

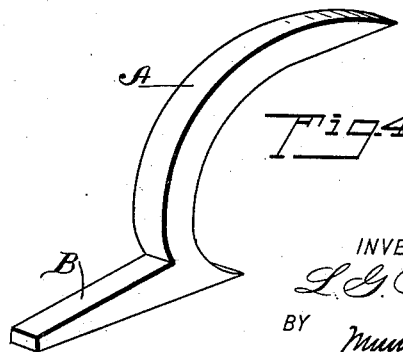
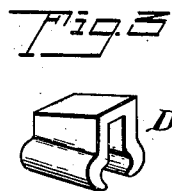
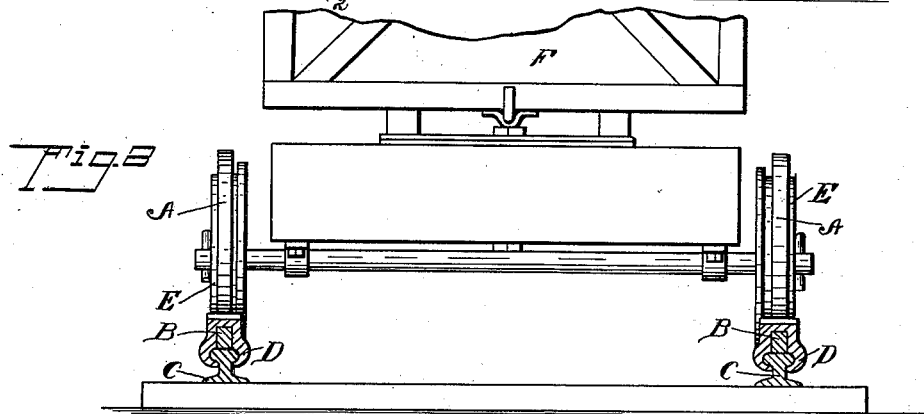
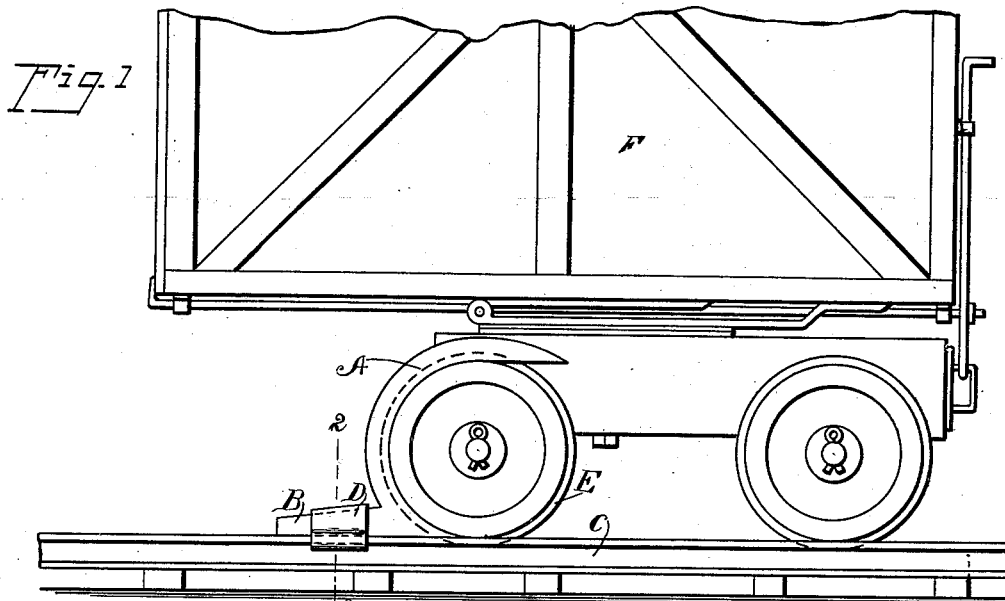
No. 647,878.

Patented Apr. 17, 1900.

L. G. REPASS.  
CAR HOLDER.

(Application filed Sept. 20, 1899.)

(No Model.)



WITNESSES:

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# UNITED STATES PATENT OFFICE.

LEE GORDON REPASS, OF CRIPPLE CREEK, COLORADO.

## CAR-HOLDER.

SPECIFICATION forming part of Letters Patent No. 647,878, dated April 17, 1900.

Application filed September 20, 1899. Serial No. 731,099. (No model.)

*To all whom it may concern:*

Be it known that I, LEE GORDON REPASS, of Cripple Creek, in the county of Teller and State of Colorado, have invented a new and  
5 Improved Car-Holder, of which the following is a full, clear, and exact description.

The invention relates to dumping-cars traveling on railroad-tracks; and its object is to provide a new and improved holder for securely holding the truck of the car in position  
10 on the rails while dumping the contents of the car-body.

The invention consists of novel features and parts and combinations of the same, as will be hereinafter more fully described and then  
15 pointed out in the claims.

A practical embodiment of my invention is represented in the accompanying drawings, forming a part of this specification, in which  
20 similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a side elevation of the improvement as applied. Fig. 2 is a transverse section of the same on the line 2 2 of Fig. 1. Fig.  
25 3 is a perspective view of the lock, and Fig. 4 is a like view of the hook.

The improved car-holder consists, essentially, of a pair of hooks A, each provided at its lower end with a tapering shank B, adapted  
30 to rest on the head of the rail C, in longitudinal alinement therewith, with the hook A extending vertically, likewise in longitudinal alinement with the rail. The shank B is adapted to be locked to the rail C by a lock D, preferably made of inverted-U shape in cross-section, as is plainly illustrated in the drawings,  
35 with the side members of the lock engaging the sides of the head of the rail and the sides and top of the shank B to securely clamp the latter to the top of the rail.  
40

The hook A is segmental in form and is adapted to receive the tread of the car-wheel E of the dumping-car F, as is illustrated in Figs. 1 and 2, the forward end of the hook A  
45 being sufficiently open to readily admit the car-wheel into the hook.

Now in using the device the two hooks A are placed directly opposite each other on the track-rails C and are secured in place on the

said rails by the locks D engaging the shanks 50 of the hooks and the heads of the rails, as described. Now when the car F is run along the track to the dumping-place at which the hooks A are located, then the forward opposite truck-wheels E pass into the hooks A, 55 and as the latter at their open ends extend over the treads of the wheels it is evident that the wheels are held to the rails against upward movement therefrom, and consequently the truck is not liable to become displaced while dumping the contents of the car-body. 60

It is evident that by having the hooks removably connected with the rails the said hooks can be readily shifted on the rails to 65 the desired place and then fastened in position, as described.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent— 70

1. A car-holder, comprising a pair of curved, parallel hooks extending in a vertical plane and in longitudinal alinement with the track-rails and arranged for removable connection therewith, the hooks being adapted to 75 receive the treads of a pair of opposite car-wheels, to hold the same to the track against upward movement, substantially as shown and described.

2. A car-holder, provided with a curved retaining-hook adapted to engage the tread of a car-wheel and provided with a shank, and a locking device adapted to engage the shank of the hook and the head of the rail for locking the said hook to the rail, substantially as 85 shown and described.

3. A car-holder provided with a curved retaining-hook having a tapering shank adapted to rest on the head of the rail, and a locking member of approximately inverted-U shape 90 and adapted to engage the rail-head and the said shank, to clamp the latter in place on the rail, substantially as shown and described.

LEE GORDON REPASS.

Witnesses:

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