M. Cornelius,

Nail Extractor.

No. 62,012. Patented Feb. 12, 1867.

Fig: 1.

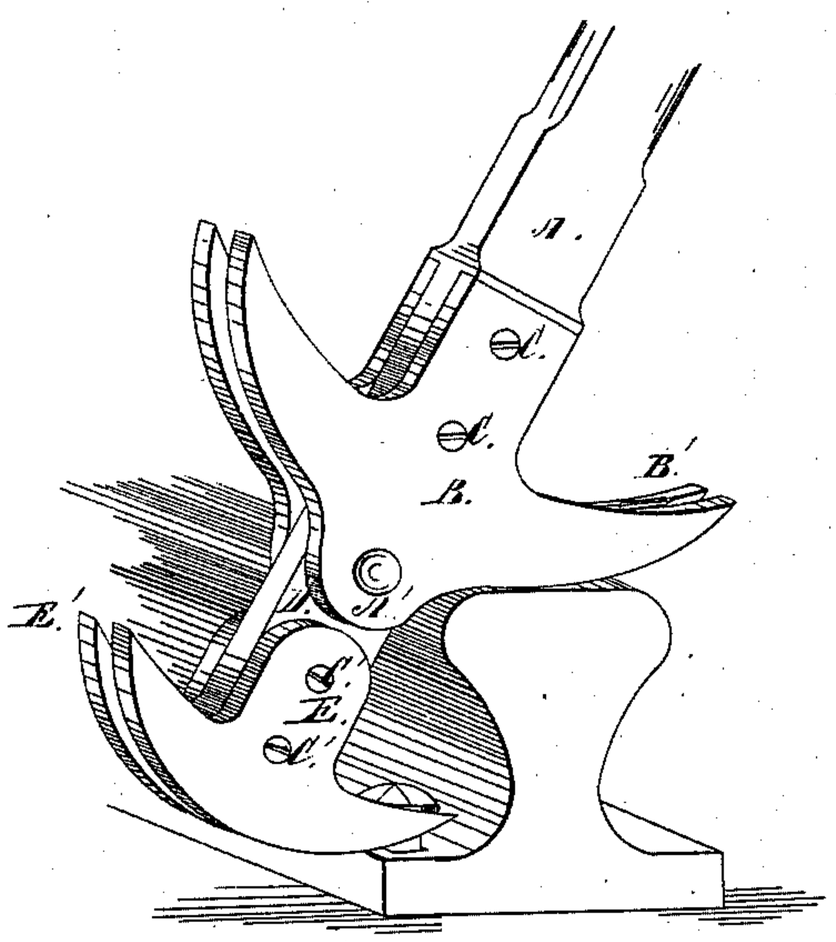


Fig: 2.

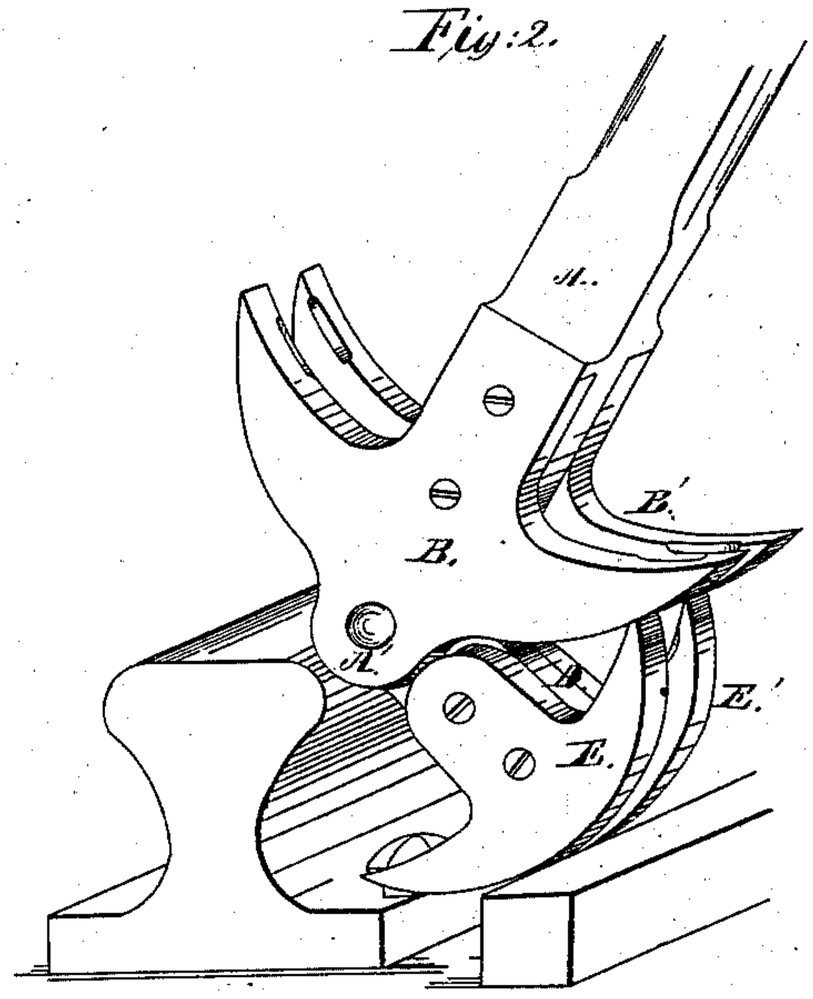


Fig: 3.

