

B. F. OAKES.
Car-Starters.

No. 143,837.

Patented Oct. 21, 1873.

Fig. 1.

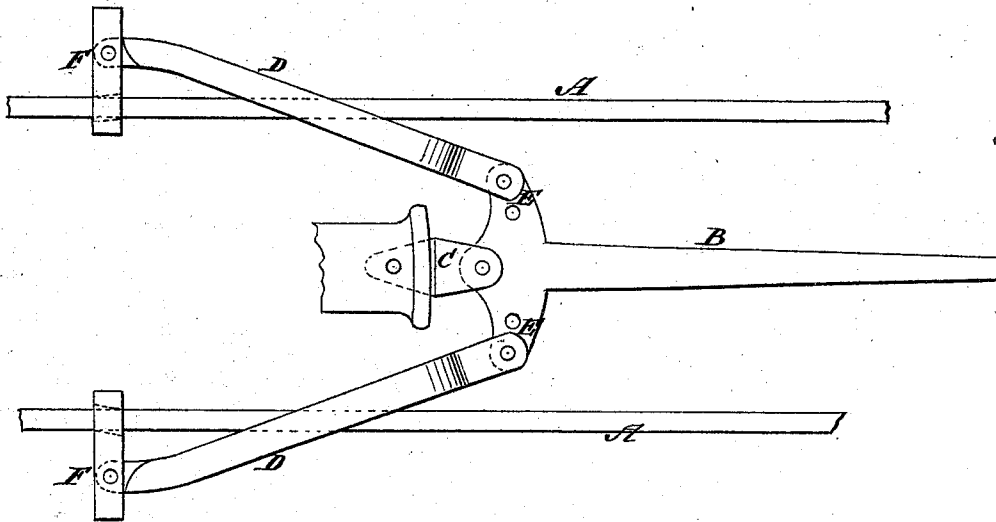


Fig. 2.

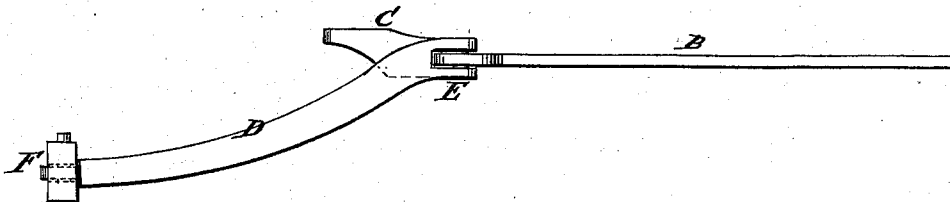


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

BENJAMIN F. OAKES, OF MILFORD, MAINE.

IMPROVEMENT IN CAR-STARTERS.

Specification forming part of Letters Patent No. **143,837**, dated October 21, 1873; application filed May 31, 1873.

To all whom it may concern:

Be it known that I, BENJAMIN F. OAKES, of Milford, in the county of Penobscot and State of Maine, have invented a new and useful Improvement in Machine for Pushing or Drawing Railroad-Cars, of which the following is a specification:

The object of this invention is to provide means for moving railroad-cars by hand and by one-man power; and it consists in a T-shaped lever and two bars pivoted thereto, and in a clamp or gripe attached to the end of each bar, and in a connecting-block or its equivalent, pivoted to the center of the lever, the construction and manner of operation being hereinafter more fully set forth and described.

In the accompanying drawing, Figure 1 represents a top or plan view. Fig. 2 is an edge view. Fig. 3 is a view of one of the clamps, which are pivoted on the ends of the bars.

Similar letters of reference indicate corresponding parts.

This machine is placed on the rails of the track, and the lever is worked horizontally.

A A represent the rails of a railroad-track. B is the T-shaped lever, having attached at the center of the cross a block or chair, C, for connecting the lever with the draw-head of the car. D D are bars, which are pivoted to the ends of the cross of the lever. E E are holes, by means of which the bars may be pivoted nearer the center and the leverage increased. F F are the clamps or gripes attached to the ends of the bars by mortises and

pins, as seen in Fig. 1. G represents the mortises in the clamps. H is a recess or "gain" in the under side of the clamp, a little broader than the "tread" of the rail.

When the lever is vibrated horizontally, one of the clamps F will catch and gripe the rail, and the other will be loosened. The clamp and bars may be changed so that the latter will work upon the other side of the rails. The car may, therefore, be pushed or pulled and moved in either direction. The lever is worked horizontally in either case. The connecting-block C may be in any form, and be connected with the lever in any manner so as to allow it to be conveniently attached to the draw-head. A chain may be used, if desired.

With this machine, one man may move a car without difficulty, and the rapidity of the movement will depend upon the extent and rapidity of the movement of the lever.

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

The lever B, having a head adapted to be pivoted directly or indirectly to the draw-head of a car at its middle, and provided at each end with an arm, D, having a gripe, F G H, so that the lever may be vibrated horizontally to each clamp-arm, acting alternately to hold the rail and give purchase to the operator, as set forth.

BENJAMIN F. OAKES.

Witnesses:

GEORGE W. BROWN,
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