J. W. FESSENDEN.

Car-Pusher.

No. 211,324. Patented Jan. 14, 1879.

Fig. 1

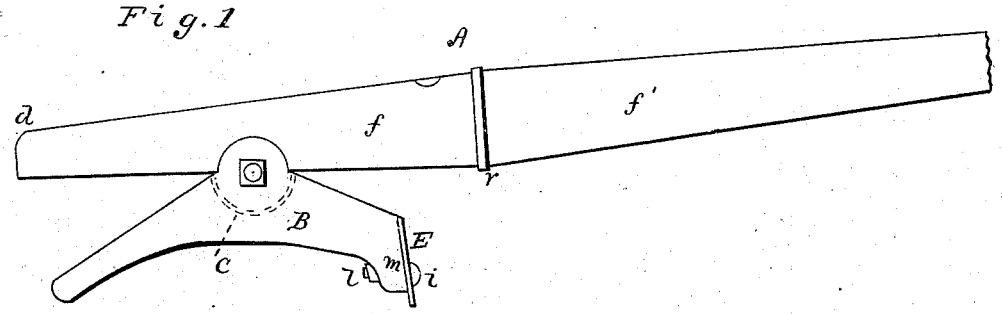
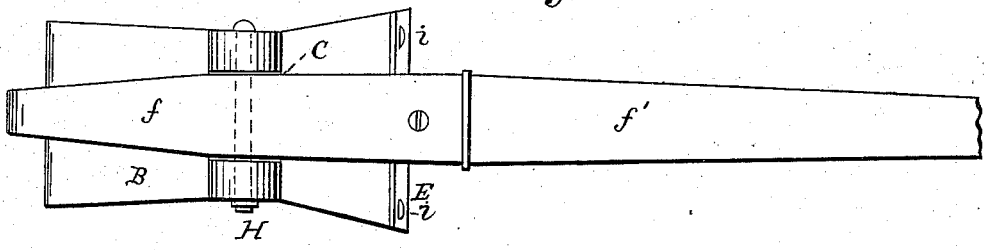


Fig. 2



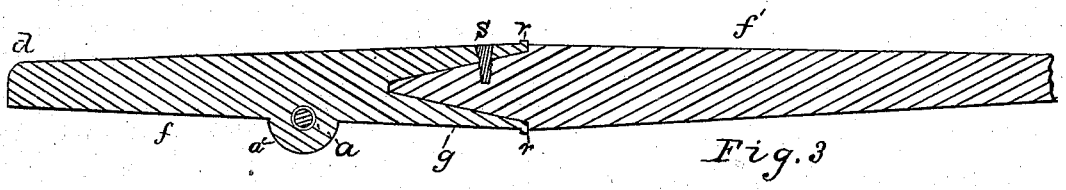


Fig. 3

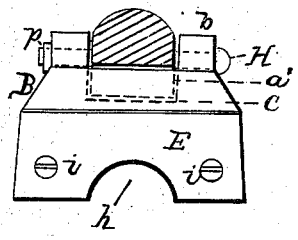


Fig. 4

WITNESSES

Chas. L. Sage

Frill A. Anohundro.

INVENTOR

James W. Fessenden

By Myers & Co

ATTORNEYS.

UNITED STATES PATENT OFFICE.

JAMES W. FESSENDEN, OF LOCKPORT, NEW YORK.

IMPROVEMENT IN CAR-PUSHERS.

Specification forming part of Letters Patent No. **211,324**, dated January 14, 1879; application filed October 28, 1878.

To all whom it may concern:

Be it known that I, J. W. FESSENDEN, of Lockport, in the county of Niagara and State of New York, have invented certain new and useful Improvements in Car-Pushers; and I do hereby declare that the following is a full, clear, and exact description of the invention, which 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 letters of reference marked thereon, which form a part of this specification.

Figure 1 is a side elevation. Fig. 2 is a plan view. Fig. 3 is a sectional view of the lever. Fig. 4 is an elevation of the rear portion of the device with the lever-handle shown in section.

My invention relates to that class of car-pushers in which a pivoted lever-bar is employed for starting the wheel of a car. My improvement has special reference to the car-pusher shown in Patent No. 161,439.

Referring to the drawing, A represents the lever, which is composed of the metallic portion *f*, the wooden handle *f'*, and the semicircular projection *a'* upon the under side of the metallic portion *f*. This semicircular projection has a pintle-socket, *a*, for the reception of the pintle H, which is employed simply for the purpose of keeping the lever in place, but not as an absolute bearing for the same.

The base B has two projecting jaws, *b*, between which the lever is pivoted by the pintle H. This pintle does not, however, constitute the bearing for the lever, as the said base has a concave recess, *c*, formed in its body, and corresponding in shape to the semicircular projection *a'* upon the metallic portion *f* of the lever. The lever is so pivoted that its semicircular projection *a'* rests upon the interior surface of the socket, thereby removing the strain from the fulcrum to the base.

The metallic portion *f* has a socket for the reception of the wooden handle *f'*, which is secured therein by a screw or bolt, *s*, and it is also provided with a bead or ring, *r*, which gives it additional strength.

The part *f* has a tapering form, as shown, and is beveled at *d*, so that it will conform to the shape of the wheel, in order to obtain a better purchase upon the same.

The semicircular projection *a'* is cast solid with the part *f*, and conforms in shape to the concavity *c* in the base B.

The pintle H is passed through the jaws *b* and secured by a nut, *p*.

The vertical clutch E is secured to the base by bolts *i i*. Nuts *l* are fitted upon the ends of these bolts. The clutch-plate E is arched, as shown, so that it will fit upon the rail.

The base B is arched as shown in Fig. I, in order to save material and give it requisite lightness.

By my construction the semicircular projection *a'* is not reduced in width, as heretofore, but is equal in width to the widest portion of the metallic part *f* of the lever. The strain is removed from the pintle to the base, since the semicircular projection rests in the socket *c*, and by thus forming a bearing in the solid body of the base, which is equal in width to the widest portion of the lever, a stronger and more durable device is obtained than if the semicircular projection *a'* were reduced in width and pivoted between jaws, as heretofore.

What I claim is—

In a railroad-car pusher, the herein-described base B, adapted to be fitted upon a rail, substantially as set forth, and formed with a concavity, *c*, below and between the jaws *b*, and equal in width to the distance between the same, in combination with the lever having a semicircular projection, *a'*, equal in width to the part *f*, and having its bearing in the concavity *c*, substantially as shown and specified.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

JAMES W. FESSENDEN.

Witnesses:

W. M. EVANS,

J. H. MURPHY.