

(No Model.)

N. V. VIELE.
CAR STARTER.

No. 397,158.

Patented Feb. 5, 1889.

Fig. 1.

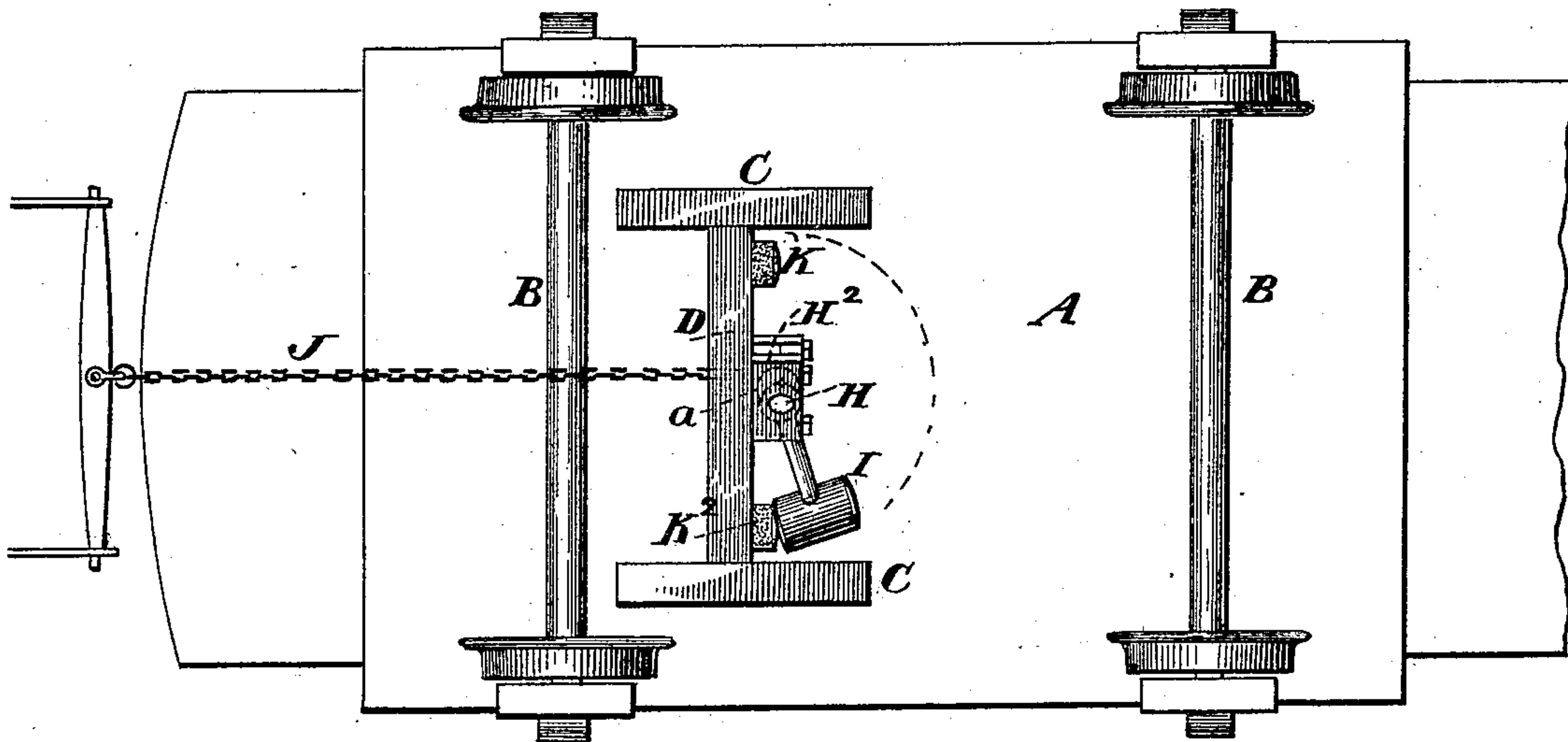
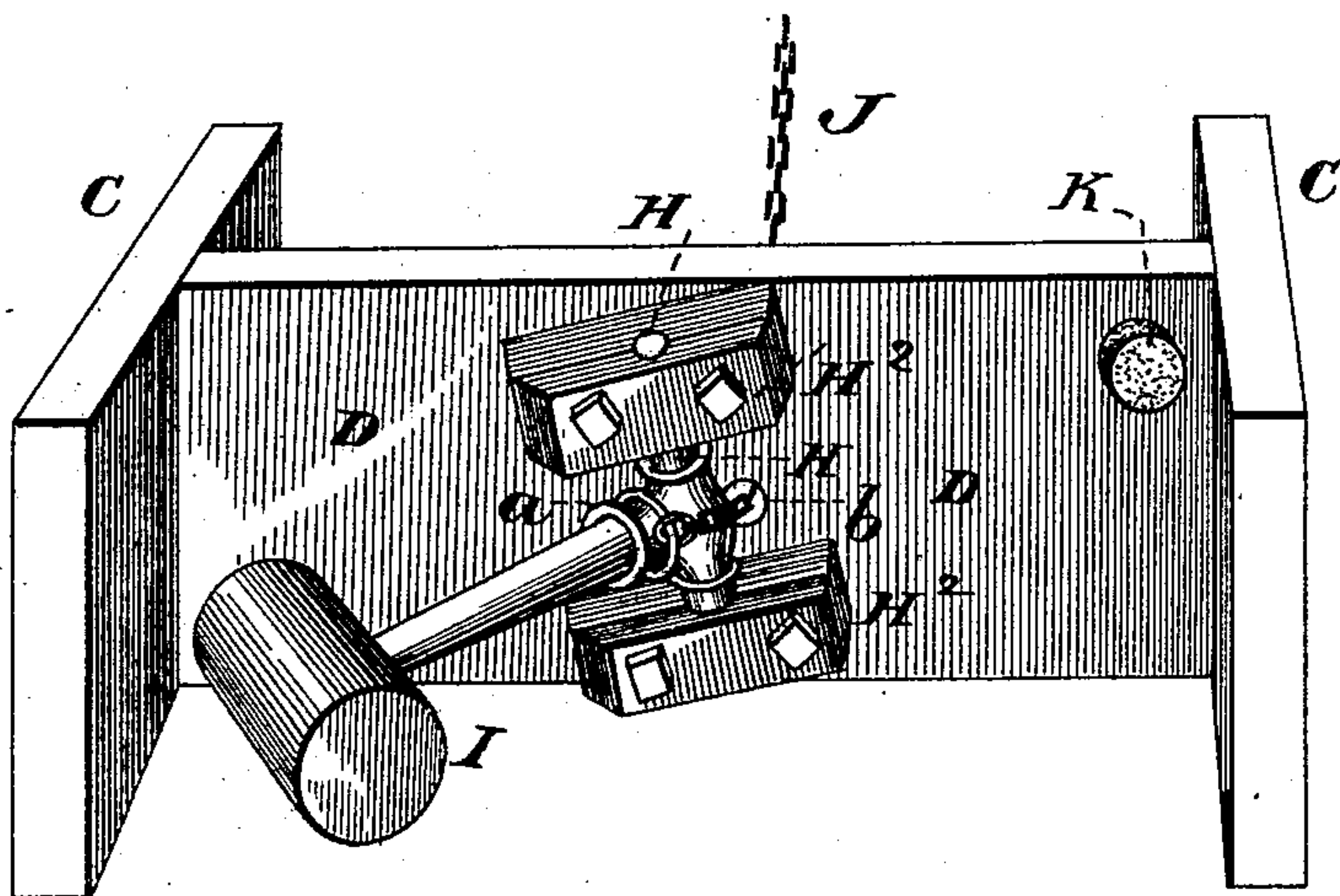


