

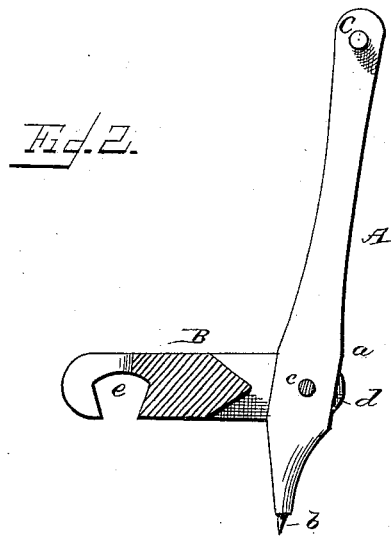
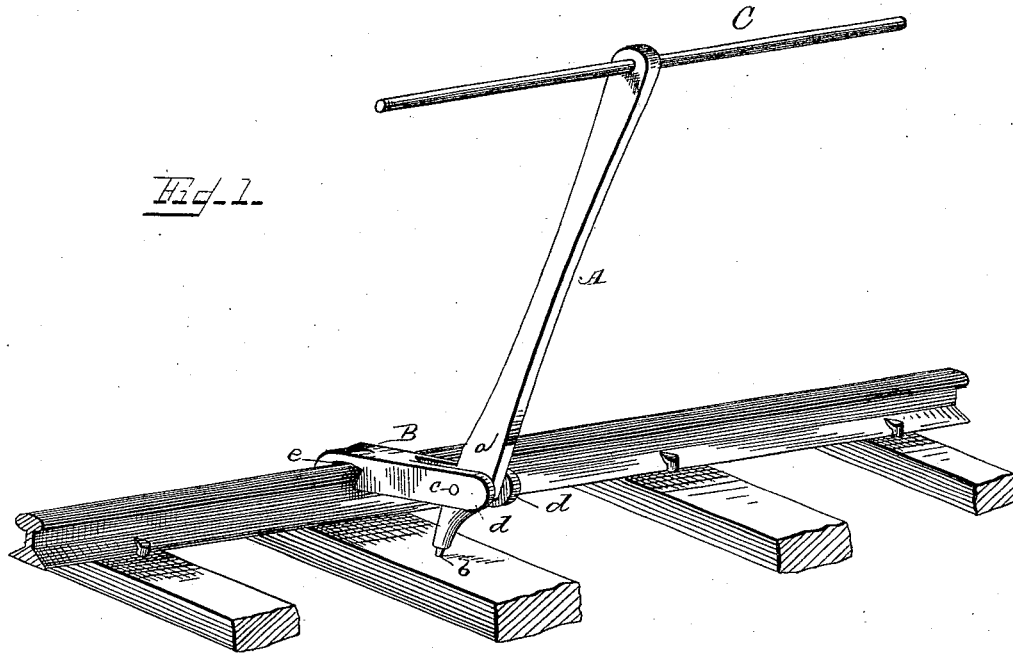
(No Model.)

W. H. CROW.

DEVICE FOR REMOVING RAILROAD TIES.

No. 303,492.

Patented Aug. 12, 1884.



WITNESSES

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WILLIAM HENRY CROW, OF MARK CENTRE, OHIO.

DEVICE FOR REMOVING RAILROAD-TIES.

SPECIFICATION forming part of Letters Patent No. 303,492, dated August 12, 1884.

Application filed May 22, 1884. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. CROW, a citizen of the United States of America, residing at Mark Centre, in the county of Defiance and State of Ohio, have invented certain new and useful Improvements in Devices for Removing Railroad-Ties; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to a device for removing railroad-ties; and it consists in the improvements hereinafter described and set forth, whereby the ties may be laterally removed from the track with but comparatively little exertion on the part of the operator.

In the accompanying drawings, Figure 1 is a perspective view illustrating the application of my improvement. Fig. 2 is a sectional view.

Instead of loosening and knocking the ties out by blows, thereby jarring and deranging other parts of the track, I use the implement or device hereinbefore referred to. The implement or device consists of a body or shank, A, which is enlarged at *a* near its lower portion, and then tapers toward its extremity. A point, *b*, projects from the lower face of the tapered extremity. A bolt, *c*, passes transversely through the enlarged portion *a* of the shank A and serves as a pivot for a bar B, one portion of which is bifurcated to present side wings, *d*, which embrace the enlarged portion *a* of said shank, and are pierced by the bolt *c* of the same. A recess, *e*, is formed in

the free end of the bar B, and is contracted to conform approximately to the shape of the ordinary rail-tread. The central portion of the hook, formed by the recess *e*, is cut away to bifurcate and spread the same.

In operation, the hook portion of the bar B is caused to engage the tread of the rail adjacent to the tie to be removed, and the point *b* is forced into the tie, and the lever moved upon the pivot *c* to force the tie outward from beneath the rail. By causing the bar B to engage the rail a positive and rigid purchase is afforded for the lever.

If necessary, a horizontal handle, C, may be provided for facilitating the manipulation of the lever.

I claim—

1. In a device or implement for removing railroad-ties, a lever pointed at its lower end, and a hook-bar, B, pivotally attached to said lever, bifurcated at its end, and provided with a recess similar in outline to the upper portion of a rail, substantially as set forth.

2. The combination, in a device or implement for removing railroad-ties, of a lever enlarged at *a*, and provided at its lower end with a point, *b*, and a bar, B, bifurcated to form wings *d*, embracing the enlarged portion of the lever, and pivotally attached thereto by a bolt, *c*, the free end of said lever being recessed and cut away, substantially as herein set forth and described.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM HENRY CROW

Witnesses:

C. G. SHEPARD,

DANIEL G. HUFFMAN.