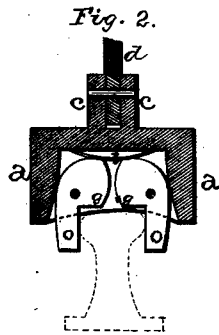
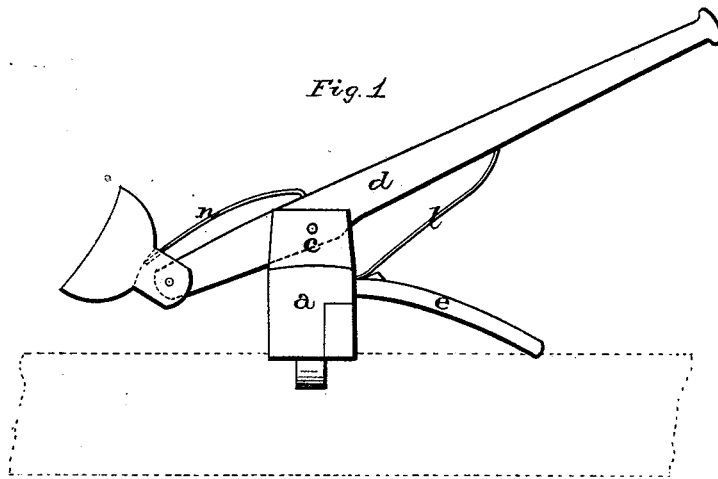


J. E. GEARHART.
CAR-PUSHER.

No. 190,848.

Patented May 15, 1877.



WITNESSES

J. W. Garner
Albert J. de Geyt

INVENTOR

J. E. Gearhart
per
F. A. Schmann, atty.

UNITED STATES PATENT OFFICE

JOSEPH E. GEARHART, OF WEST DECATUR, PENNSYLVANIA.

IMPROVEMENT IN CAR-PUSHERS.

Specification forming part of Letters Patent No. **190,848**, dated May 15, 1877; application filed April 26, 1877.

To all whom it may concern:

Be it known that I, JOSEPH E. GEARHART, of West Decatur, in the county of Clearfield and State of Pennsylvania, have invented certain new and useful Improvements in Car-Pusher; and I do hereby 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 pertains to make and use it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in car starters and pushers; and it consists in the arrangement and combination of parts that will be more fully described hereinafter, whereby a cheap, simple, and efficient machine is produced.

The accompanying drawings represent my invention.

a represents an iron frame or base, which has its lower edge cut away, so as to fit on the top of the rail, and which has the two ears *c* formed on its top, to pivot the lever *d* between. To the rear side of this frame or base is secured the brace *e*, the rear end of which is curved downward, so as to rest upon the top of the rail and hold the base in position. Pivoted in a recess made in the bottom of the base are the two gripping-jaws, which have a suitable spring or springs, *i*, pressing downward upon their inner corners, so that the lower outer corners will be thrown wide apart, and the two lower inner corners *g* will be made to project down below the lower edge of the base *a*. As the base rests upon the top of the rail,

as soon as power is applied to the lever *d* to push the car forward, the downward pressure upon the base causes the corners *g* to be forced upward inside of the base, and as they rise upward the lower outer corners, with the jaws *o* upon them, are drawn inward together, so as to clamp the outer edges of the top of the rail, and the greater the pressure upon the lever the tighter do these jaws gripe.

Secured to the under side of the lever *d* is the spring *l*, which bears down upon the top of the brace *e*, and keeps the base from tilting forward, as shown. Secured to the top of the lever is another spring, *n*, which has its outer end passed through under the shoe in such a manner as to hold the shoe always ready for use, and yet allow it to yield freely in any direction desired.

Having thus described my invention, I claim—

1. The combination, in a car-starter, of the base *a*, brace *e*, lever *d*, two gripping-jaws, and spring *i* with the spring *l* and shoe, substantially as specified.

2. The base *a*, having a recess in its lower part, in combination with the two gripping-jaws and spring *i*, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 18th day of April, 1877.

JOSEPH EMORY GEARHART.

Witnesses:

A. J. SHUGERT,
G. W. HOOVER.