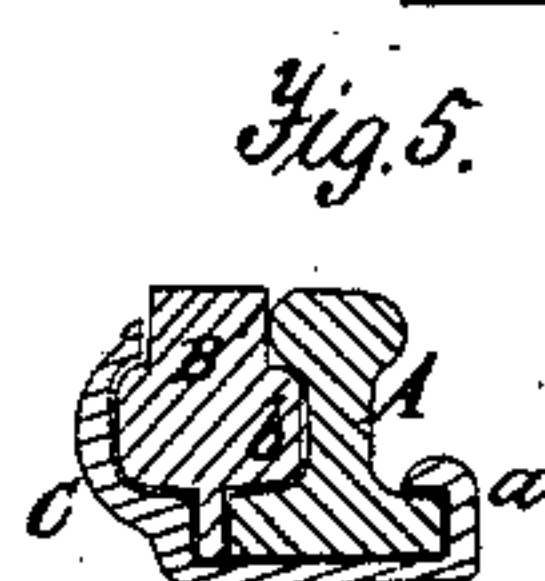
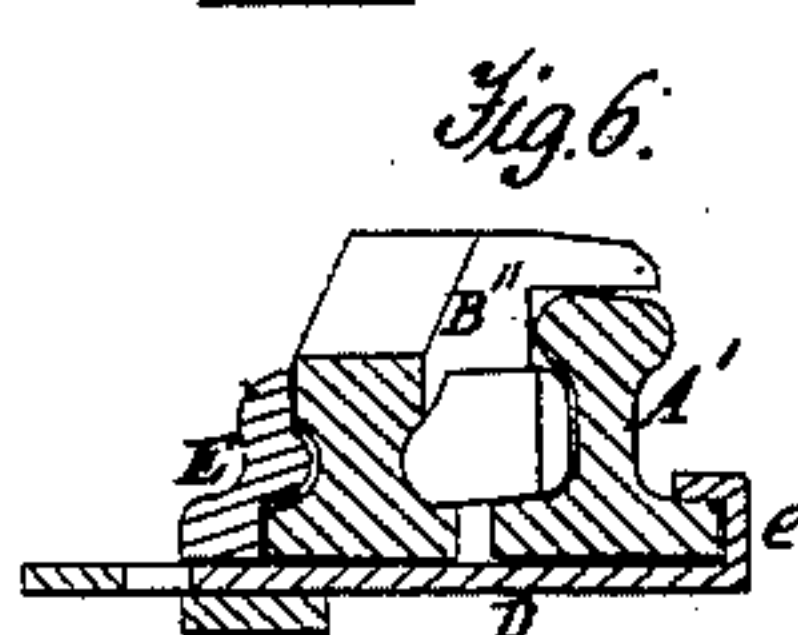
