

No. 820,985.

PATENTED MAY 22, 1906.

E. A. PATTERSON.
PINCH BAR.

APPLICATION FILED MAR. 30, 1905.

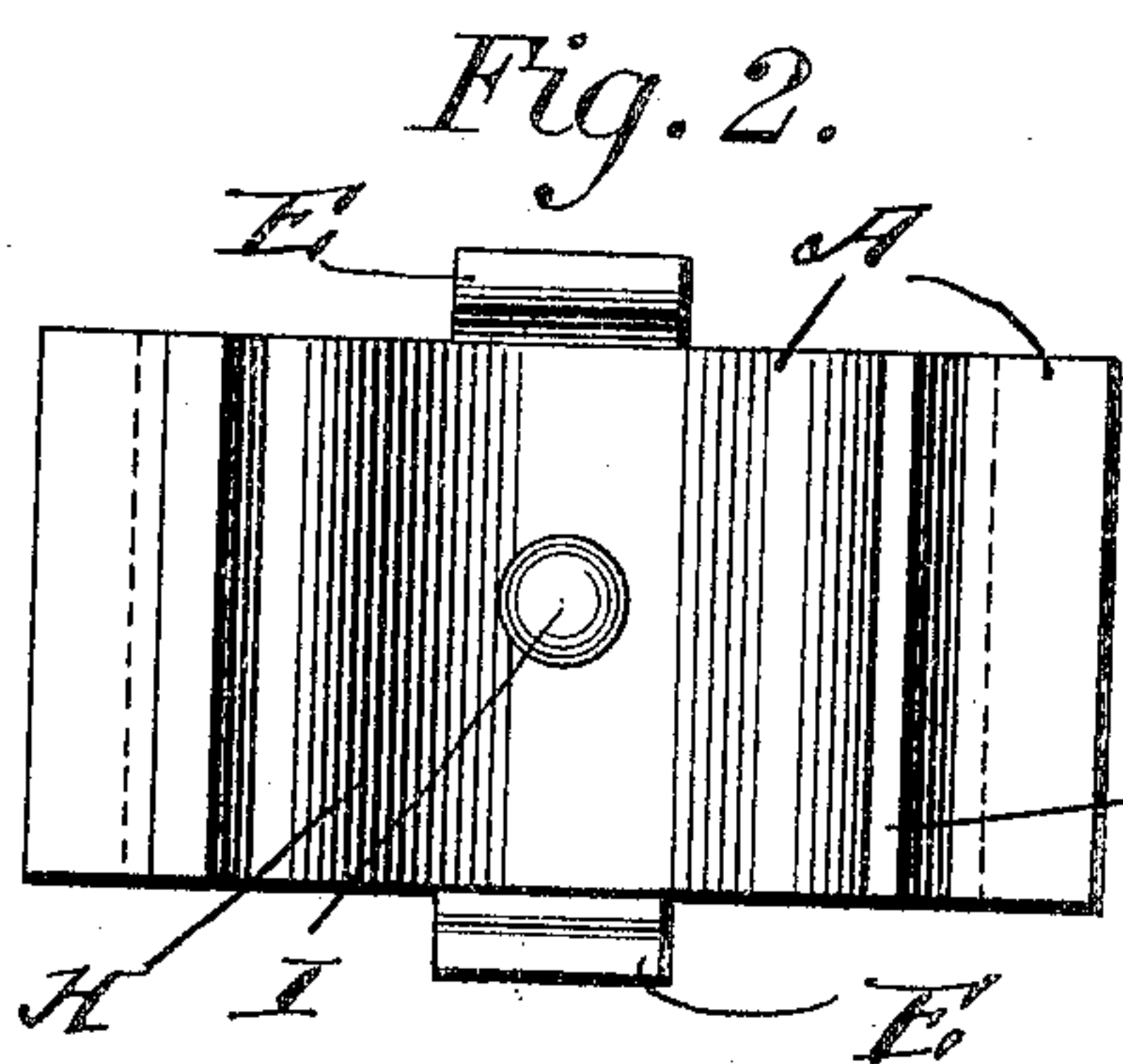
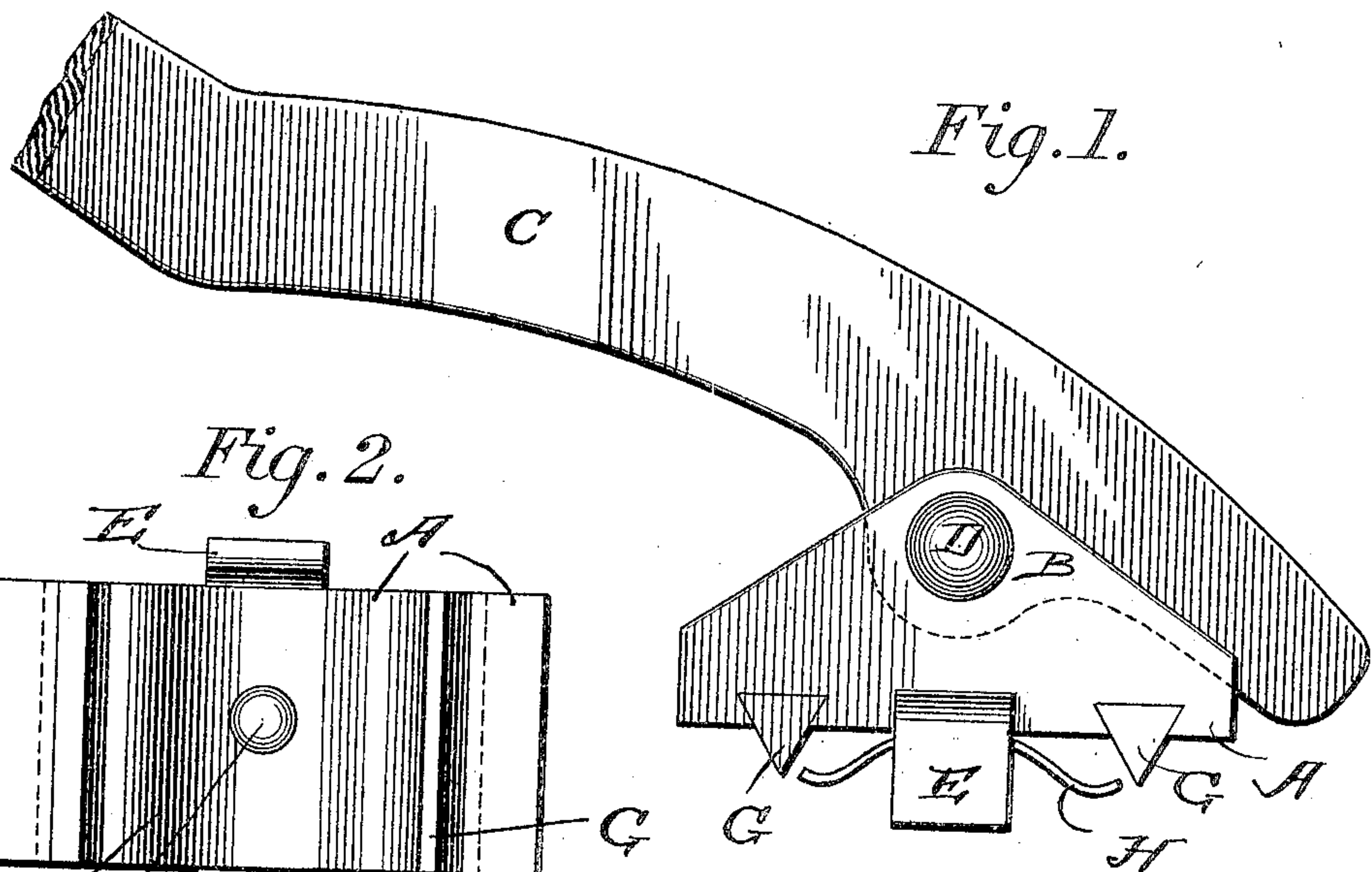


Fig. 4.

