

J. R. HUNTER & J. W. FOSTER.

WRENCH.

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915,861.

Patented Mar. 23, 1909.

Fig. 1.

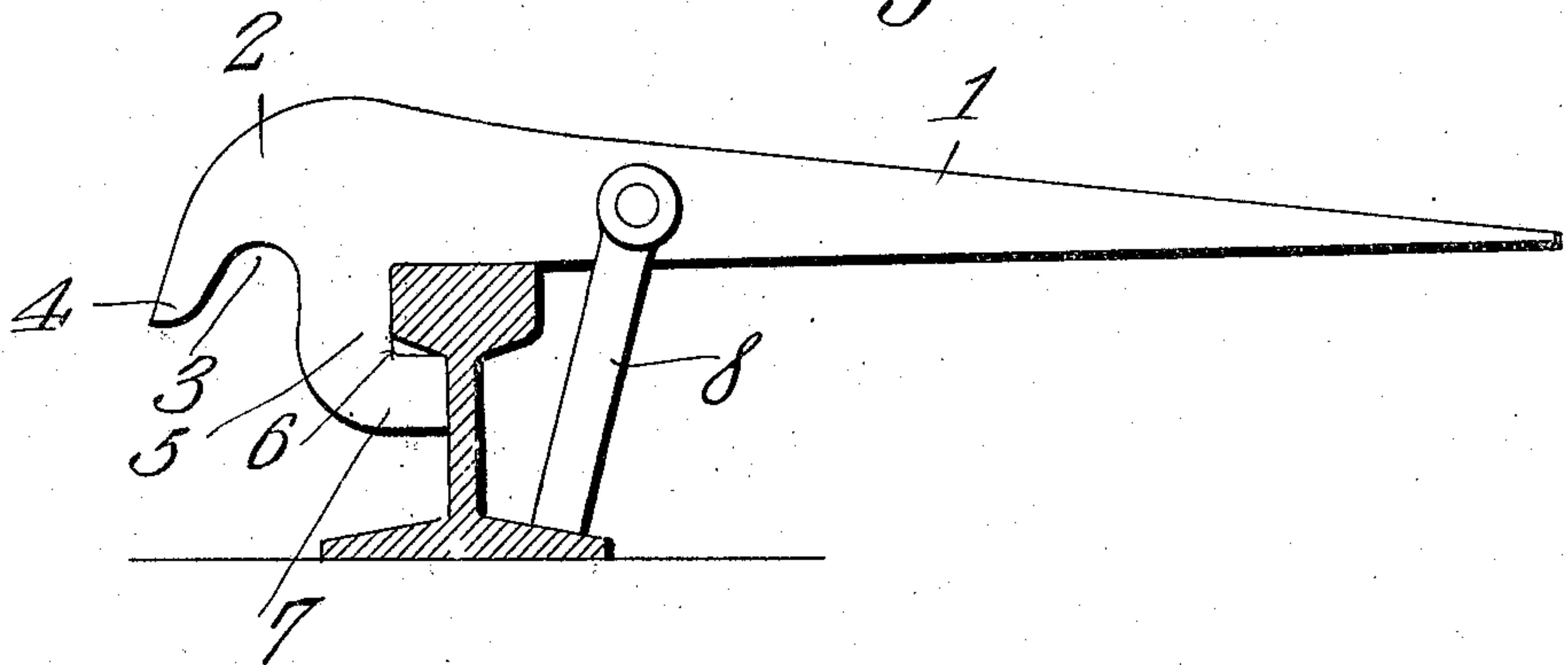
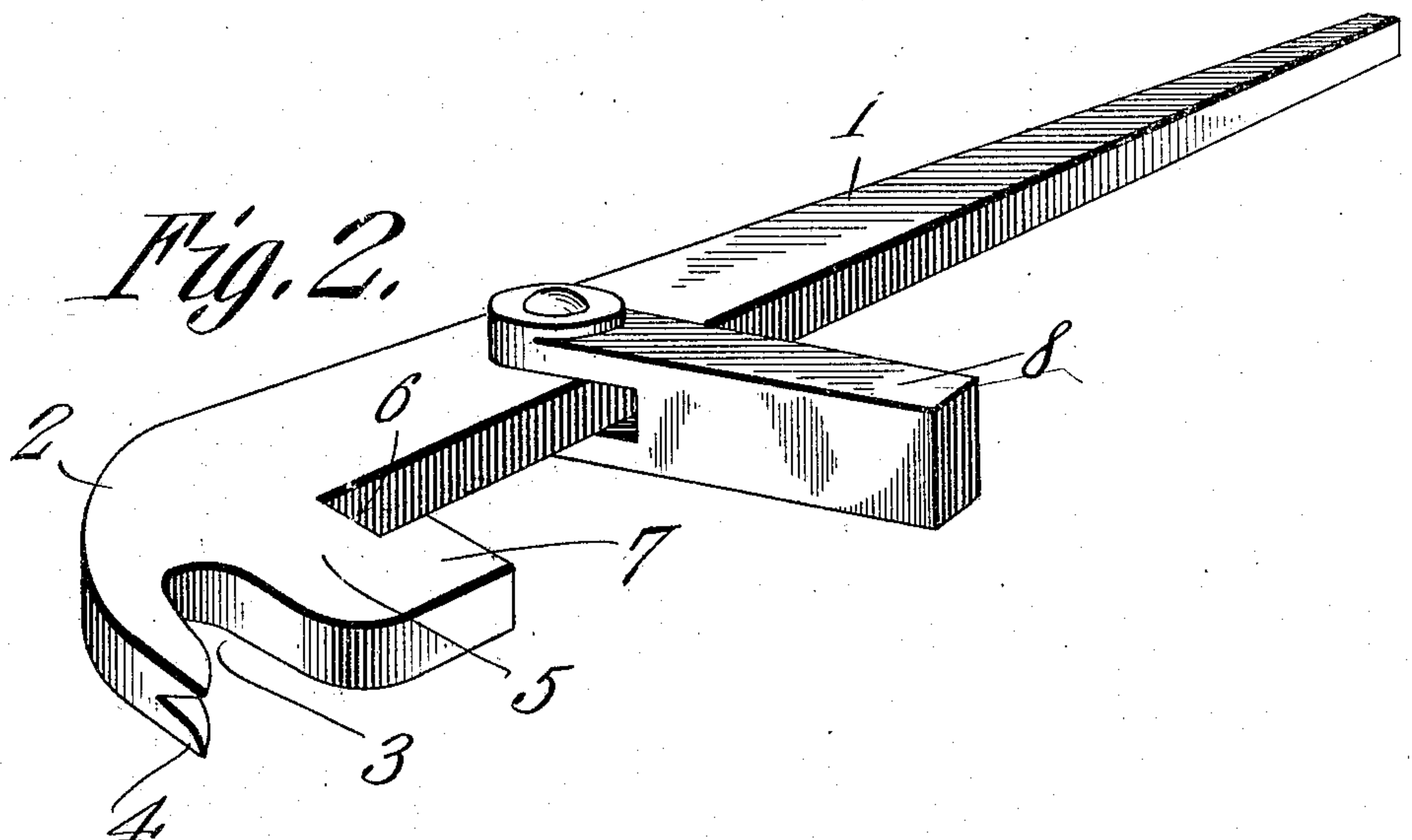


