R. HARPER.

Railroad Car Replacer.

No. 40,928 Patented Dec. 15, 1863.

Fig. 1.

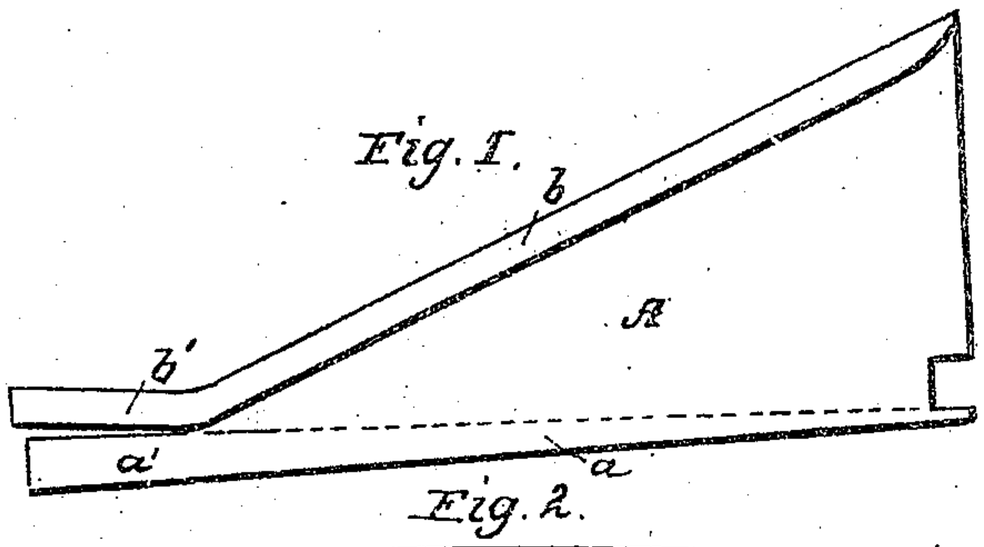


Fig. 2.

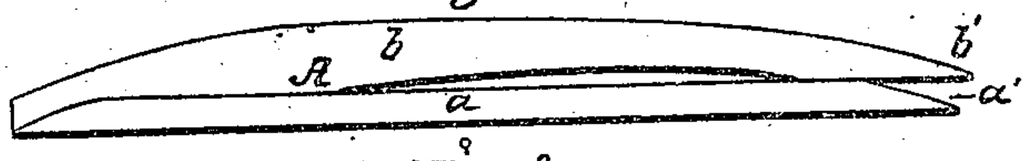


Fig. 3.

Fig. 5.

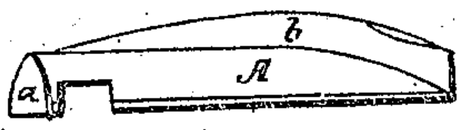


Fig. 4.