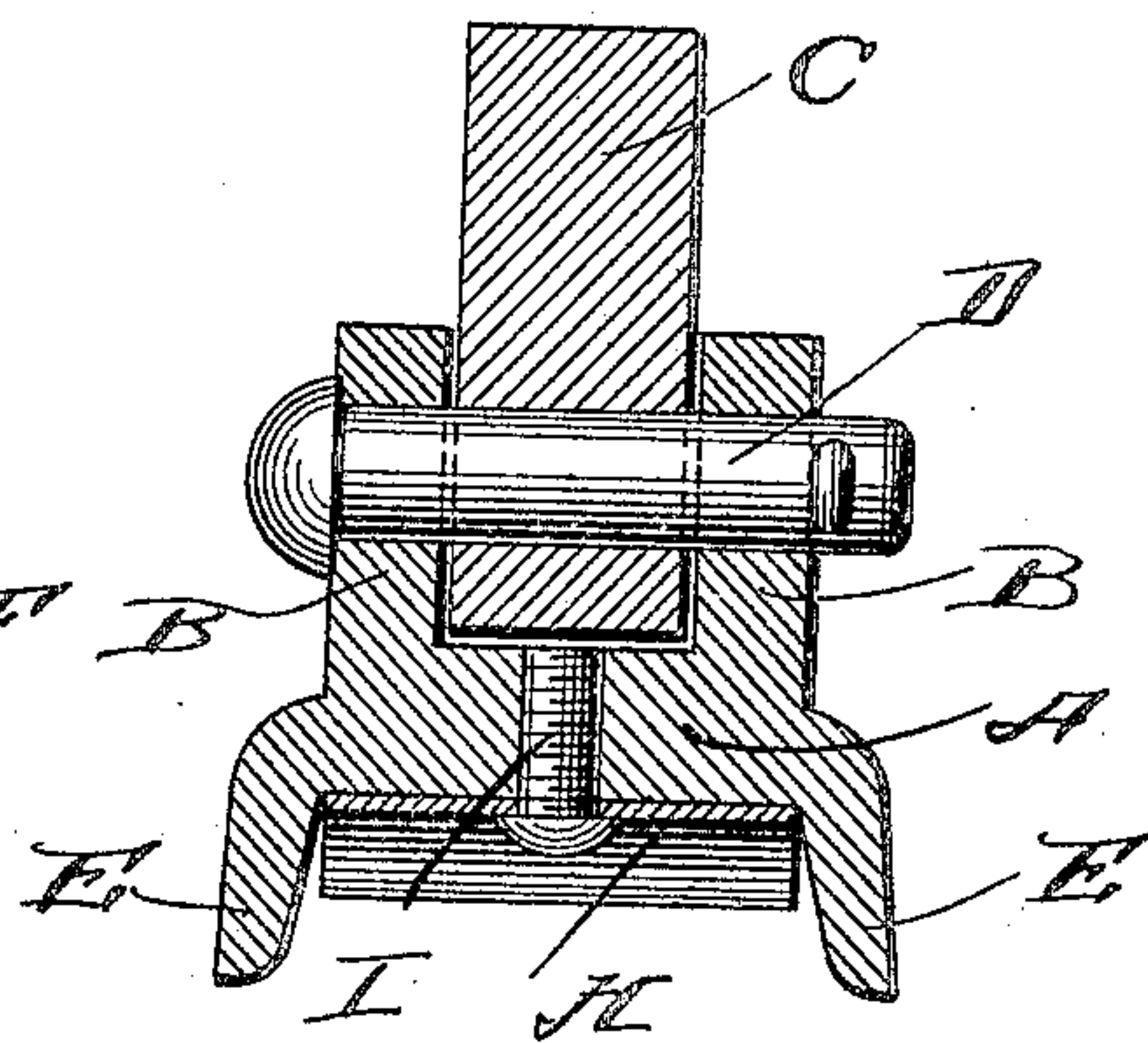