Fig. 2.



James R. Hunter AND *Jackson W. Foster* Inventors

Witnesses

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UNITED STATES PATENT OFFICE.

JAMES R. HUNTER AND JACKSON W. FOSTER, OF JACKSONVILLE, FLORIDA, ASSIGNORS OF
ONE-FOURTH TO ALEXANDER SABEL, OF JACKSONVILLE, FLORIDA.

WRENCH.

No. 915,861.

Specification of Letters Patent. Patented March 23, 1909.

Application filed October 16, 1908. Serial No. 458,059.

To all whom it may concern:

Be it known that we, JAMES R. HUNTER and JACKSON W. FOSTER, citizens of the United States, residing at Jacksonville, in the county of Duval and State of Florida, have invented a new and useful Wrench, of which the following is a specification.

This invention relates to tools, and more particularly to the kind used in connection with the laying and removal of railroad rails and known as rail wrenches.

It has for its object to provide a tool of that kind designed to engage the upper flange of a rail so that the latter may be bent for rounding curves or straightened when out of true.

Another object is to provide the tool with a spike claw for the purpose of extracting spikes from ties.

With these and other objects in view, as will more fully hereinafter appear, the present invention consists in certain novel details of construction and arrangement of parts, hereinafter fully described, illustrated in the accompanying drawings and more particularly pointed out in the appended claims. It being understood that various changes in the form, proportion, size and minor details of the device may be made without departing from the spirit or sacrificing any of the advantages of the invention.

In the accompanying drawings forming part of this specification, Figure 1 is a vertical section of a rail showing the device applied thereto. Fig. 2 is a perspective view of the device.

Similar numerals of reference are employed to designate corresponding parts throughout.

In carrying out the invention we provide a lever having at one end a spike claw, a fulcrum bar is pivoted to the lever a short distance from the spike claw and disposed between the claw and bar is what will subsequently be termed a rail engaging socket into which fits one-half of the upper rail flange. The lever 1 is preferably formed of a single piece of metal, rectangular in cross section and rounded off at one end as shown at 2. From the rounded end the upper side of the lever converges inwardly toward the opposite end, whereby a structure substantially right triangular in contour is formed.

A spike claw is provided by forming a re-

cess 3 substantially U-shaped, adjacent the rounded end of the lever and on the side opposite the outer side. The outer wall of this recess is bifurcated in the direction of the length of the lever so as to form claw teeth 4. Cast integral therewith or otherwise secured to the side of the lever opposite the outer side is a lateral arm 5 substantially parallel to, but of greater length than the spike claw. The side of this arm adjacent the spike claw forms one wall of the U-shaped recess 3, while the opposite side is provided with a recess 6 parallel to the length of the lever and the inner side of which is coincident with the inner side of the lever or that opposite the outer side. The metal at the opposite or outer side of the recess constitutes a projection 7, the function of which will presently appear. The width of the recess 6 is slightly greater than the thickness of the top or tread flange of an ordinary railroad rail so that when the tool is to be applied its inner side is placed on the tread and at right angles to the length of the rail; by now moving the lever in the proper horizontal direction the upper flange will enter the recess 6, and the terminal of the projection 7 will bear against the rail web. In order that the device may be operated while in this position to flex the rail or release it from the tie fastenings, a suitable fulcrum bar 8 is employed. This member is divided longitudinally at one end so as to straddle the lever 1 to which it is pivoted at a point substantially between the intermediate portion and rounded end of the lever. The fulcrum bar is disposed on the inner side of the lever and is of greater length than the arm 5, so that when the parts are in the positions just described the end of the fulcrum bar may be moved to bear on the upper face of the lower rail flange.

By forming the lever 1 smaller at one end than at the other the leverage may be increased by fitting a pipe or the like thereover.

What is claimed is:—

1. A rail implement comprising a lever provided with a substantially right angular projection adjacent one end, and a fulcrum bar having one end pivoted to and straddling said lever, and its opposite end projecting beyond said extension.

2. A rail implement comprising a lever terminating at one end in a lateral bifur-

coated finger constituting a spike claw, and further provided with a depending arm terminating in a lateral extension parallel to said lever and a fulcrum bar pivoted to said lever adjacent said depending arm.

2. A rail implement comprising a lever terminating at one end in a lateral claw, a fulcrum bar pivoted to said lever and substantially parallel to said claw, a depending arm on said lever between said fulcrum bar and

claw, terminating in a lateral extension parallel to said lever.

In testimony that we claim the foregoing as our own, we have hereto affixed our signatures in the presence of two witnesses.

JAMES R. HUNTER.

JACKSON W. FOSTER.

Witnesses:

JENNIE L. WILSON,

CHAS. G. WILSON.