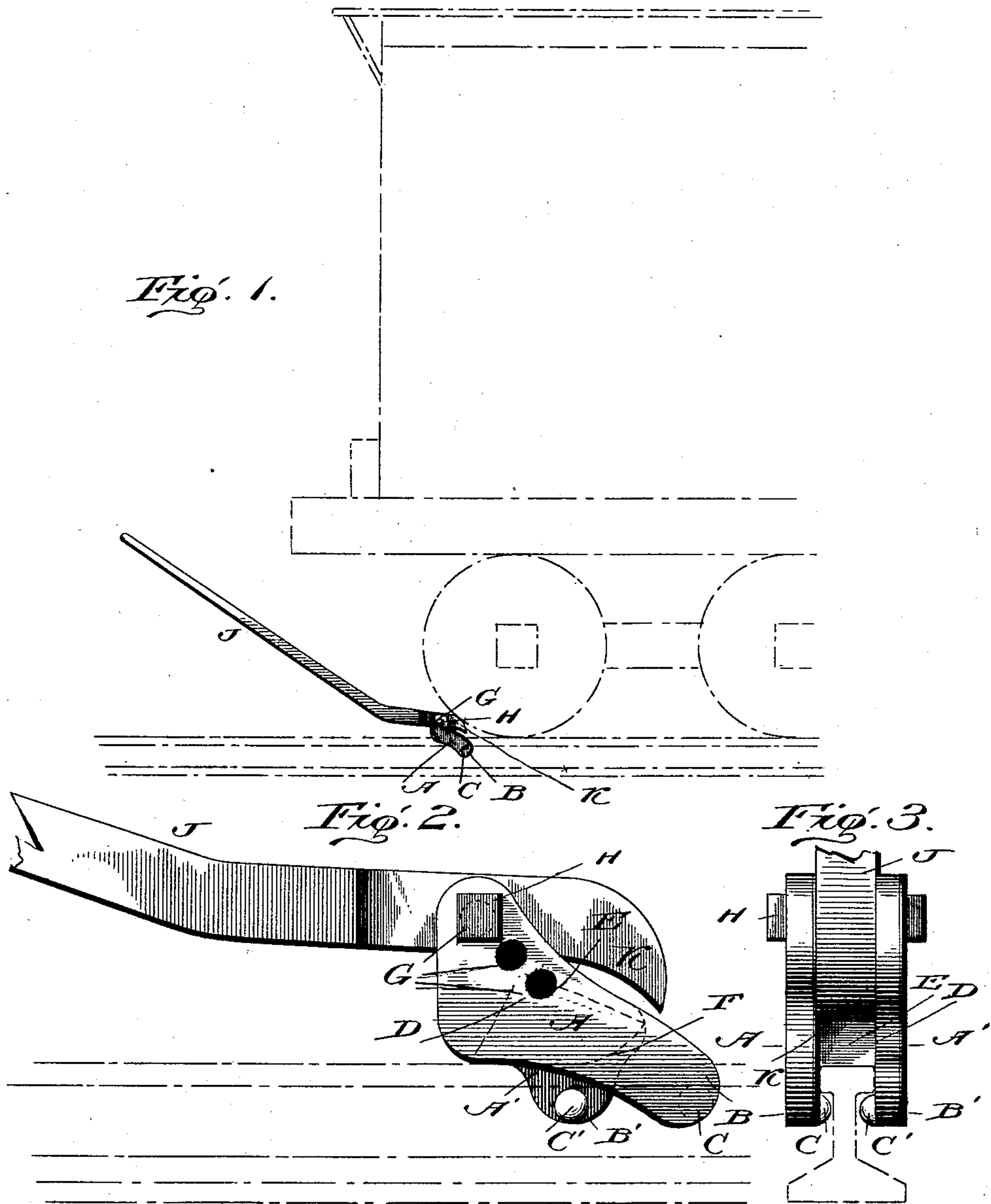


(No Model.)

C. W. PIERCE.
CAR MOVER.

No. 482,878.

Patented Sept. 20, 1892.



Witnesses:

Wm. C. Schell
May E. Moore

Inventor:

Charles W. Pierce

By *Wm. C. Moore*
Att'y.

UNITED STATES PATENT OFFICE.

CHARLES W. PIERCE, OF UNION CITY, INDIANA.

CAR-MOVER.

SPECIFICATION forming part of Letters Patent No. 482,878, dated September 20, 1892.

Application filed June 20, 1892. Serial No. 437,360. (No model.)

To all whom it may concern:

Be it known that I, CHARLES W. PIERCE, a citizen of the United States, residing at Union City, in the county of Randolph and State of Indiana, have invented certain new and useful Improvements in Car Starters and Movers; 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 of reference marked thereon, which form a part of this specification.

My invention relates to an improved car starter and pusher; and the leading object of my invention is the provision of a device which can be quickly and easily applied to straddle a railroad-rail and engage the wheel of a car, and by reason of its powerful leverage start or move a heavily-loaded car with the expenditure of very little effort.

Another object of my invention is the provision of a car mover and starter which will be simple and durable in construction, easy and efficient in operation, and which can be produced at an extremely low price, thus possessing all the features of merit to commend it as thoroughly useful and practical.

The invention consists of a car starter and pusher or mover embodying novel features of construction and adaptation of parts for service, as will appear from the following description and drawings, in which—

Figure 1 represents a side elevation of the device applied to the track and car-wheel, being shown in dotted lines. Fig. 2 represents an enlarged side elevation thereof, and Fig. 3 represents a front elevation.

My improved device consists of the sides A and A', the former having the forward projecting lower end B, provided on its inner face with the lug C, and the side A' having the rear projecting end B', provided on its inner face with the lug C', and the two sides are connected by the web or plate D, having the inclined upper face E and the rounding face F on the under side to allow the device to be easily moved along the track, and in the upper extended ends of the side pieces is pro-

vided a series of openings G to receive the pivot forming the fulcrum H of the lever J, which has the lower reduced end K, adapted to engage the rim of the car-wheel to start or move the car, as is evident. The two side pieces are adapted to straddle the head of the rail, and the lugs C C' on the inner faces of the side pieces engage the under face of the rail-head, and by reason of the fact that the lower end of side piece B' is in rear of the lower end of side piece B the strain is properly distributed and a better fulcrum and easy moving of the car is insured. It will be seen that the two sides straddle the rail and the lugs engage the underside of the head or tread of the rail, and by reason of their arrangement forward and rearward they receive and distribute the strain and render easy the starting and moving of the car. It will also be seen that the device can be easily and quickly moved along the rail without danger of becoming detached, and that the fulcrum is in the proper place to render the lever easy to operate and with but little force in order that a very heavy load can be moved with but little strain. It will also be seen that I provide a device which is simple, strong, and durable, thoroughly efficient for the intended purpose, and inexpensive, thus making the device useful.

I claim as my invention—

A car starter and mover comprising the two side pieces having the connecting-web and adapted to straddle the head of the rail, one of the lower ends of the side pieces being in rear of the other, lugs on the lower ends of the side pieces at their inner faces, adapted to engage the head of the rail, one of said lugs being in advance of the other, and a lever fulcrumed between the upper ends of the side pieces and having the lower end reduced for engaging the rim of the car-wheel, for the purpose described.

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

CHARLES W. PIERCE.

Witnesses:

WM. R. HORNBERGER,
JOHN H. WORTH.