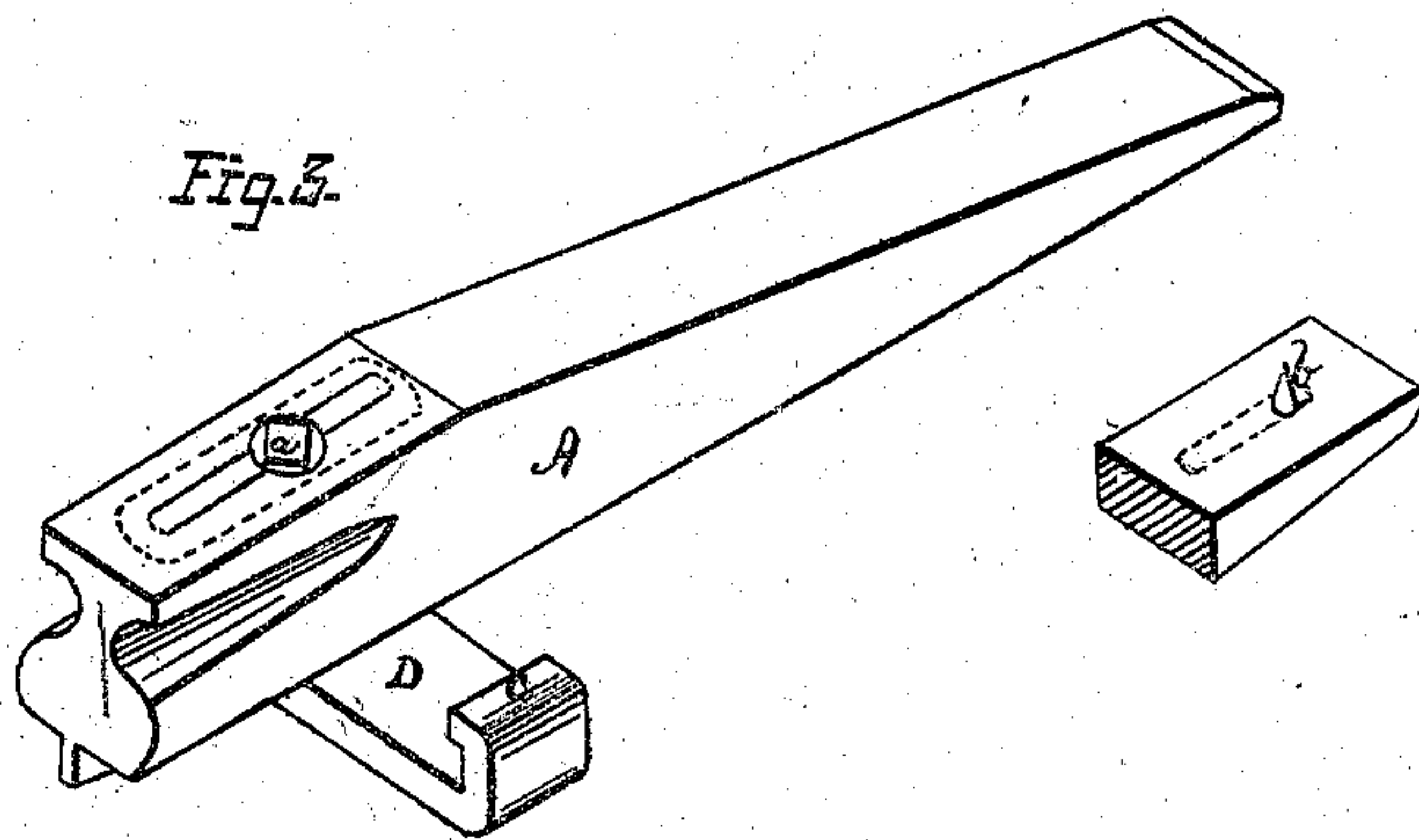
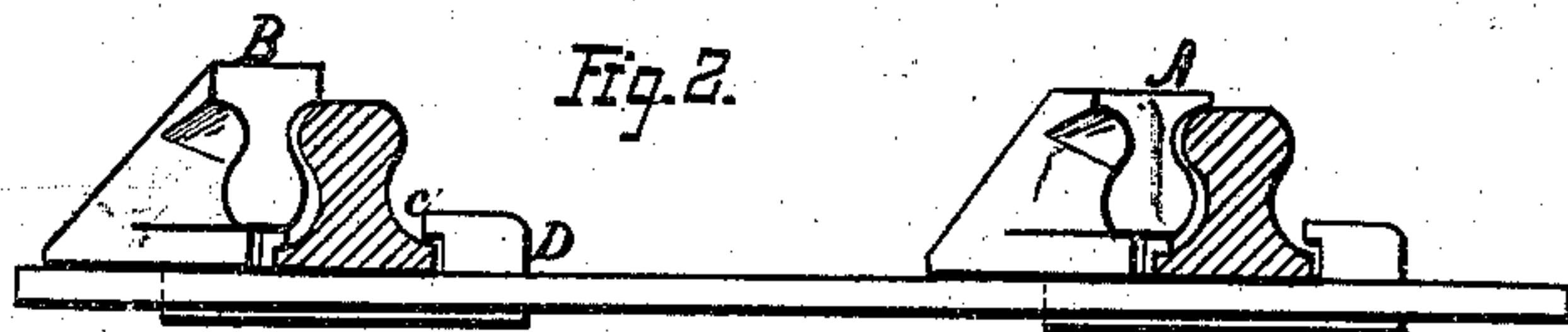