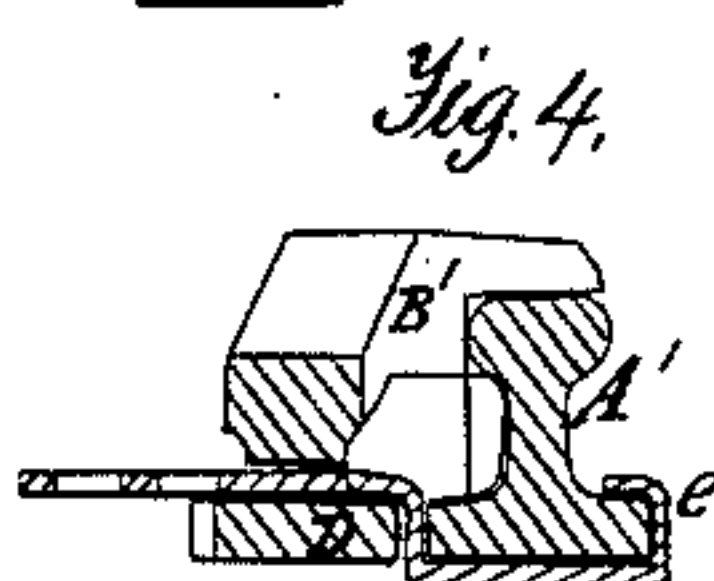
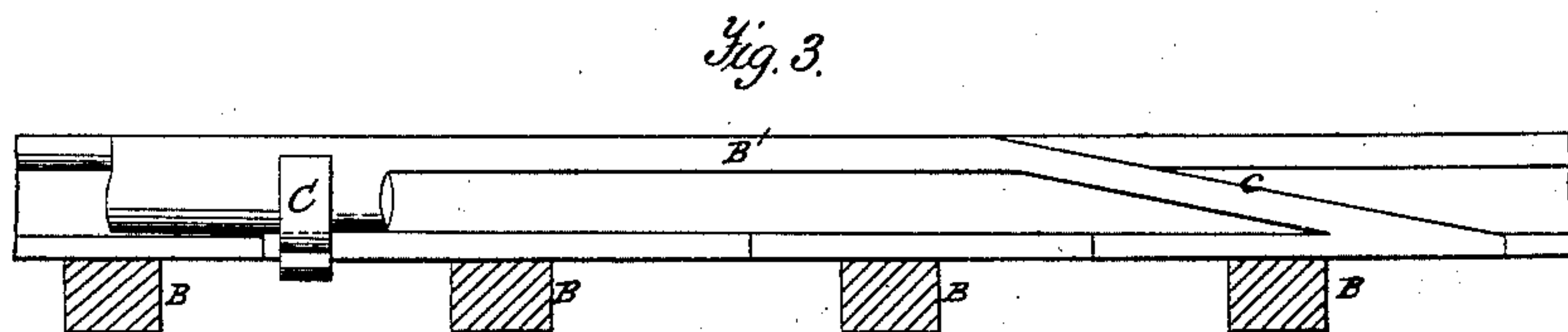
