

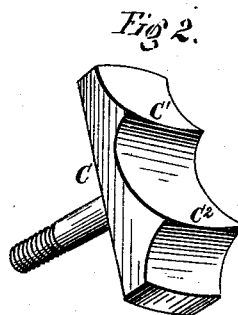
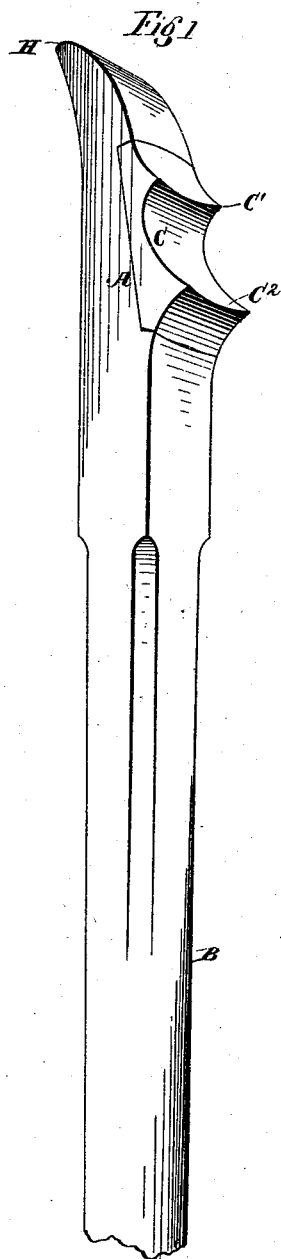
(No Model.)

S. F. SEELY.

PINCH BAR FOR MOVING CARS.

No. 261,392.

Patented July 18, 1882.



Witnesses.
Robert Emmett,
J. A. Rutherford

Inventor.
Samuel F. Seely.
By James L. Norris,
Atty.

UNITED STATES PATENT OFFICE.

SAMUEL F. SEELY, OF TOLEDO, OHIO, ASSIGNOR OF ONE-HALF TO JOSEPH N. CLOUSE, OF SAME PLACE.

PINCH-BAR FOR MOVING CARS.

SPECIFICATION forming part of Letters Patent No. 261,392, dated July 18, 1882.

Application filed March 10, 1882. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL F. SEELY, a citizen of the United States, residing at Toledo, in the county of Lucas and State of Ohio, have invented a new and useful Improvement in Pinch-Bars for Moving Cars, of which the following is a specification.

My invention relates to that class of pinch-bars that are used on the rail and against the wheel of a car to move it on the rail when loaded or out of a saddle or point or depression in the track.

The object of my invention is to provide a pinch-bar that will be convenient to handle and will easily follow the rail when moving a car, and so constructed that it may be placed under the tread of a wheel and on the rail, and by means of two points of fulcrum the car may be easily moved on the track. The points of fulcrum I form by means of a steel shoe, either pivoted or welded onto the iron, steel-tipped or steel bar, the shoe having two concave projections that fit the rounded surface of the rail, and thus follow the rail in making a succession of operations on the wheel of the car. The sharp concave edges bite into the rail under the pressure of operating the bar, the description and operation of which may be more readily seen by reference to the drawings.

Figure 1 is a perspective view of the improved pinch-bar. Fig. 2 is a similar view of the shoe detached from the bars.

A is the tread of the bar. H is the tip, curved slightly back or upward.

C' C² are the concave projections on the shoe C of the bar A.

B is the shaft of the bar, represented as broken off for convenience.

The operation of the bar is as follows: The shaft B of the bar is elevated, and the tip H is placed close under the tread of the wheel on the rail. The shaft B is then brought down, and the concave projection C' impinges on the rail and forms a fulcrum in the same manner, and gives the wheel a second push. The concave projection C² is higher than C', the projections both being concaved in order to give more impinging-surface on the rail.

What I claim is—

A pinch-bar, A, with its shaft B, back or upward curved lip H, and its solid or pivoted shoe C, having a short and a long concaved projection, C' C², adapted to fit the face of the rail, all substantially as and for the purpose specified.

SAML. F. SEELY.

Witnesses:

ELLSWORTH M. BEARD,
E. H. RHOADES.