

W. SIEFERT.

PINCH BAR FOR MOVING HEAVY WEIGHTS.

No. 62,374.

Patented Feb. 26, 1867.

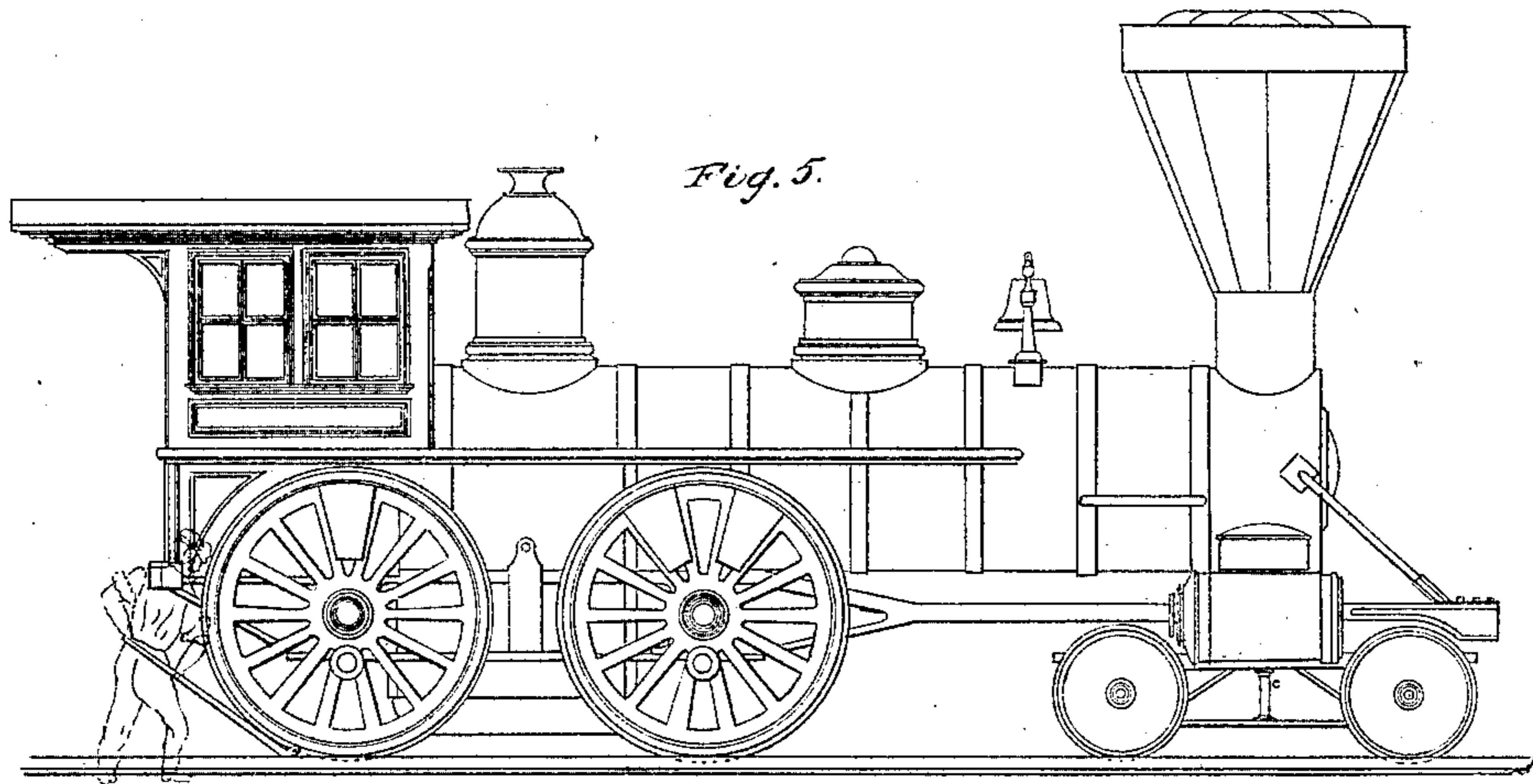


Fig. 4.