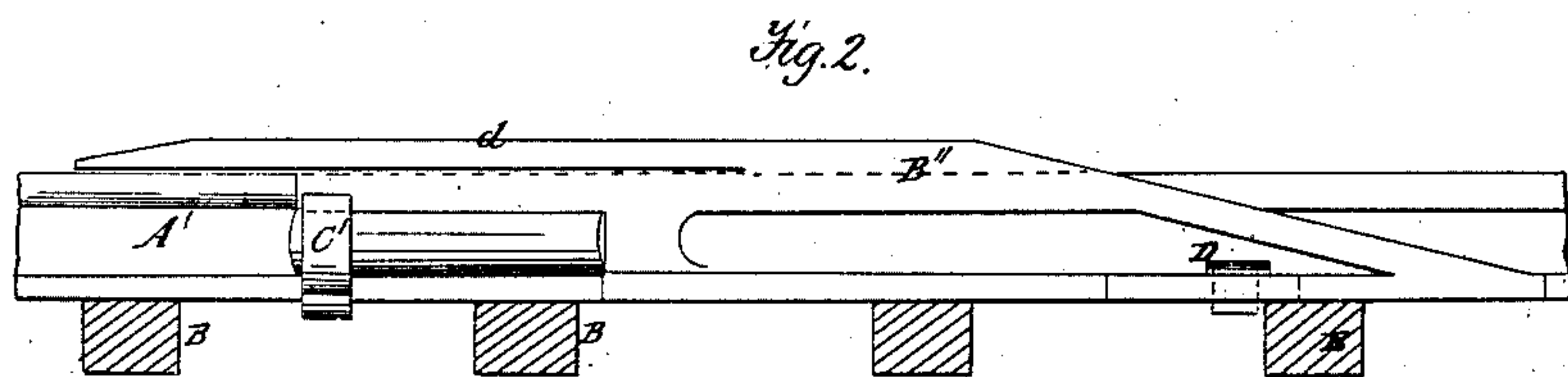
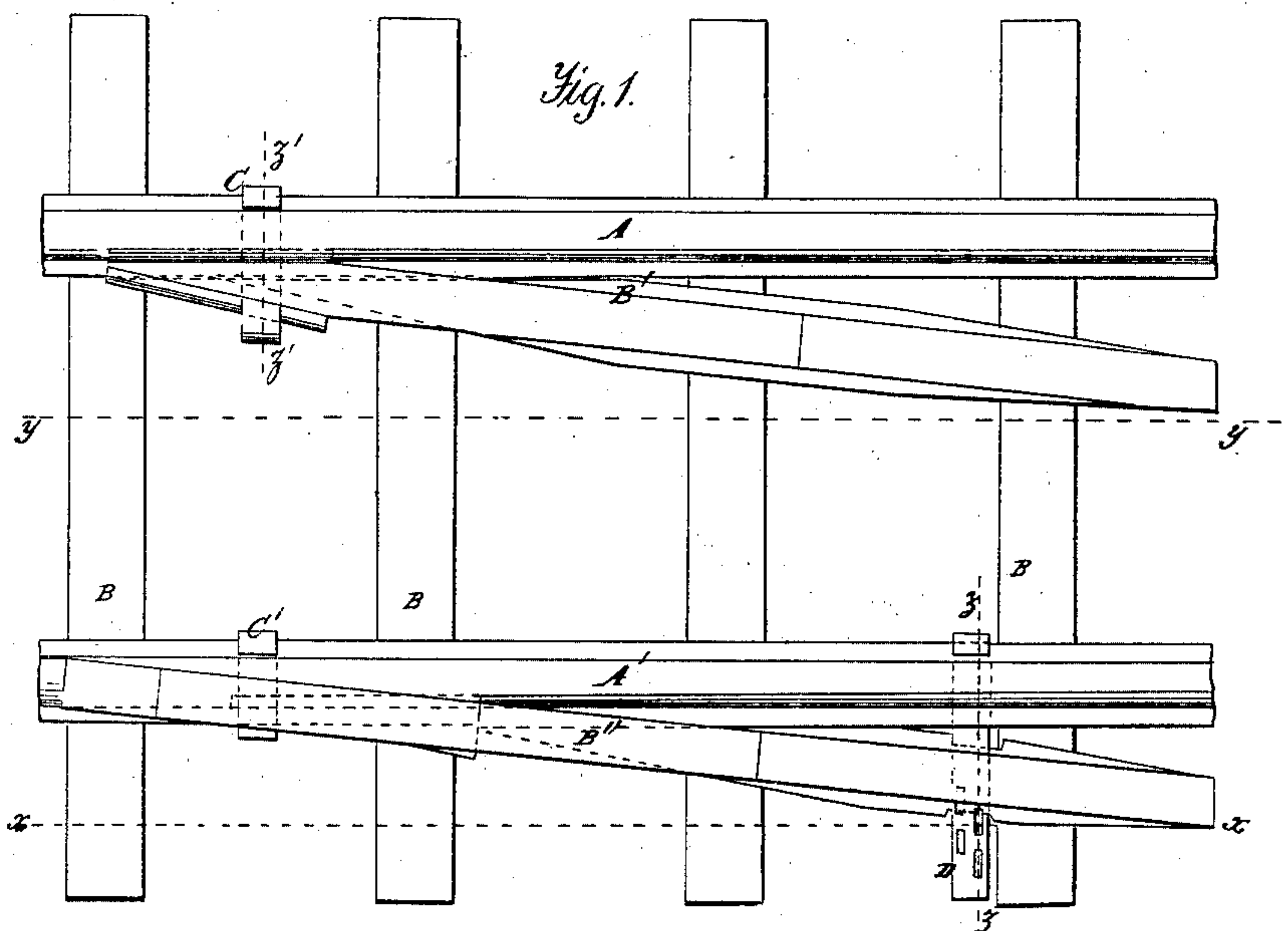