Fig. 2.



Witnesses.

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NICHOLAS V. VIELE, OF CORNING, NEW YORK.

CAR-STARTER.

SPECIFICATION forming part of Letters Patent No. 397,158, dated February 5, 1889.

Application filed November 9, 1888. Serial No. 290,371. (No model.)

To all whom it may concern:

Be it known that I, NICHOLAS V. VIELE, a citizen of the United States, residing at Corning, in the county of Steuben and State of New York, have invented certain new and useful Improvements in Car-Starters; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in car-starters, and it has more particular reference to starters for street-cars.

The object of the invention is to provide a simple and efficient means whereby a sudden jolt or jar may be imparted to the running-gear or truck of the car at the moment that power is applied in starting the car, thus materially assisting the motive power in overcoming the inertia of the car.

To this end, and to such others as the invention may pertain, the same consists in the peculiar combinations and in the novel construction, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the accompanying drawings, and then specifically defined in the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a bottom plan view of a car embodying my invention. Fig. 2 is a perspective view of the starting mechanism detached from the car.

Reference now being had to the details of the drawings by letter, A designates the bottom of a street-car. Secured to the bottom of the car, immediately to the rear of the front axle, B, are the longitudinal timbers or planks C, which serve to securely retain in position the transverse connecting-timber D, which is bolted or otherwise suitably attached thereto.

H is a shaft suitably journaled at its ends

within the journal-boxes H^2 , which are extended diagonally across and are securely bolted to the rear face of the transverse timber D.

I is a heavy mallet or hammer, the end of the handle of which is secured within a socket, *a*, upon the shaft H.

J is a chain, which is passed through a hole, *b*, in the timber D at a point adjacent to the shaft H. One end of the chain is attached to the hammer-handle, as shown, while its opposite end, which is extended to the front of the car, furnishes the point of attachment for the whiffletree or singletree, as the case may be.

K is a block of rubber or other suitable material, which receives the blow imparted by the hammer, and K^2 is a similar bumper or block adapted to receive the rear face of the hammer when not in use.

The operation of the device will be readily understood from the foregoing description of its construction.

It will be observed that the inclined position of the shaft upon which the hammer is pivoted serves to cause the hammer to fall back whenever the chain attached to its handle is slackened, and that this will occur whenever the car stops; and it will be further observed that as soon as power is applied to the chain in starting the car the hammer will be pulled suddenly downward, and thus caused to impart a sudden blow upon the bumper K, causing a sudden jar, which will materially aid in overcoming the inertia of the car.

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

1. The combination, with a car having a transverse timber secured thereto beneath the floor of the car, of a hammer pivoted to the car and adapted to automatically impart a blow to the rear face of the timber simultaneously with the starting of the car, substantially as and for the purpose specified.

2. The herein-described improvement in car-starters, comprising, in combination, a car, a transverse timber secured thereto beneath the floor of the car, a hammer, the end of which is attached to a diagonal shaft jour-

naled within boxes secured to the rear face
of the timber, and a chain connecting the han-
dle of the hammer with the whiffletree, where-
by the hammer is caused to impart a blow to
5 the timber at the moment of starting the car,
substantially as described, and for the pur-
pose specified.

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

NICHOLAS V. VIELE.

Witnesses:

D. F. BROWN,
E. D. MILLS.