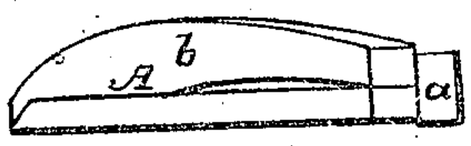
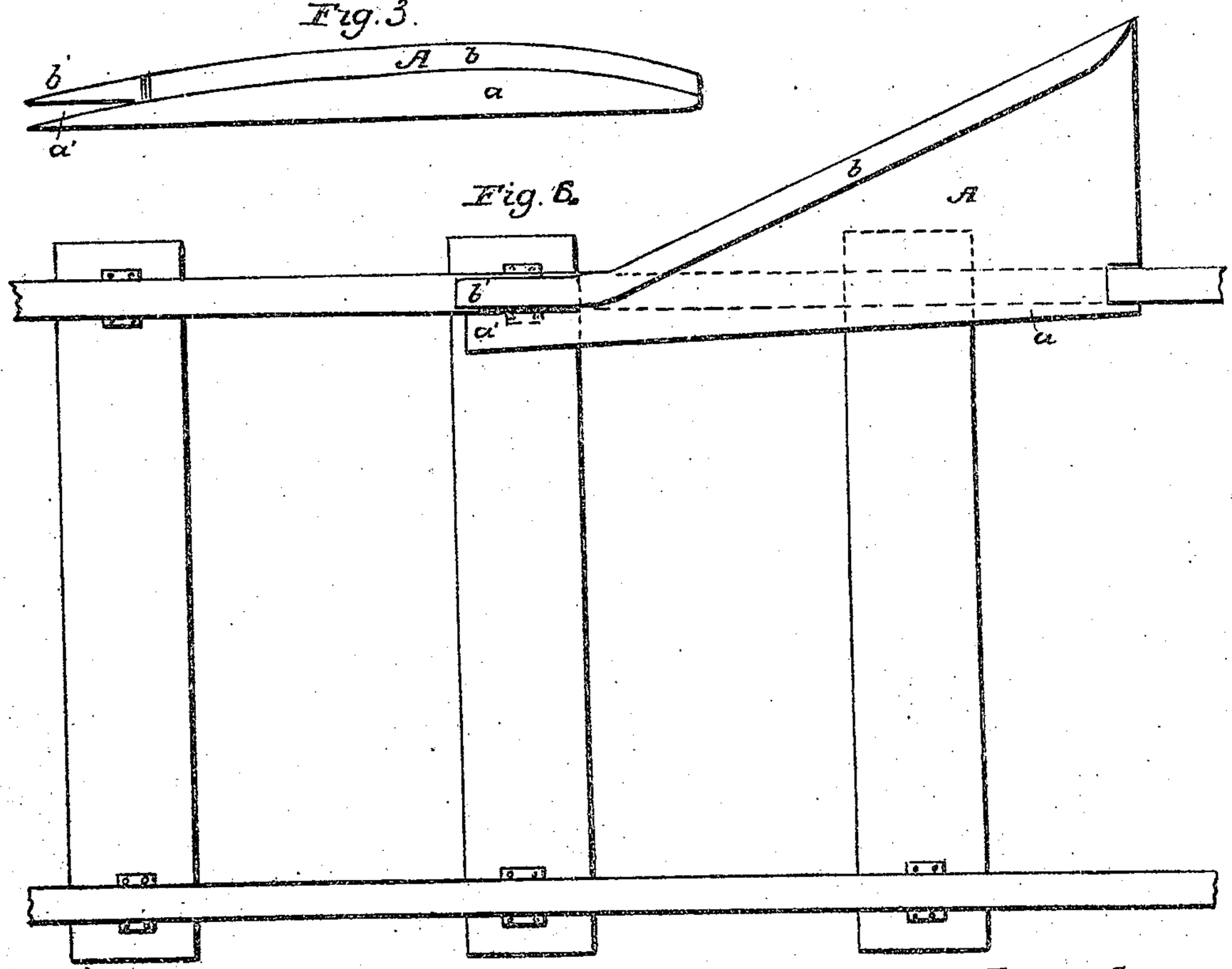


Fig. 6.



Witnesses:
Frederick Curtis
F. P. Hale Jr.

Inventor:
Robert Harper
by his attorney
R. H. Eddy.

UNITED STATES PATENT OFFICE.

ROBERT HARPER, OF CHELSEA, MASSACHUSETTS.

IMPROVEMENT IN CAR-REPLACERS FOR RAILROADS.

Specification forming part of Letters Patent No. **40,928**, dated December 15, 1863.

To all whom it may concern:

Be it known that I, ROBERT HARPER, a resident of Chelsea, in the county of Suffolk and State of Massachusetts, have made a new and useful invention or machine having reference to restoring a railway-carriage to its track; and I do hereby declare the same to be fully described in the following specification, and represented in the accompanying drawings, of which—

Figure 1 is a top view, Figs. 2 and 3 are side elevations, and Figs. 4 and 5 end elevations, of it. Fig. 6 represents the mode of applying it to the rail of a railway or track.

In the said drawings, A denotes a triangular plate provided with two flanges, *a b*, arranged along its two longer sides. One of these flanges—viz., *a*—projects below the bottom, while the other, *b*, extends above the top surface of the plate, and both of them extend beyond the plate, as shown at *a'* and *b'* in the drawings. The upper surface of the plate is curved longitudinally, so as to reduce the plate at its ends to a very trifling thickness; and furthermore, each of the parts *a' b'* is curved or tapered on its upper surface or reduced to a wedge shape, in manner as shown in Figs. 2 and 3.

Two or more of these machines or implements are to be employed in restoring a railway-car which may have run or be off its track to such track.

In its application to the track the implement is to be placed on one of the rails, and with the flange *a*, which projects downward from the plate A, laid directly against the inner edge of the rail, in which case the top surface of the part *b'* will descend toward the top surface of the rail, while the inclination of the surface of the part *a'* will descend from and below the said top surface of the rail. When the carriage is pressed forward, the flange of its wheel will run up and on the upper surface of the part *a*, the tread of the wheel running on the top surface of the flange *b*. The said flange *b* will guide the wheel toward the track-rail, the part *b'* causing the tread of the wheel to descend upon the rail.

What I claim as my invention is—

The car-restorer or combination of the arched plate A, the descending plane or part *b'*, and the two flanges *a b*, projecting from opposite sides of the said plate A, substantially as specified.

ROBERT HARPER.

Witnesses:

R. H. EDDY,

F. F. HALE, Jr.