

W. WERTS.
Pinch-Bars.

No. 158,450.

Patented Jan. 5, 1875.

FIG. 1

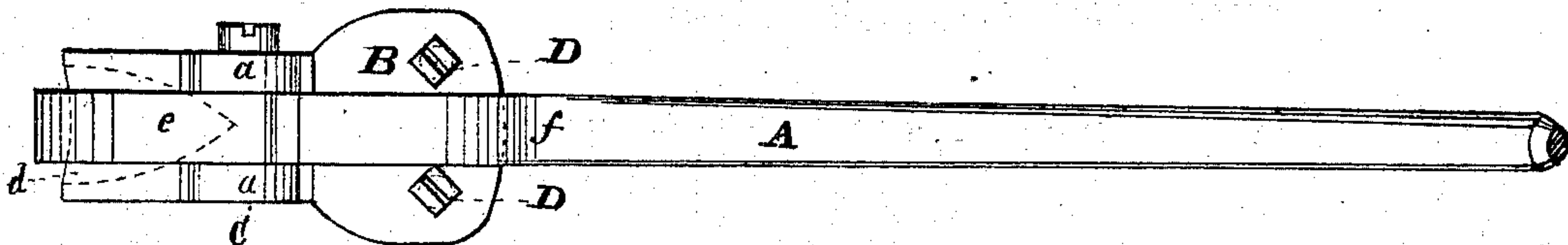


FIG. 2

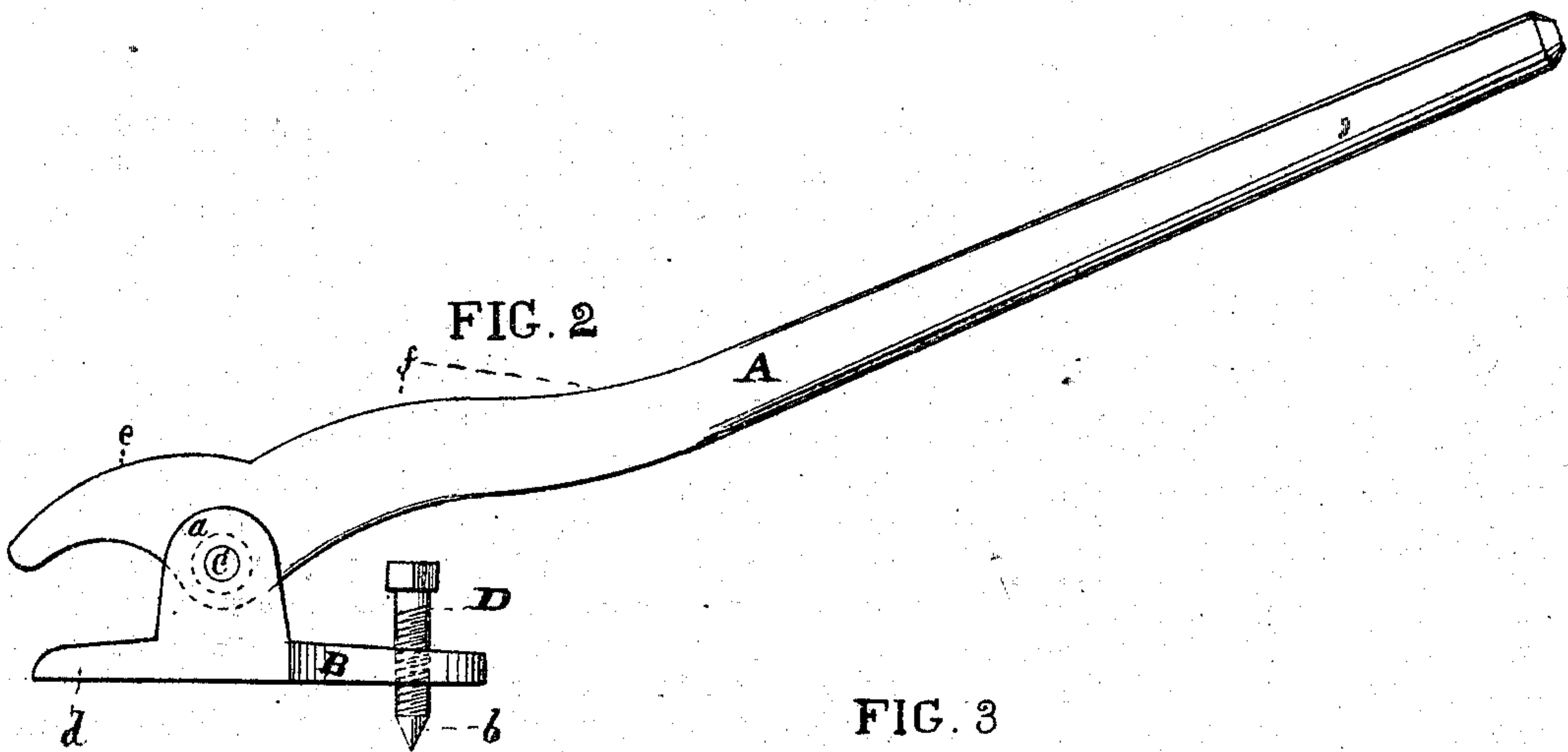
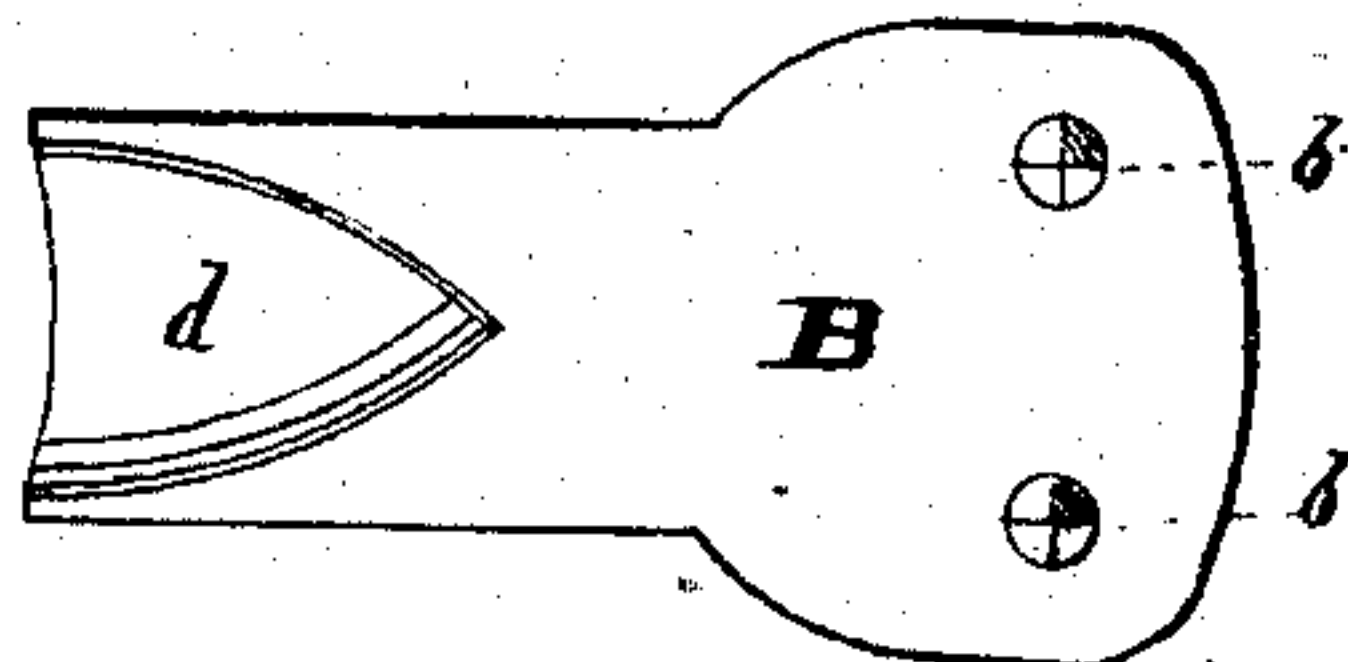


