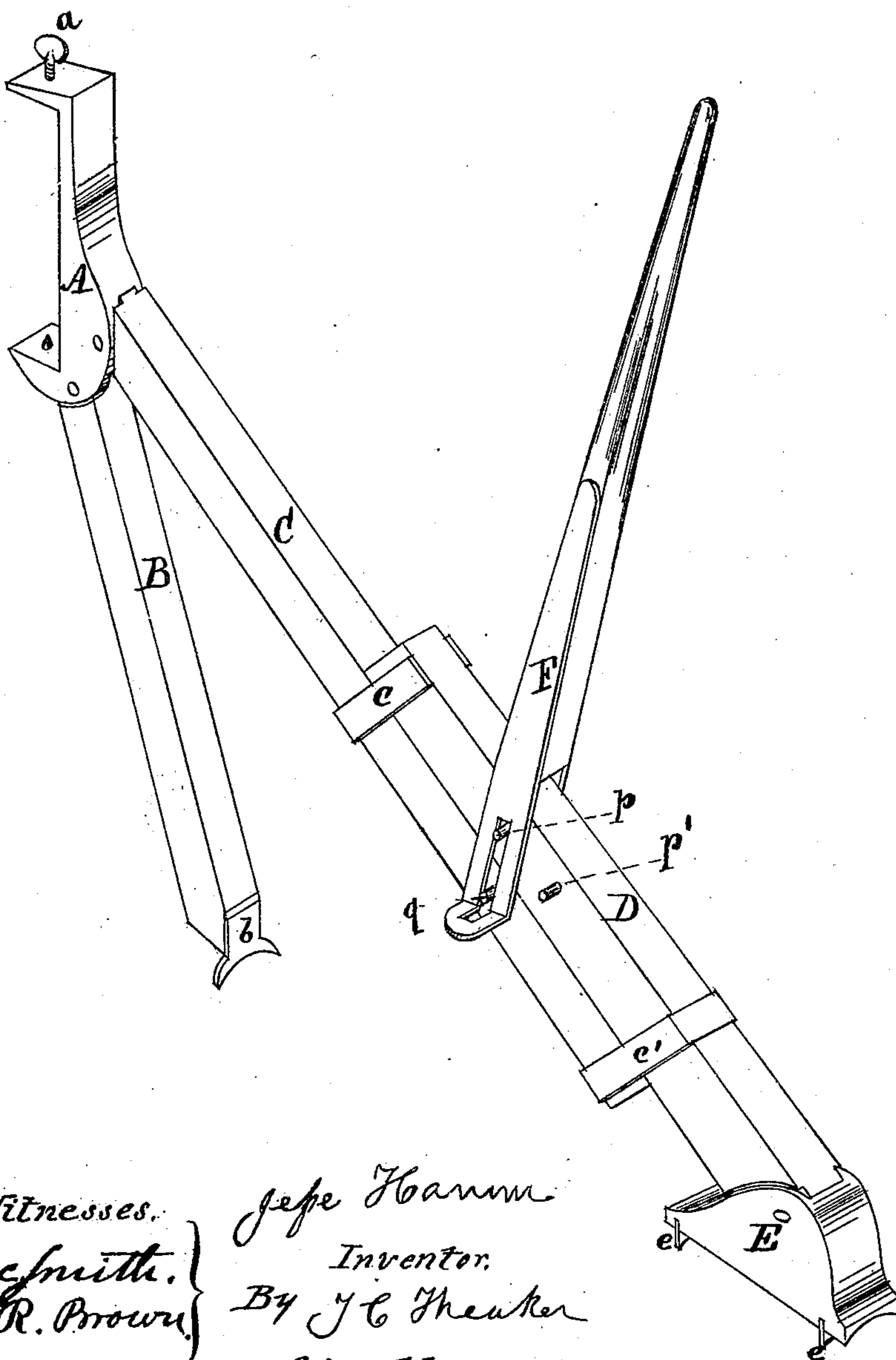


J. HAMM.
PUSHING JACK FOR RAILROAD CARS.

No 96,694.

Patented Nov. 9, 1869.



Witnesses.
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E. R. Brown.

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JESSE HAMME, OF YORK, PENNSYLVANIA.

Letters Patent No. 96,694, dated November 9, 1869.

IMPROVED PUSHING-JACK FOR RAILROADS.

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, JESSE HAMME, of York, in the county of York, and State of Pennsylvania, have invented a new and useful Pushing-Jack for Railroad-Cars; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification, and to the letters of reference marked thereon.

The nature of my invention consists in the employment of a detachable lever and sliding bar, in connection with a clamp and two pivoted bars, for the purpose of moving cars on the track.

To enable those skilled in the art to which my invention appertains, to make and use the same, I will proceed to describe its construction and operation.

In the drawings—

A represents a clamp, made of metal, and provided with a set-screw, *a*.

B is a bar, the upper end of which is pivoted to the clamp A, and the lower end provided with a spur, *b*.

C is another bar, the upper end of which is pivoted to the clamp A.

D is a bar, which is connected to the bar C, so as to slide thereon, by means of metal straps *c c'*, and having its lower end pivoted to a block, E, provided with two spurs, *e e*.

These spurs *b* and *e e* are made of steel or chilled iron, and have sharp edges, corresponding in form with the upper portion of the rail.

F is a lever, one end of which is forked, and each fork slotted, so as to engage with pins *q* on the bar C, and pins *p p'* on the bar D, the pins projecting from two opposite sides of the bars.

The operation is as follows:

The clamp A is attached to the end of the platform, with the spurs *b* and *e e* resting upon the rail. The

lever F is then placed in position, with the lower pins *p'* for the fulcrum, and the lower end engaging with the pins *q* on the bar C. As the long arm of the lever is depressed, the bar C is pushed forward, moving the car forward on the track. The spurs *e e* bite the rail, and hold the lower end of the bar D stationary, and the spur *b* slides forward on the rail. When the lever has been depressed until it comes in contact with the lower strap *c'*, it may be withdrawn, and placed in position, with the upper pins *p* for the fulcrum, and again depressed until the lower strap *c'* comes in contact with the lower pins *p'*, and prevents further movement of the bar C in a forward direction. The long arm of the lever is then raised to an upright position, with the pins *q* for the fulcrum, causing the bar D to slide forward, the spur *b* now biting the rail, and the spurs *e e* moving forward.

When the lever reaches an upright position, it is withdrawn from its engagement with the upper pins *p*, and placed so as to engage with the lower pins *p'*, the pins *q* still forming the fulcrum, and again raised to an upright position, moving the bar D still further forward, and placing the parts in position for a repetition of the first movement.

Having thus described my invention,

What I claim as new, and desire to secure by Letters Patent, is—

1. The detachable lever F, in combination with the sliding bar D and pivoted bar C, substantially as shown and described.

2. The sliding bar D, in combination with the pivoted bars C and B and clamp A, substantially as shown and described.

JESSE HAMME.

Witnesses:

JOHN A. WILSON,
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