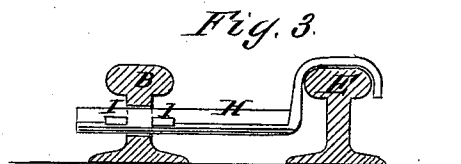
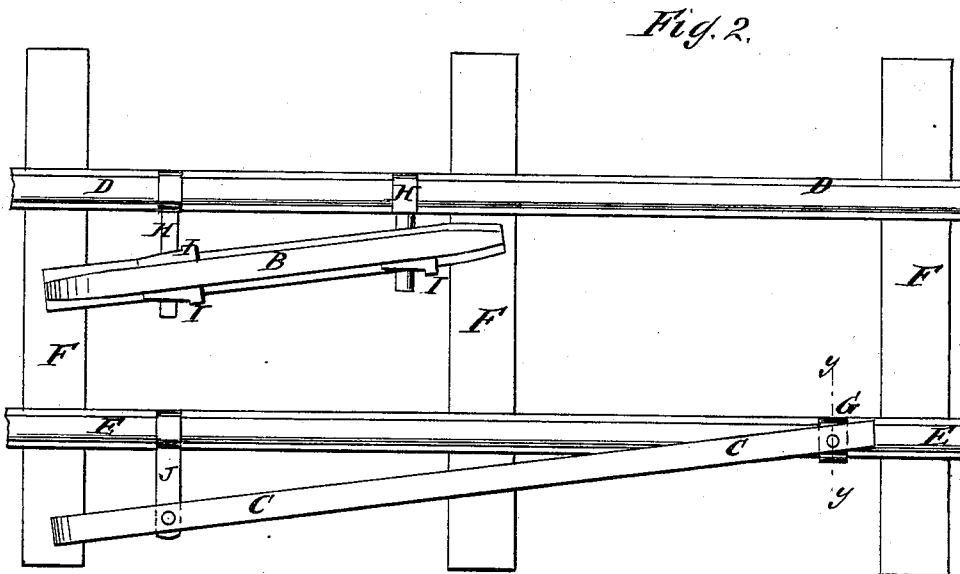
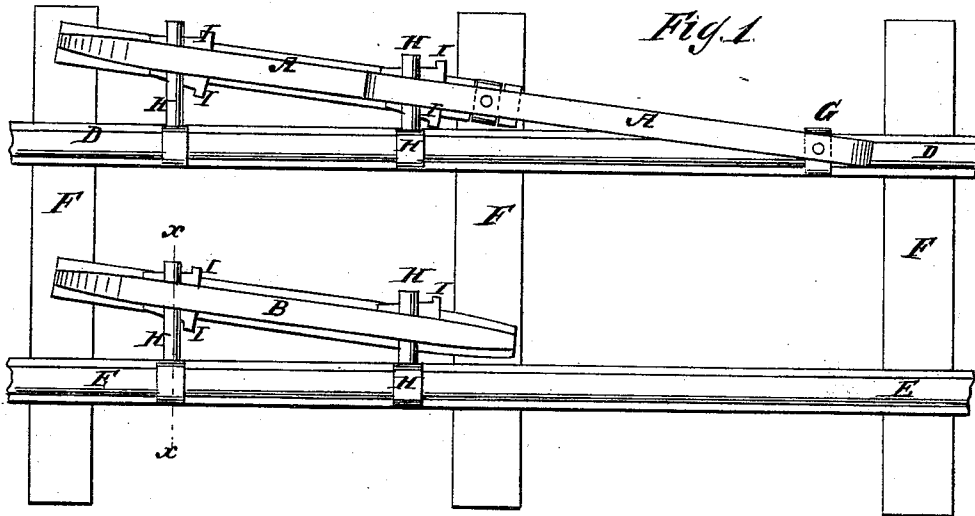


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CAR REPLACERS.

No. 179,311.

Patented June 27, 1876.



WITNESSES:

E. Woff.
John Goethals

INVENTOR:

BY *H. C. Casper*
J. L. Watkins

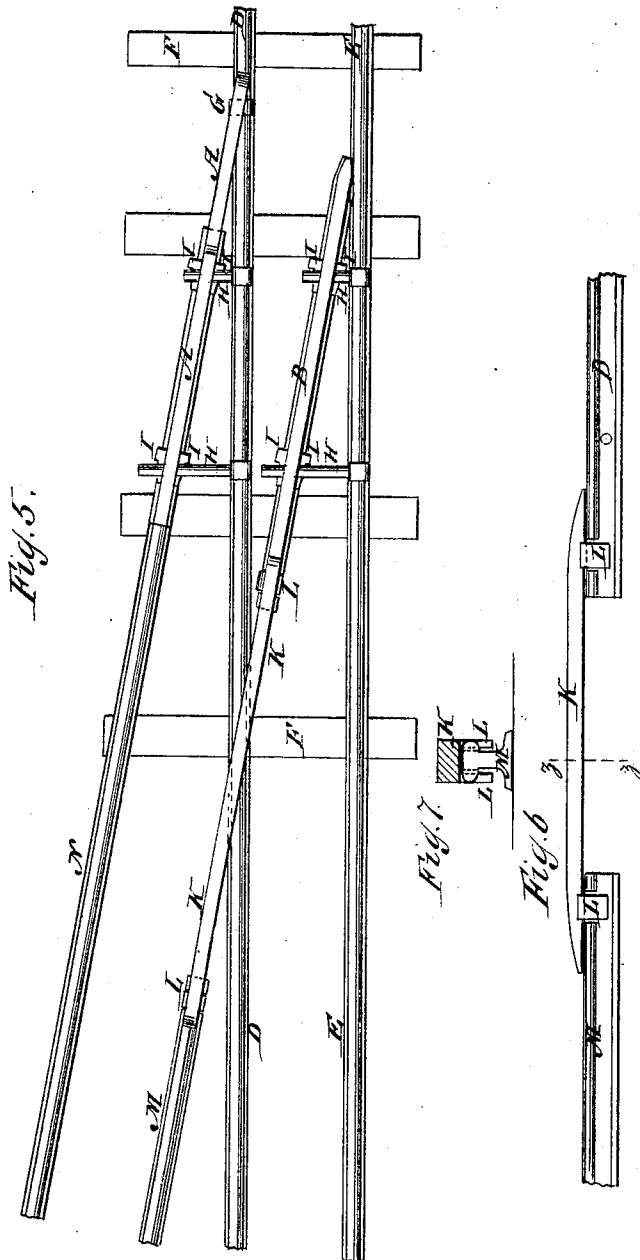
ATTORNEYS.

