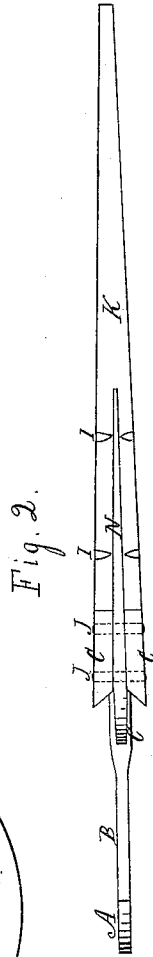
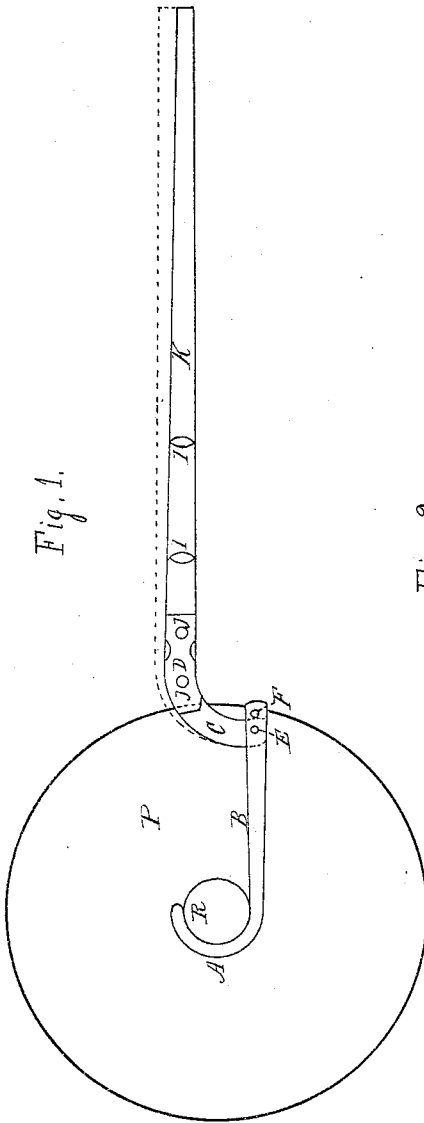


S. H. KENNEY.

Improvement in Car-Starters.

No. 133,157.

Patented Nov. 19, 1872.



Witnesses.

Thomas Brown.

Chas Purdy Strutz

Inventor.

Samuel H. Kenney
By G. D. Chapin, atty

UNITED STATES PATENT OFFICE.

SAMUEL H. KENNEY, OF DWIGHT, ILLINOIS, ASSIGNOR TO HIMSELF, JESSE DIFFENBAUGH, AND THOS. J. DIFFENBAUGH.

IMPROVEMENT IN CAR-STARTERS.

Specification forming part of Letters Patent No. **133,157**, dated November 19, 1872.

To all whom it may concern:

Be it known that I, SAMUEL H. KENNEY, of Dwight, in the county of Livingston and State of Illinois, have invented a new and Improved Car-Starter, of which the following is a specification:

The present invention relates to an improved device for moving cars on the track; and its nature consists in a jointed hook for fastening to the car-axle as a fulcrum, and a handle for operating the device, and shoulders for bearing against either wheel, a curved central shank supporting the hook at such a distance from the shoulders as to secure suitable leverage and convenience in operation.

In the drawing, Figure 1 is an elevation of my improved car-starter, and Fig. 2 a plan or top view of the same.

A B represent the hook, which fastens to car-axle R, and which is pivoted to a curved shank, C, the hook being slotted out at the place of connection with the shank C to receive the lower end of the latter, which is arranged to have a short oscillating movement on a pivot, E, Fig. 1, but is prevented from moving too far by means of a lug or pin, F, back of pin E. The shank C is curved upward from the bar B of the hook and runs back into a handle, K, and is held firmly in place by means of rivets I I. D D represent shoulder-pieces, which are securely bolted or

riveted to the shank C at J J, and are used to bear against the flange of the car-wheels P, the ends of the said pieces being beveled inward to lock firmly the flanges when force is applied to the handle K.

There being two shoulders on the device, it can be used to move a wheel on either side of a car; and it can be used to move a car in either direction from the same end of the same by simply turning it the other side up from that shown in Fig. 1 and bearing down on the lever instead of raising upon it, as is required in said figure.

As will be seen, the device works independently of the car-track; consequently snow, ice, &c., cannot interfere with its adjustment.

The pivot E is an important feature in the device, for without it the shoulders could not be made to catch the flange of a wheel with such force as to turn it.

Iron is used for all parts of the device except the handle, which is of wood.

I claim—

The pivoted hook A B, shank C, and shoulders D D, with handle K, as and for the purpose specified.

SAMUEL H. KENNEY.

Witnesses:

EUGENE R. STEVENS,
HUGH THOMPSON.