

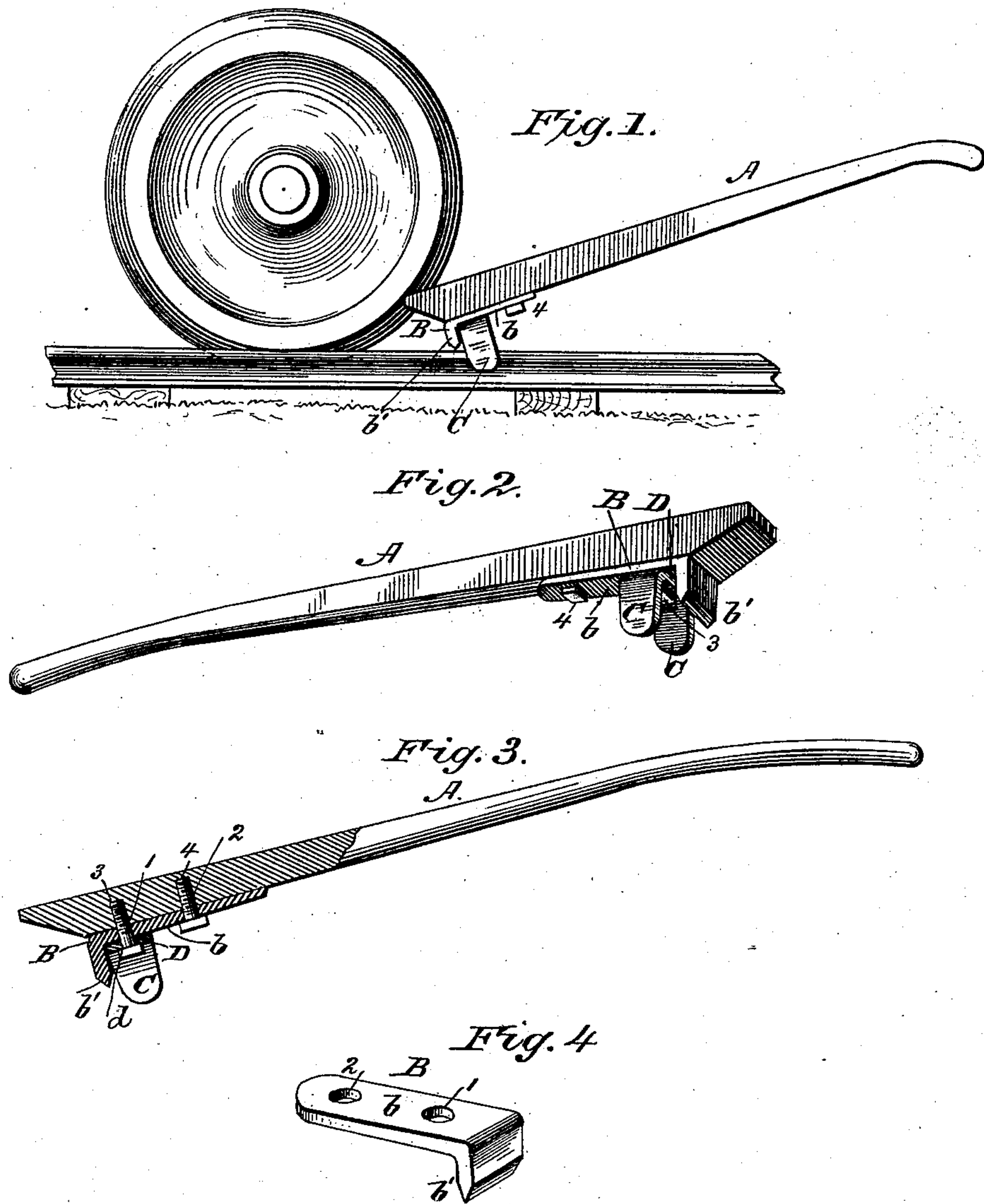
(No Model.)

J. S. YINGER.

PINCH BAR.

No. 369,150.

Patented Aug. 30, 1887.



WITNESSES:  
*Fred G. Dieterich*  
*P. B. Furrier.*

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# UNITED STATES PATENT OFFICE.

JOHN S. YINGER, OF MANCHESTER, PENNSYLVANIA.

## PINCH-BAR.

SPECIFICATION forming part of Letters Patent No. 369,150, dated August 30, 1887.

Application filed June 22, 1887. Serial No. 242,185. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN S. YINGER, of Manchester, in the county of York and State of Pennsylvania, have invented a new and useful Improvement in Pinch-Bars, of which the following is a specification.

My invention is an improved pinch-bar, and seeks to provide features by the use of which the effectiveness of the bar will be materially increased; and the invention consists in the novel construction of the improved pinch-bar, as will be hereinafter fully described, and pointed out in the claim.

In the drawings, Figure 1 is a side view of my invention, showing its application as when in use. Fig. 2 is a perspective view of the invention. Fig. 3 is a longitudinal section of the pinch-bar, and Fig. 4 is a detail view of the bit.

The bar proper, A, has its lower end adapted to engage the car-wheel, while its upper end serves as a handle for the operator. To this bar A, I secure the bit B. This bit is formed with a shank, b, which is lapped against the under side of the bar A, and a point or prong, b', which extends from the end of shank b at approximately a right angle thereto, as shown. I provide the shank b with bolt-holes 1 and 2 for the bolts 3 and 4, which are passed through holes 1 and 2 and threaded into the bar A. The bolts in the construction shown form the fastenings, and serve to clamp the bit securely to the bar A, and in such manner that it may be conveniently removed for the purpose of sharpening or dressing the edged prong, for replacing a worn bit by a new one, or for other desired purpose. The point or prong is edged, as shown, and serves, by biting the rail, to prevent any slipping of the bar thereon, the edged prong serving as the fulcrum on which the lever turns.

To avoid any lateral displacement of the pinch-bar I provide the guide-lugs C, which in use depend on opposite sides of the rail. These lugs are connected by a plate, D, which has a bolt-hole, d, for the bolt 3, which passes through said opening, thence through the opening 1 in the shank of the bit, and into the bar A. Thus the bolt 3 serves also to secure the guide-lugs in place. These guide-lugs, it will be seen, are arranged close in rear of the prong, and have their inner sides arranged in line with the side edges of the said prong, by which construction the said lugs serve as guards for preventing any strain being exerted on the corners of the prong and breaking off the said corners.

By reason of my invention the presence of oil, sand, frost, snow, or the like will not cause the pinch-bar to slip, but the fulcrum-bearing of the said bar will at all times bite the rail and prevent any slipping, as will be understood.

In carrying out my invention simplicity has been a great object, in attaining which I have also sought to avoid any weakening of the bar proper.

Having thus described my invention, what I claim as new is—

The improved pinch-bar herein described, consisting of the bar proper, the bit having a shank bearing against the under side of the bar proper, and a point or prong extended at approximately a right angle from the forward end of said shank, the guide-lugs, and the fastenings, substantially as set forth.

JOHN S. YINGER.

Witnesses:

FRANK G. YINGER,  
BENJAMIN G. YINGER.