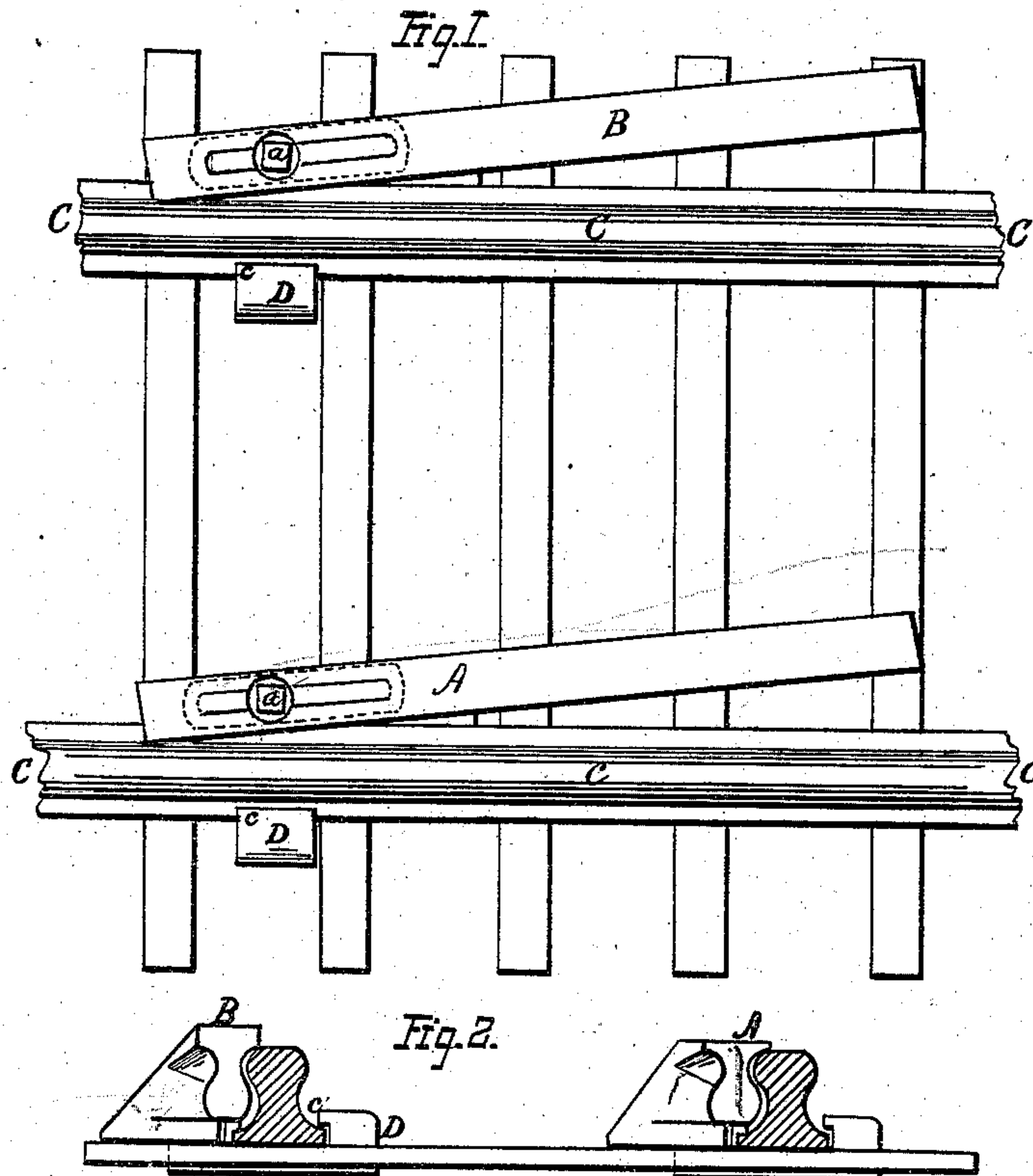