FIG. 3



WITNESSES.

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INVENTOR.

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UNITED STATES PATENT OFFICE.

WILLIAM WERTS, OF CAMDEN, NEW JERSEY.

IMPROVEMENT IN PINCH-BARS.

Specification forming part of Letters Patent No. **158,450**, dated January 5, 1875; application filed June 27, 1874.

To all whom it may concern:

Be it known that I, WILLIAM WERTS, of the city and county of Camden, and State of New Jersey, have invented certain Improvements in Pinch-Bars, of which the following is a specification:

The primary object of the invention is the replacing of cars on the track. The device is also adapted, by its peculiar construction, to the raising of other heavy bodies.

The invention consists, in the first place, in the lifting end of the bar having a curved face and a reverse curve, whereby it is caused to roll on the periphery of the wheel as the latter turns in being replaced on the rail, and to be thrown out of the way of the brake. It also consists in the curving out of the under side of the shoe at its front end, to insure of a bedding of the shoe on uneven surfaces.

Figure 1 is a plan view of the device. Fig. 2 is a side elevation of the same. Fig. 3 is a reverse plan of the fulcrum-shoe B.

Like letters in all the figures indicate the same parts.

A is the bar or lever. B is a fulcrum-shoe, which has cheeks *a a* projecting from its upper side, between which the front end of the bar is placed, and hung by means of the fulcrum-pin C, as seen in Figs. 1 and 2. To prevent the slipping of the shoe there are spurs *b b* formed on the ends of screws D D, which pass through its rear end. As the spurs wear

and get dull the screws may be withdrawn for the sharpening of the same. The shoe B has a concave, *d*, on the under side, at its front end, as represented in the drawings, to admit of its resting firmly on uneven surfaces. The front or lifting end of the bar A has a curved face, *e*, as shown in the drawings, to provide for a rolling action on the periphery of a car-wheel when the car is being turned on the track, and thus to prevent the friction which would occur by the consequent slipping if the face were made straight. The bar A has a reverse curve at *f*, whose object is to throw it out of the way of the car-brake, when the rear end of the bar is elevated to bring the front end into its lifting position with the wheel.

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

1. The bar or lever A, with curved lifting-face *e* and reverse curve *f*, substantially as and for the purpose set forth.

2. The construction of the front end of the shoe B with a concave, *d*, as and for the purpose specified.

In testimony that the above is my invention I have hereunto set my hand and affixed my seal this 24th day of June, 1872.

WILLIAM WERTS. [L. S.]

Witnesses:

THOMAS J. BEWLEY,
STEPHEN USTICK.