*G. Fowler,*  
*Car Replacer,*

*No. 45,485,*

*Patented Dec. 20, 1864.*



*Witnesses.*  
*Henry Morris.*  
*C. L. Topliff*

*Inventor.*  
*Geo. Fowler*  
*per Munn & Co*  
*attys.*

# UNITED STATES PATENT OFFICE.

GEORGE FOWLER, OF MACON, ILLINOIS.

## IMPROVED CAR-REPLACER.

Specification forming part of Letters Patent No. 45,485, dated December 20, 1864.

*To all whom it may concern:*

Be it known that I, GEORGE FOWLER, of Macon, in the county of Bureau and State of Illinois, have invented a new and Improved Device for Placing Railroad-Cars on the Track; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a plan or top view of my invention applied to the rails of a track; Fig. 2, a side view of the same, the sleepers being in section, as indicated by the line *xx*, Fig. 1; Fig. 3, a side view of the same, the sleepers being in section, as indicated by the line *yy*, Fig. 1; Fig. 4, a transverse vertical section of the same, taken in the line *zz*, Fig. 1; Fig. 5, a transverse vertical section of the same, taken in the line *z'z'*, Fig. 1; Fig. 6, a transverse vertical section of the same, also taken in the line *zz*, as Fig. 4, but showing a modification of Fig. 4.

Similar letters of reference indicate like parts.

The object of this invention is to obtain a device of simple construction, which may be readily applied to the rails of a railroad-track in order to place a car thereon.

A A' represent a portion of the two rails of a track, which may be of the ordinary form and laid upon sleepers B, and secured thereto as usual. B' B'' are two short rails which are removable or adjustable. One of these short rails, B', is secured to the inner side of one of the rails, A, by means of a clamp, C, shown more particularly in Fig. 5, said clamp being formed of a hook, *a*, which is fitted over one end of the base of the rail A, and passes underneath the same, and extends upward by the side of the rail B, near one end, the latter having a convex projection, *b*, to fit into the concave side of the rail A, to which it is attached. The opposite end of the rail B' is not attached to the rail A, but it is adjusted or placed at a greater or less distance from it to suit the position of the car which is to be placed on the track. The free or disengaged

end of the rail B' is inclined at its upper surface, as shown at *c* in Fig. 3, the remaining portion being flush with the rail A. The other removal or adjustable rail B'' is of the same form as the rail B' and is secured at one end to the other rail, A', of the track by a clamp, C', in the same manner B' is attached to A.

The rail B'' is attached to the outer side of the rail A', and is adjusted obliquely with it, so as to be parallel with B'. This rail B' has its main or horizontal portion *d* higher or above the upper surface of the rail A', to admit of the flange of the car-wheel passing over said rail in being adjusted upon it. (See Fig. 2.)

The rail B' may be kept out a sufficient distance from the rail A by means of a piece of wood or other article inserted between them, the car-wheel having a tendency to press B' toward A while passing up B'; but the flange of the wheel on B'' will have a tendency to press the latter out from A', and hence the latter must be retained or held in position, which I accomplish by a bar, D, having a hook, *e*, at one end to fit over the inner edge of the base of A', (see Fig. 4,) said bar extending underneath A', and being then curved vertically upward to bear against the outer side of the base of the rail, and then bent horizontally to pass through the rail B'', the bar D having holes made in it for keys to pass through.

In Fig. 6 a slight modification of the above bar D is shown, a block, E, being fitted on the bar, said block being provided with a convex projection to fit into the concave side of B'.

This invention is extremely simple and efficient, may be very readily applied to the rails and removed from them.

I claim as new and desire to secure by Letters Patent—

The clamps C C', in combination with the rails B' B'' and bar D, all constructed and arranged substantially as and for the purpose herein set forth.

GEORGE FOWLER.

Witnesses:

JOSEPH FOWLER,

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