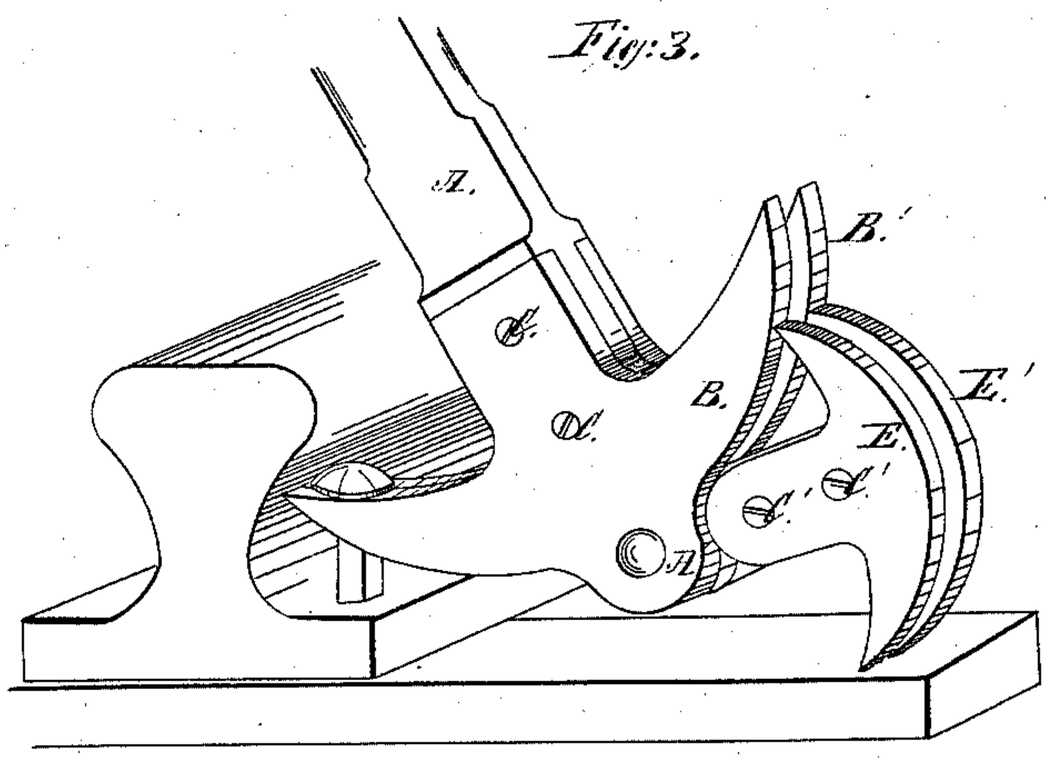
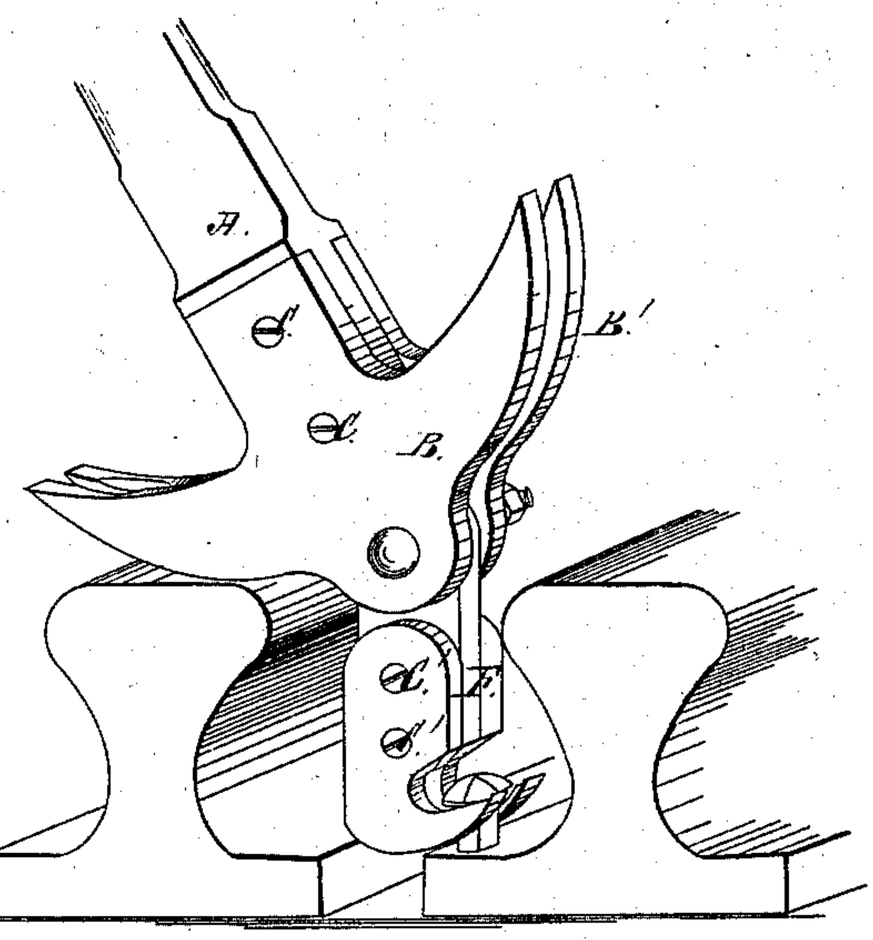