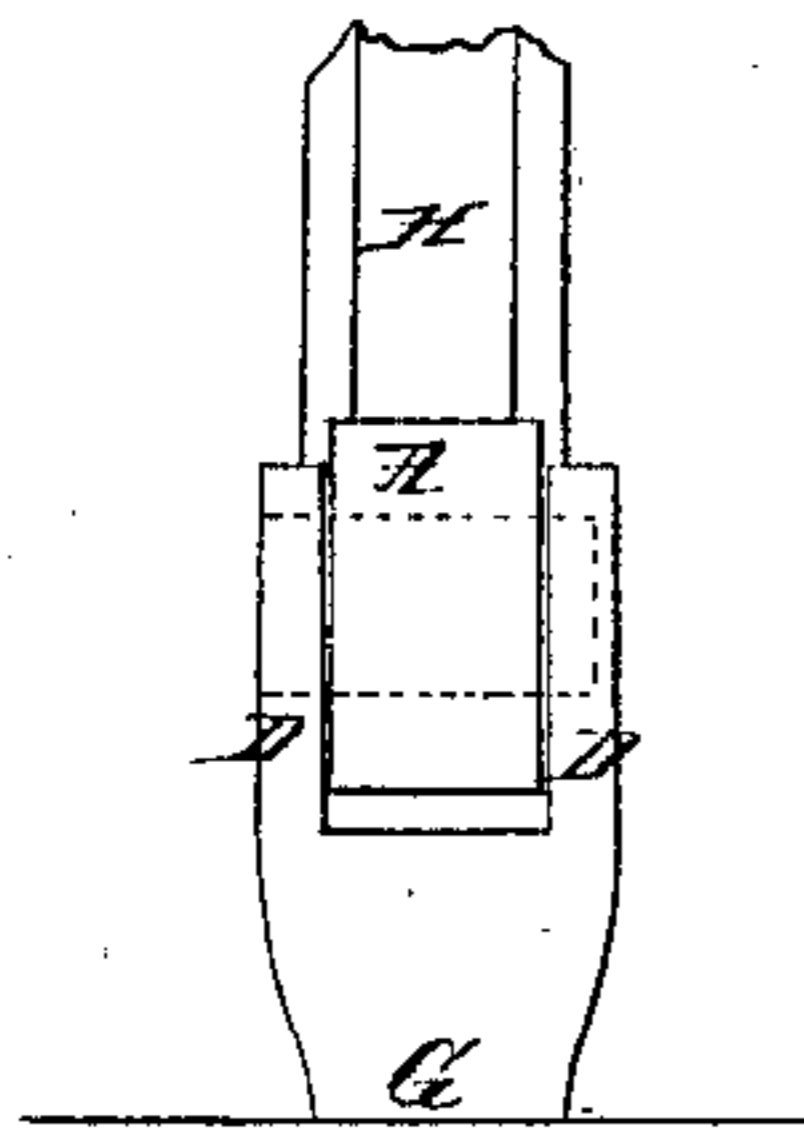


Fig. 3.