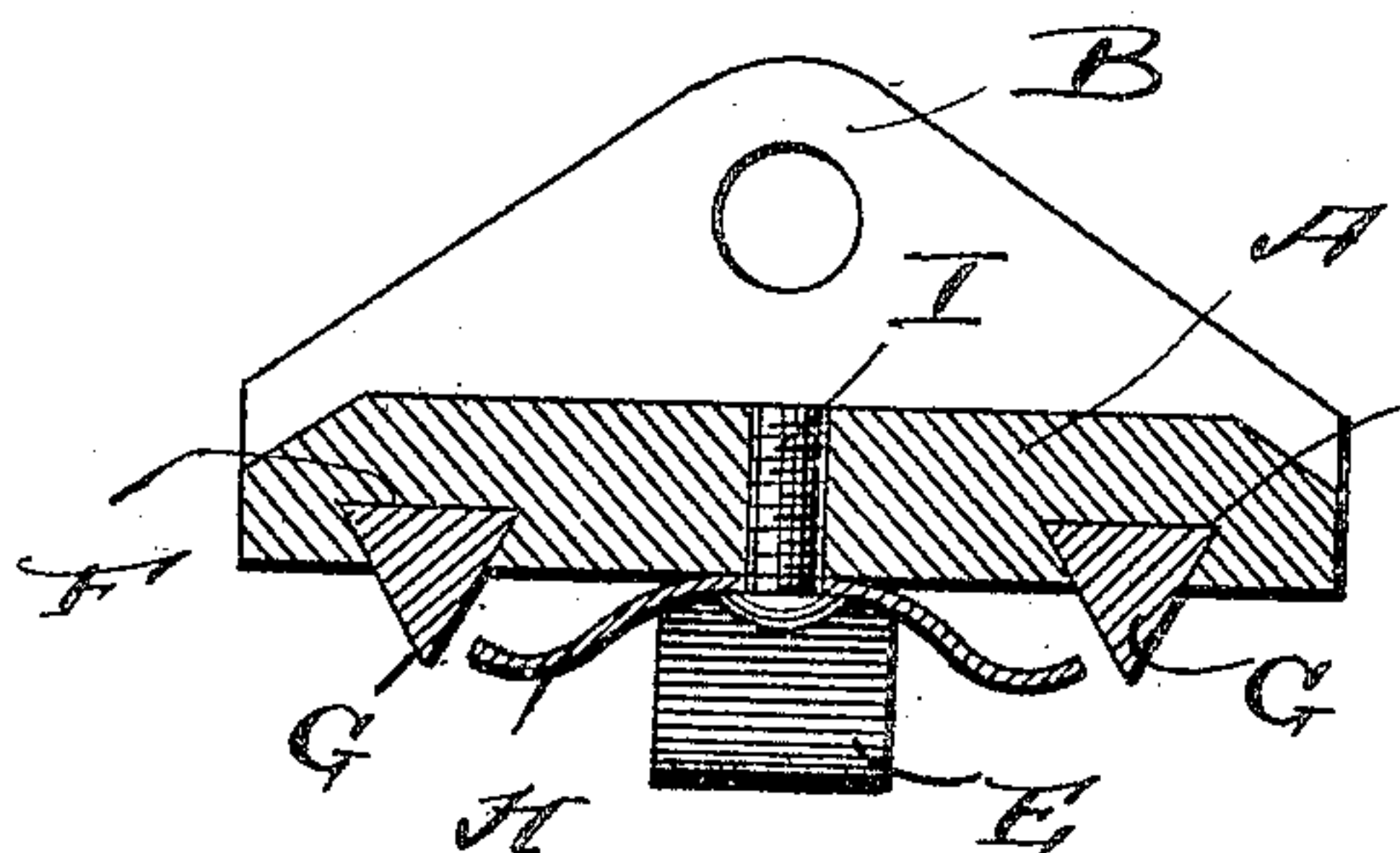


