawn upward in the holes *f f* the bolt-head *h* and nut D' are thereby brought in contact with the inclined outer faces, *g g*, of the clamps E E, whereby said clamps E E are drawn toward each other at the top and consequently opened at the bottom; and when thus loosened the starter may be easily moved along the rail F, or wherever else desired.

When the starter is applied to move a car the long arm of the lever A is brought gradually down, with its wedge portion *a* between the clamp-sections E E, as shown in Figs. 1 and 2, the fulcrum-bolt D being at the same time pressed down in the holes *f f*, and thereby the tops of the clamps E E are wedged outward and their jaws inward to grasp the rail F; and the greater the pressure on the lever A the more firmly will the clamp E hold in place.

This starter is cheap, strong, durable, and easily applied.

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

1. A car-starter constructed substantially as herein shown and described, consisting of a wedge-shaped lever working between a pair of wedge-shaped clamps to which the lever is attached by a fulcrum-bolt, as set forth.

2. In a car-starter, the combination, with the sectional clamp E E, of the lever A, having a wedge-shaped section and pivoted between the said clamp-sections, substantially as and for the purpose set forth.

3. In a car-starter, the combination, with the sectional clamp E E, of the pivoted lever A, having a wedge shaped section and provided with the roller B, substantially as and for the purpose set forth.

4. In a car-starter, the combination, with the lever A and the bolt D, of the sectional clamp E, having inclined inner faces, slotted holes *f f*, and outward-inclined outer faces, *g g*, above the slotted holes, substantially as and for the purpose set forth.

CHARLES BROWN UNDERHILL.

Witnesses:

CHAS. F. TABOR,

HENRY L. BINGHAM.