

J. B. DEEDS.
Car-Mover.

No. 206,231.

Patented July 23, 1878.

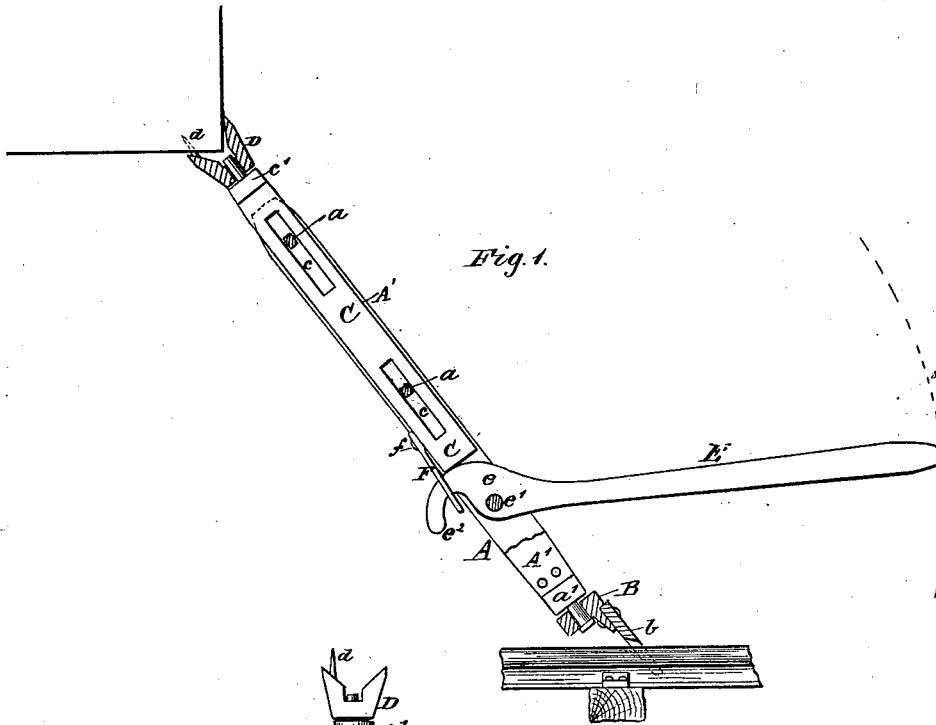


Fig. 1.

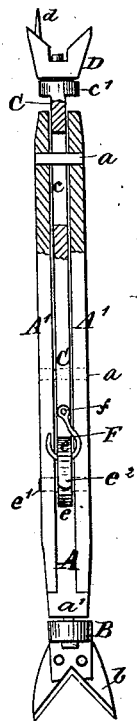


Fig. 2.

WITNESSES:

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BY

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UNITED STATES PATENT OFFICE.

JOHN B. DEEDS, OF TERRE HAUTE, INDIANA.

IMPROVEMENT IN CAR-MOVERS.

Specification forming part of Letters Patent No. **206,231**, dated July 23, 1878; application filed February 25, 1878.

To all whom it may concern:

Be it known that I, JOHN B. DEEDS, of Terre Haute, in the county of Vigo and State of Indiana, have invented a new and Improved Car-Starter, of which the following is a specification:

The object of my invention is to provide an improved machine for starting or moving railroad-cars upon the track, and which shall be so constructed that it may be conveniently operated by a hand-lever to move one car apart from another without the necessity of going in between them, and will allow of a full throw or movement of the hand-lever, even while the cars are close together.

The invention consists in the combination of the standard and sliding bar of a car-starter with a cam-lever having a hook, and with a link on the sliding bar, and in the head-block swiveled to the end of the sliding bar of a car-starter, and provided with a spike, as will be hereinafter described.

In the accompanying drawing, Figure 1 represents a sectional side elevation of my improved car-starter in position for use. Fig. 2 is a front view of the same, partly broken out.

Similar letters of reference indicate corresponding parts.

The standard A of the car-starter is made of two bars, A', secured together at a distance apart by bolts or pins *a*, and a block, *a'*, at the lower end, to which latter is swiveled the foot-block B, having a fish-tail-shaped plate, *b*, to support the jack or starter on the rail, and prevent it from slipping when in use.

C is the pusher-bar, fitted to slide between the bars A' of the standard A upon the bolts *a* by having slots *c*, through which the bolts *a* are inserted in securing together the bars A. At the upper end of the sliding bar C are

formed shoulders *c'*, which, when the jack is closed, rest upon the upper ends of the bars A' of the standard A. In the center of the upper end of the sliding bar C is swiveled the square jack-head D, which has a spike, *d*, projecting from it for the purpose of penetrating into the wood of the car-frame, as indicated in Fig. 1, and thus keep the starter attached to the car while operated upon. The bar C is pushed by a cam, *e*, on the end of a hand-lever, E, fulcrumed at *e'* between the bars A' of the standard A, beneath the lower end of the sliding bar C.

F is a link attached at *f* to the sliding bar C, in position to overloop a hook, *e''*, formed on the cam *e*, so that in raising the lever E (after it has been depressed to raise the bar C and push the car forward) the standard A will slide up on the bar C, attached to the car by the spike *d* on the swiveled head D, and the shoe *b* will slide or feed forward to take a new hold on the rail.

The foot-block B being swiveled to the standard A, and the head D being swiveled to the sliding bar C, the jack or starter can be turned around to present the lever E in any direction most suitable for operating it in line with or at any angle to the rails.

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

The combination of the standard A and sliding bar C of a car-starter with the cam-lever E *e*, having the hook *e''*, and with the link F, substantially as and for the purpose set forth.

JOHN BURNETT DEEDS.

Witnesses:

HUGH L. SMITH,
FRANK E. TOWN.