Fig. 3.



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PINCH-BAR.

No. 820,985.

Specification of Letters Patent.

Patented May 22, 1906.

Application filed March 30, 1905. Serial No. 252,882.

To all whom it may concern:

Be it known that I, EUGENE A. PATTERSON, a citizen of the United States, residing at Dunbar, in the county of Otoe and State of Nebraska, have invented a new and useful Improvement in Pinch-Bars, of which the following is a specification.

This invention is an improved construction of car-mover or pinch-bar, the object being to provide an exceedingly simple, durable, and efficient device by means of which a car can be quickly and easily moved a short distance by lever-power.

The invention consists in the details of construction hereinafter fully described, and pointed out in the claims.

In the drawings forming a part of this specification, Figure 1 is a side elevation of a car-mover or pinch-bar constructed in accordance with my invention. Fig. 2 is an inverted plan view of the fulcrum-block. Fig. 3 is a longitudinal sectional view of said block. Fig. 4 is a transverse sectional view taken through the block and lever, the pivot-bolt being shown in elevation.

In carrying out my invention, I employ a fulcrum-block A, having upwardly-extending side flanges B, between which is pivoted the lever C by means of a pivot-bolt D. The lever is given a slight curve at the end and where the bolt passes through is made considerably thicker in order to give the desired strength. The fulcrum-block A is provided with depending legs E at each side, said legs being adapted to straddle the tread of the railroad-rail and hold the said block and lever in their proper positions upon said rail.

The bottom faces of the fulcrum-bar has transverse dovetailed grooves F, produced therein adjacent each end, and fitting in said grooves are the biting edges G, said biting edges being so arranged with reference to the lever that the pivoted point of said lever will be exactly midway between the said biting edges, so that when the forward end of the lever is brought into contact with the car-wheel to be moved the pressure will be equally distributed upon the two biting edges, and all danger of the fulcrum-block slipping or sliding upon the rail is entirely avoided. A leaf-spring H is arranged longitudinally between the depending legs E and the trans-

verse biting edges G, said spring being connected to the center of the bottom of the fulcrum-block by means of a bolt E, which passes centrally through the said leaf-spring H, and the free ends of the said spring are curved or bent downwardly, so as to contact with the face of the rail, and when pressure is removed from the lever this spring acts to lift the biting edges a slight distance, so that the fulcrum-block can be pushed or moved forwardly in order to obtain an advanced position preparatory to a second operation of the lever. By constructing the fulcrum-block as herein shown and employing two biting edges equidistant from the pivotal point I provide a block which will not slip or slide upon the rail when pressure is applied to the lever.

So far as I am aware all car-movers or pinch-bars heretofore employed have one biting edge or spur which is arranged at a point to the rear of the pivot-point, and in bars of this construction the fulcrum-block will slip or slide upon the rail when pressure is applied to the lever.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A car-mover comprising a block having depending side legs, the transverse biting edges arranged adjacent each end of the block, the leaf-spring connected to the block between the said biting edges having its free ends bent downwardly and depending legs, and a lever pivoted to the said block, the pivotal point of the lever being midway between the biting edges as set forth.

2. A car-mover comprising a block having upwardly-extending side flanges and depending side legs, dovetail grooves formed adjacent each end, triangular-shaped pieces of steel secured in said groove, a leaf-spring secured to the block between the biting edges and the depending legs, having its free ends bent downwardly adapted to engage the face of the rail, and a lever pivoted between the flanges midway between the biting edges, as set forth.

EUGENE A. PATTERSON.

Witnesses:

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H. M. HANEY.