

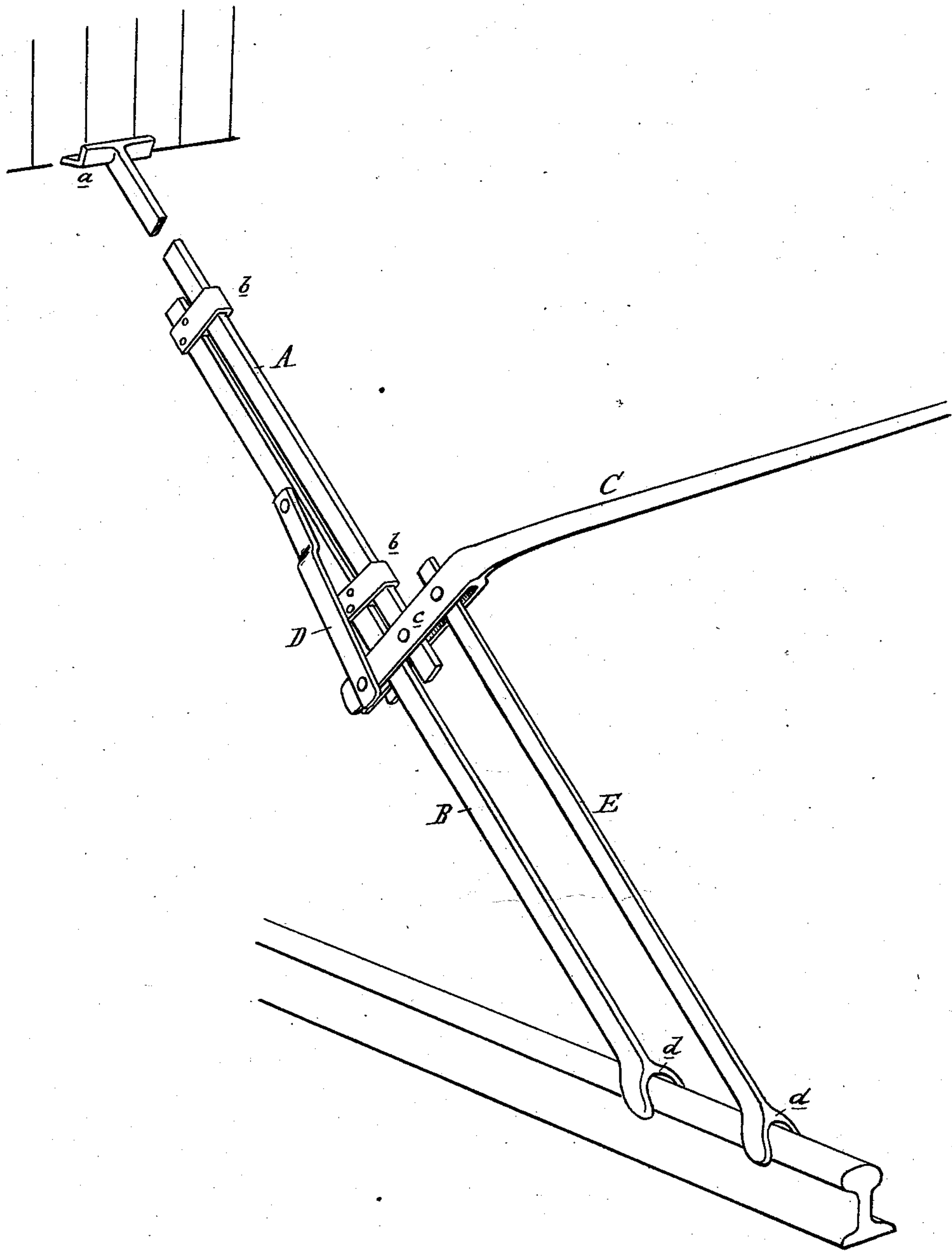
(No Model.)

LA FAYETTE COLLINS.

CAR SHUNTER.

No. 256,545.

Patented Apr. 18, 1882.



Attest:
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Atty

UNITED STATES PATENT OFFICE.

LA FAYETTE COLLINS, OF BAY CITY, MICHIGAN.

CAR-SHUNTER.

SPECIFICATION forming part of Letters Patent No. 256,545, dated April 18, 1882.

Application filed March 4, 1882. (No model.)

To all whom it may concern:

Be it known that I, LA FAYETTE COLLINS, of Bay City, in the county of Bay and State of Michigan, have invented new and useful Improvements in Car-Shunters; and I hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing, which forms a part of this specification.

The nature of this invention relates to certain new and useful improvements in the construction of devices employed for shunting or pushing railway-cars; and the invention consists in the peculiar construction, arrangement, and combination of the various parts, all as more fully hereinafter set forth.

The figure is a perspective view of my improved car-shunter.

In the accompanying drawing, A represents head-bar of my shunter, the outer end of which is provided with any suitable means for attaching same to a car, as at *a*.

B represents the longer foot-bar, which is provided with guide-loops *b*, within which slides the bar A. The lower end of this bar A is pivotally secured to the or within the bifurcated end of the lever C at *c*, and to the outer ends of the arms of this bifurcation are pivotally secured the lower ends of the straps D, the upper ends of which are in like manner se-

cured to the bar B, and the upper end of the foot-lever E is pivotally secured to the lever C, as at *e*.

The lower ends of the bars B and E are provided with a bifurcated or V-shaped foot, *d*, to engage with the track.

In practice the head of the bar A is placed against the corner of the car, with the feet of the bars B E resting upon and straddling the rail. By then raising up the lever C the bar B finds resistance on the rail and the bar A is projected, causing the car to move forward, this movement of parts also drawing the bar E forward along the track. By then depressing the lever the bar E engages with the track, while the bar A is compelled to still further push the car along, the bar B in the meantime sliding up the bar A. A continued operation of the lever will cause the car to steadily move forward.

What I claim as my invention is—

A car-shunting device consisting of the bars A B E and straps D, pivotally secured to the lever C, when constructed, arranged, and operating substantially as and for the purposes set forth.

LA FAYETTE COLLINS.

Witnesses:

H. S. SPRAGUE,
CHARLES J. HUNT.