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UNITED STATES PATENT OFFICE.

HENRY C. HOSIER AND JOHN L. WATKINS, OF SUGAR NOTCH, PA.

IMPROVEMENT IN CAR-REPLACERS.

Specification forming part of Letters Patent No. **179,311**, dated June 27, 1876; application filed May 16, 1876.

To all whom it may concern:

Be it known that we, HENRY C. HOSIER and JOHN L. WATKINS, of Sugar Notch, county of Luzerne and State of Pennsylvania, have invented a new and Improved Car-Replacer, of which the following is a specification:

Figure 1, Sheet 1, is a top view of our improved device. Fig. 2, Sheet 1, is a top view of a modified form of the same. Fig. 3, Sheet 1, is a detail cross-section of the same, taken through the line *x x*, Fig. 1. Fig. 4, Sheet 1, is a detail cross-section of the same, taken through the line *y y*, Fig. 2. Fig. 5, Sheet 2, is a top view of another modified form of the same. Fig. 6, Sheet 2, is a detail side view of the latch or false frog. Fig. 7, Sheet 2, is a detail cross-section of the same, taken through the line *z z*, Fig. 6.

The object of this invention is to furnish an improved device for replacing engines, box-cars, freight-cars, &c., upon a track in cases of wreck and other accidents, which shall be simple in construction and convenient in use.

The invention will first be described in connection with drawing, and then pointed out in the claim.

Similar letters of reference indicate corresponding parts.

D and E represent the rails, and F the ties, of a railroad-track. A is a bar, the forward part of which is made with a base something like the base of an ordinary rail, and the rear part is made without a base, so that it may lie close to the rail, and with its rear end overlapping the said rail. G is a hook-clamp, so formed as to hook over the head of a rail, and have one end or arm rest upon the base of said rail. The clamp G is swiveled to the end of the bar A, so that it may be turned to adapt the said bar A to be placed upon the outer side of either rail of the track. The bar A is made about ten feet long, and is inclined or beveled off, to enable the wheels to pass upon it readily. The rear part of the bar A is connected with the rail by the rods H, the inner ends of which have hooks formed upon them, to hook upon the head of the rail. The outer ends of the rods H pass through holes in the bar A, and have holes formed through them, to receive the keys I, by which the said bar is secured in place upon the said rods.

The bars may be changed from one side of the track to the other by withdrawing the

keys I, taking out the rods H, and putting them in from the other side.

B is the bar, which is placed between the rails of the track. The bar B is made about six feet long, has its forward end beveled off or inclined, and is connected with the rail by hook-rods H and keys I.

The bar B may be changed from one rail to the other by withdrawing the keys I, and reversing the hook-rods H.

The bars A B are designed for use in placing engines upon the track.

For replacing cars, the bar B may be made about twenty-six inches long, and the bar C may be used with it.

The bar C is made about thirty-six inches long. The bar C is connected with the rail of the track at its farther end by the hook-clamp G, and at its near end by the hook-clamp J, which fits upon the head of the rail, and one of the arms is extended, and is swiveled to the said bar.

The bar C can be changed from one side of the track to the other by simply turning the clamps G J upon their pivots.

When the engine or car is entirely off the track the latch or false frog K is used. The latch K is an iron bar of suitable length and strength, the ends of which are beveled off upon their upper sides, and have U clamps L attached to their lower sides, as shown in Fig. 6. The bar K is placed upon the rail diagonally and parallel with the bar N, and the U-clamp of its inner end is hooked upon the end of the bar B, the sides of the head of said bar B being notched to receive the arms of the clamp L.

The U-clamp L of the outer end of the latch K is hooked upon the end of a piece of rail, M, in the same way. In this case the bar A should be lengthened by a piece of rail, N, as shown in Fig. 5.

Having thus described our invention, we claim as new and desire to secure by Letters Patent—

The combination of clamps L, having arms, and the bar B, notched to receive said arms, as and for the purpose specified.

HENRY C. HOSIER.
JOHN L. WATKINS.

Witnesses:
JOHN PARKER,
IRWIN DE PUE.