J. T. BAXTER.
Car Replacers.

No. 138,311.

Patented April 29, 1873.



Witnesses

A. McAllum

A. S. Stuart

Inventor

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per P. Hamway
att'y.

UNITED STATES PATENT OFFICE.

JOHN T. BAXTER, OF FINKSBURG, ASSIGNOR OF ONE-HALF HIS RIGHT TO
WILLIAM A. McKELLIP, OF WESTMINSTER, MARYLAND.

IMPROVEMENT IN CAR-REPLACERS.

Specification forming part of Letters Patent No. **138,311**, dated April 29, 1873; application filed
October 29, 1872.

To all whom it may concern:

Be it known that I, JOHN T. BAXTER, of Finksburg, in the county of Carroll and State of Maryland, have invented a certain Improvement in Car-Replacers, of which the following is a specification, reference being had to the accompanying drawing making part of this specification, in which—

Figure 1 represents a plan of my improved car-replacer as applied to the ordinary track of a railroad; and Fig. 2, a rear view of the same, the rails being shown in section. Fig. 3 represents a view in perspective of one of the replacers; and Fig. 4, a sectional perspective view of the replacer inverted.

The object of my invention is to provide a simple but efficient car-replacer, so constructed that its parts shall be little liable to get out of repair or lost, and yet be easy to adjust; and it consists in combining with each one of a pair of supplementary rails a suitably-formed pivotal hook in such manner that these rails can be readily adjusted by the swiveling of the hook to the regular rails of the track at the required angle for the purpose of replacing a car on the track.

In the drawing a supplementary rail, A, of suitable form, for the inside one is represented in Fig. 3, it differing only from the outside one, B, in that the latter is thicker vertically than the former, as shown in Fig. 2, to enable the flange of the car-wheels to override in order to reach its proper position on the inside of the rails C of the regular track. To the under side of each of these supplementary rails A and B is pivoted a strong hook, D, by means of a screw-bolt, *a*, which passes through the rail into a female screw cut in the hook D; when thus constructed the bolt is passed through the rail, near its forward end, at a point which will allow it to turn so as to pass the return end of the hook, to adapt the instrument to the replacing of the car from the most convenient sides or end. For ordinary purposes this will permit of sufficient play to the rails to adjust them to the proper angle for the reception of the wheels. However, should a greater or less angle at times be required, the supplementary rails can be provided with a slot in the line of their length in

lieu of the bolt-hole, and with a depression running the full length of the slot and deep enough to receive the head of the bolt, so that when screwed down its upper side will only be flush with or slightly lower than the upper surface of the rail, and wide enough to allow the head of the bolt to be turned, as shown in dotted lines in Figs. 1 and 3. By this means the rails A and B may be adjusted at any required angle to the track that would be likely to be required, by partially unscrewing the bolt *a* and slipping the rails back or forward, as the case may be, to obtain the required angle, and afterward tightening the bolts. Instead of pivoting the hook D to the under side of the supplementary rails, so as to clasp the under side of the ordinary track-rails, the hooks may be so pivoted to the former as to clasp the upper side of the track-rails. On the under side of the rails A and B may be secured a pointed spike, *b*, which, as the weight of the car is brought to bear on the rails, will force it into the cross-ties and hold their ends in place.

In practice I find that the spike *b* may sometimes be dispensed with, but it is deemed safer to use it.

As represented in the drawing, Fig. 4, the spike is shown as being stationary, but it may be more convenient to arrange it in a slot, as it could then be adjusted to fit the position of a tie, which, were it not capable of adjustment, might not always happen.

In using this replacer the hook D is forced under the rail, and then partially drawn back so that its returned edge *c* shall hook over the flange of the track-rails C, as shown in Fig. 1; the rails A and B are then turned to the proper angle for the reception of the wheels of the car, and which will bring their rear ends in contact with the rails C in proper position, as in Fig. 1, for the replacing of the car upon the track. This done the hooks are detached and withdrawn from the rails C, and replaced on board the train for future use, as occasion may require. By this plan no wedges or other devices are required (as in other car-replacers) beyond the simple hooks and supplementary rails; nor are these liable either to get out of order, lost, or misplaced. The swiveling of

the hook D on the supplementary rails A and B allows the latter to be adjusted to either of the ordinary track-rails, and avoids the necessity of a double clamp-hook.

Having described my invention, what I claim is—

1. The combination herein described of a swivel hook, D, with the supplementary rails A and B of a railroad-car replacer, for the purposes set forth.

2. The combination of an adjustable swivel-hook, D, with the supplementary rails A and B, for the purposes set forth.

3. The combination of an adjustable spike, c, with the supplementary rails A and B and hook D, for the purpose set forth.

JOHN T. BAXTER.

Witnesses:

J. BROWN,

C. WILLIAMS.