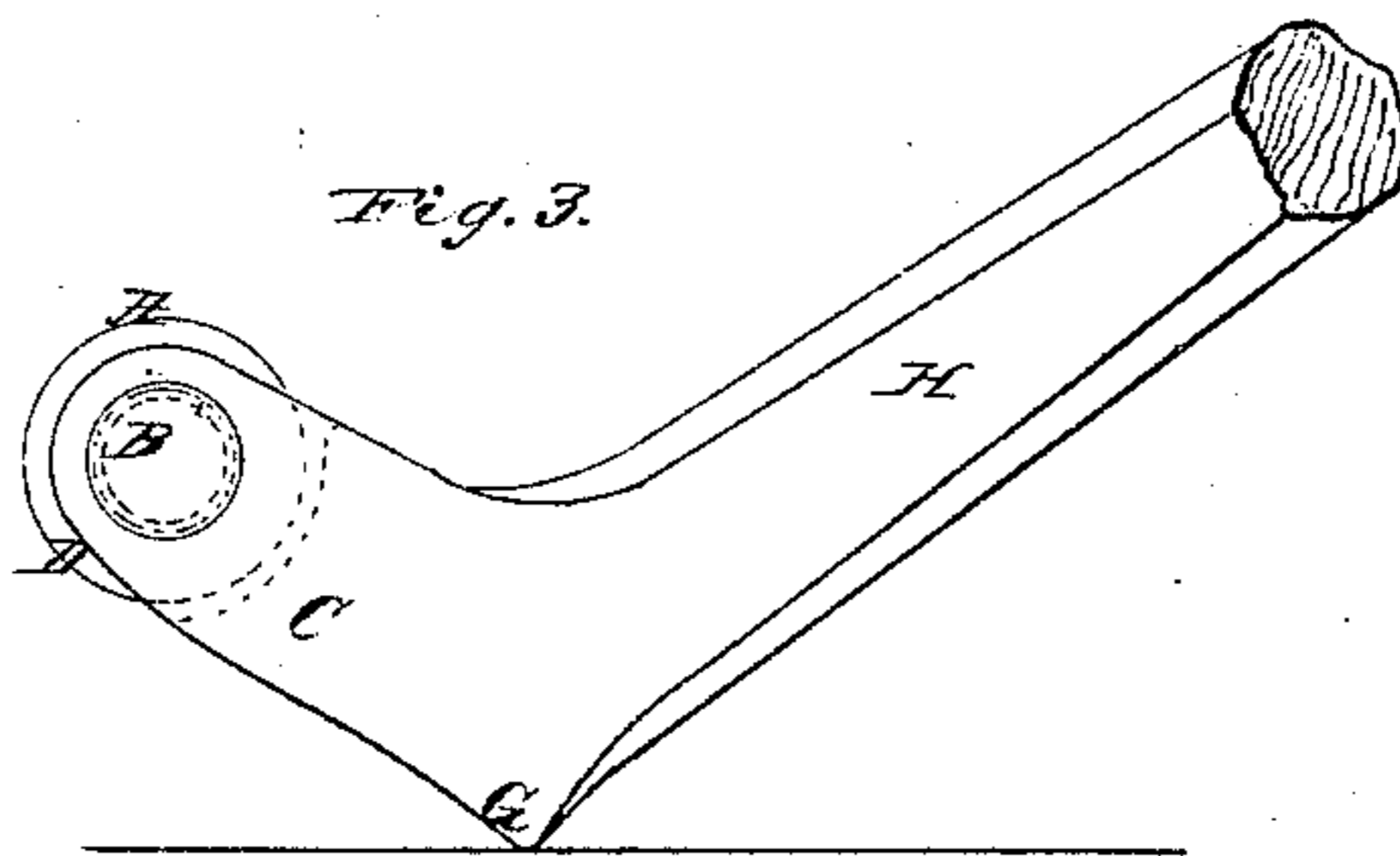


Fig. 1.

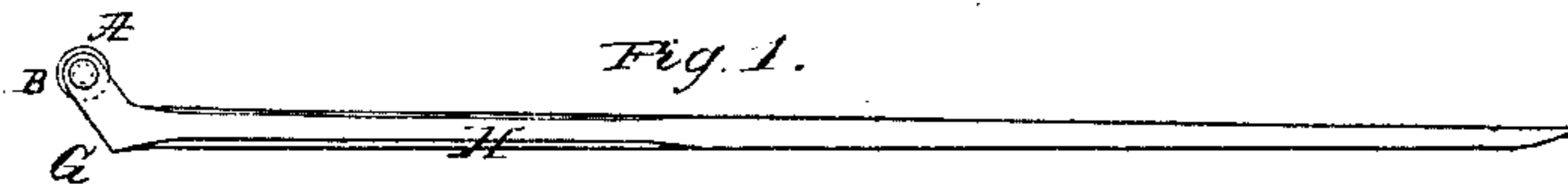
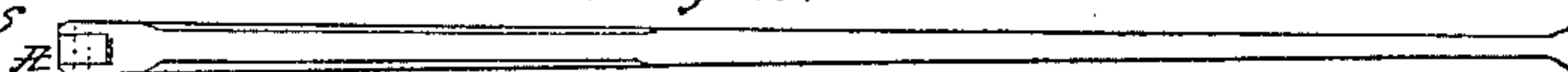


Fig. 2.



Witnesses

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Letters Patent No. 62,374, dated February 26, 1867.

IMPROVEMENT IN PINCH-BARS FOR MOVING HEAVY WEIGHTS.

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

TO ALL WHOM IT MAY CONCERN:

Be it known that I, WILLIAM SIEFERT, of the city and county of New York, and State of New York, have invented certain new and useful improvements in Pinch-Bars for Moving Locomotives and other Heavy Weight on Wheels, which materially diminishes the power applied; and I do hereby declare that the following is a full and exact description of the same. The accompanying drawings form a part of this specification.

Figure 1 is an elevation of my improved instrument.

Figure 2, a plan view.

Figure 3, an enlarged side elevation of the lower part of my instrument.

Figure 4, an end elevation of the latter.

Figure 5, an elevation of a locomotive, showing my instrument as it is applied.

Similar letters of reference indicate like parts in the different views.

The object of my invention is to procure a pinch-bar which acts with less friction on the object to be moved than the one now in general use.

The nature of my invention exists in the employment of a friction-roller at the point where the bar comes to bear on the wheel to be turned. The experiment shows that one bar of my construction, of two-thirds the length of the old ones, does the work to which two of the latter are now required; can be furnished at about the same price, being only two-thirds the weight of the old one.

A, fig. 3, is the roller, to be made, for greater strength, of steel. B is the pin on which it turns, also of steel. C is the short arm or lever of the pinch-bar; it is slotted on the end to form two lugs, D D, through which passes pin C, and between which is held the roller A. The pin is slightly tapering; the hub D is tapering for a short distance, and the pin riveted over, forming a head. In this manner the pin is secured firmly without leaving any projections beyond the hubs D D. G is the supporting point of the lever, around which it turns; this point rests, in the case of locomotives, cars, &c., on the rail, and is hardened so as to prevent wear when moved along on the rail. H is the long arm of the lever on which the operator acts.

It is readily understood that in a common bar the point of surface acting on the circumference of the wheel produces a considerable friction, which must be overcome by the operator on the long lever, and that in my invention the point or surface being replaced by a roller, the friction is reduced to the amount produced by the steel roller on the steel pin, which is very slight. The roller may either turn on the pin or the pin be fastened in the roller and turn in the bearings D D'. I prefer the former.

Having now fully described my invention, I claim, and desire to secure by Letters Patent, as follows:

The application of a roller to the end of the short arm of a pinch-bar.

WILLIAM SIEFERT.

Witnesses:

MICHAEL McCANN,

EMIL VOSSNACK.