Fig: 4.



Witnesses:
A C Hobler
Saml Knight

Inventor:
Maxwell Cornelius
By Knight Bros
Attorneys

United States Patent Office.

MAXWELL CORNELIUS, OF CHEVIOT, OHIO.

Letters Patent No. 62,012, *dated February* 12, 1867.

IMPROVED CLAW BAR FOR RAILROADS.

The Schedule referred to in these Letters Patent and making part of the same.

TO WHOM IT MAY CONCERN:

Be it known that I, MAXWELL CORNELIUS, of Cheviot, Hamilton county, Ohio, have invented a new and useful Railroad Claw Bar; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification.

This invention consists in a peculiar construction of double-headed claw bar, adapted for the drawing of spikes from railroad rails, whether such spikes be on the inner or outer side of the rail, or between a guard and main rail, the said bar being also adapted for the application of a powerful purchase to start the spikes, and a rapid purchase to complete the removal.

Figure 1 shows the claw applied to the spikes on the outside of the rail or track.

Figure 2 shows the same applied to the inside of the rail.

Figure 3 shows the use of the auxiliary claw as a fulcrum for a long lift to an already started spike.

Figure 4 shows a modification of the auxiliary claw for use between the rails of a frog or behind a guard or double rail.

A is the helve or bar proper; B B′ are two double hooks or claws, secured to the bar by means of bolts or rivets, C. A′ is a prolongation of the bar, and has hinged, *d*, to it an auxiliary head, D, whose claws, E E′, are secured to it by means of bolts or rivets, C′. F is an auxiliary claw-head, which may be substituted for the head D. This bar is susceptible of a great variety of applications, in which the upper and lower heads serve alternately as claw and fulcrum; for example, when the spikes to be drawn are situated on the outside of the track on a bridge, culvert, or causeway destitute of any stand-point outside of the track, the auxiliary head is engaged under the head of the spike, and the upper claw on the same side is made to rest as a fulcrum on the top of the rail. A depression of the outer end of the bar then acts to draw the spike vertically upward with a very powerful purchase, (see fig. 1.) When the spikes to be drawn are situated on the inside of the track, or on either side, except as above. the claws on one side of the auxiliary head serve both as claw and fulcrum, the auxiliary claws on the other side reacting against the upper head, (see fig. 2.) When the spike has been started, it is lifted and withdrawn quickly from the rail by using an upper pair of claws on the one side to engage the spike, and the auxiliary claws on the same side as a fulcrum, (see fig. 3.) When the spike is situated between two closely contiguous rails—as in a double-gauge track, a frog, or guard rail—I unship the auxiliary head D and substitute therefor a one-sided or single-clawed auxiliary head, F, (see fig. 4.) The claws proper being each of them distinct pieces of steel, can be readily detached at any time for sharpening or replacing of broken ones without the aid of a blacksmith, and without impairing, in any degree, the efficiency of the bar itself.

I claim—

1. The hinged double-headed claw bar A, B B′, D *d*, E E′, constructed and adapted to operate as set forth.

2. In combination with the above, I claim the single-clawed auxiliary head F, adapted to be hinged to the bar proper, and to operate in the manner set forth.

3. The claws proper B B′ E E′, adapted for ready removal and replacement, as set forth.

In testimony of which invention I hereunto set my hand.

MAXWELL CORNELIUS.

Witnesses:

GEO. H. KNIGHT,

JAMES. H. LAYMAN.