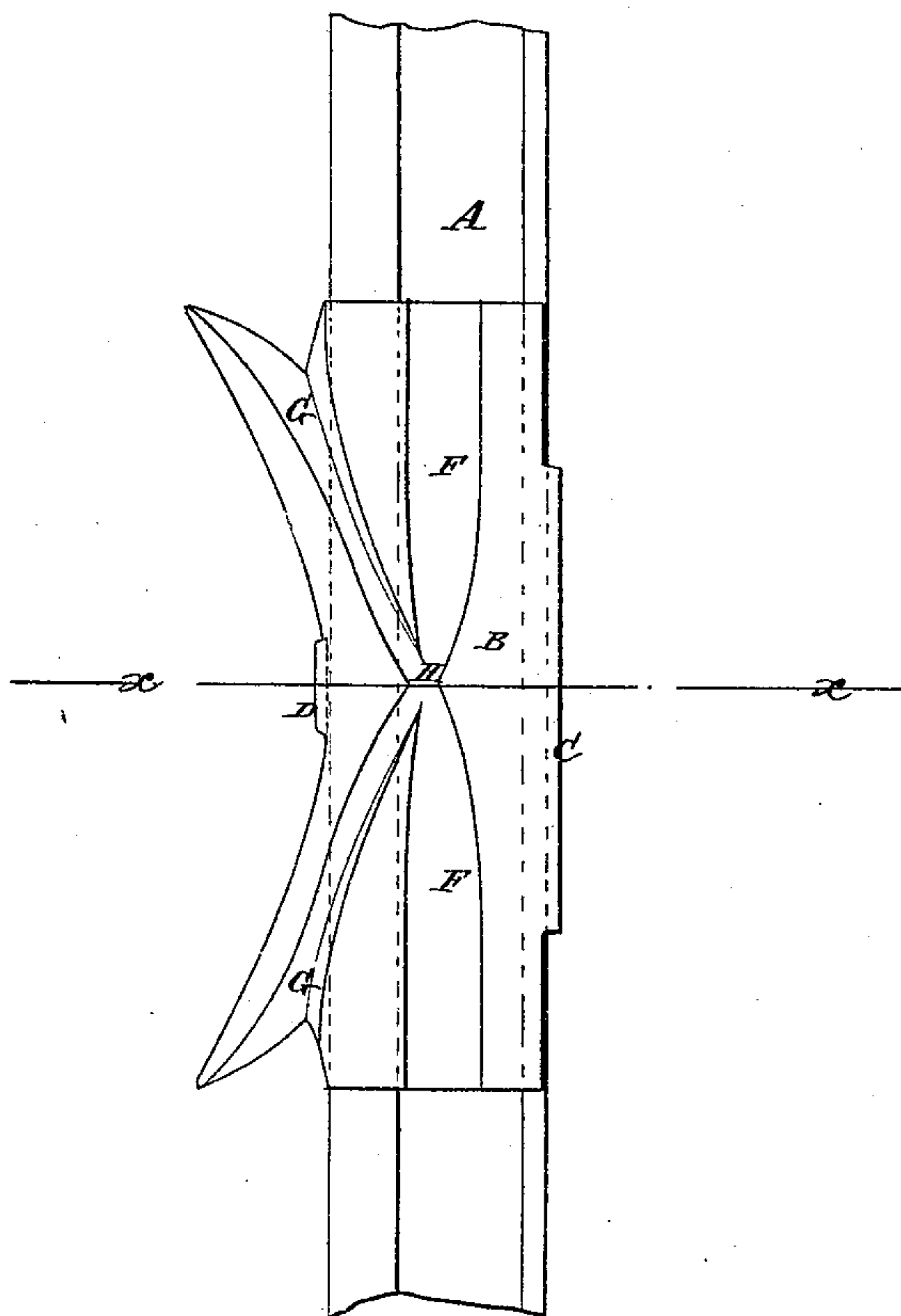


**J. R. WILDS.**  
**Car-Replacers.**

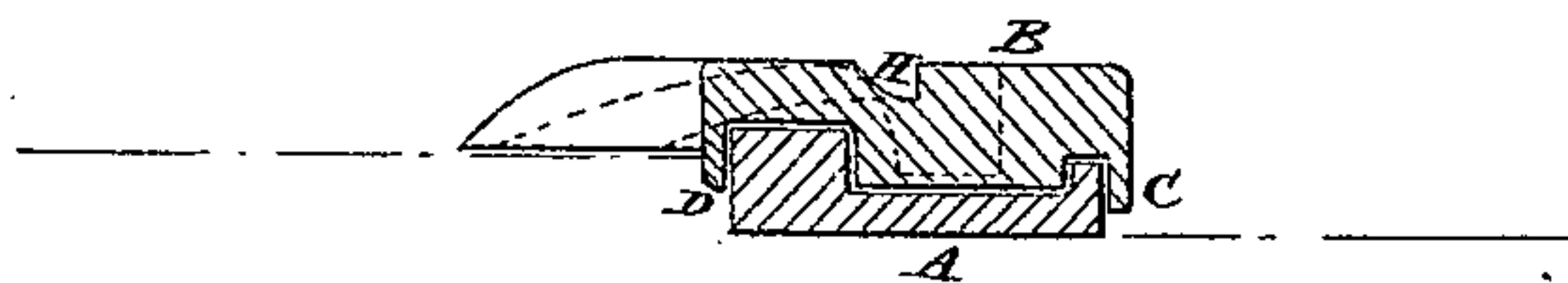
No. 151,331.

Patented May 26, 1874.

*Fig. 1*



*Fig. 2*



**WITNESSES:**

*A. W. Hampson*  
*Chadwick*

**INVENTOR:**

*J. R. Wilds*  
 BY *Munnell*

**ATTORNEYS.**

# UNITED STATES PATENT OFFICE.

JOHN R. WILDS, OF BROOKLYN, NEW YORK.

## IMPROVEMENT IN CAR-REPLACERS.

Specification forming part of Letters Patent No. 151,331, dated May 26, 1874; application filed April 11, 1874.

*To all whom it may concern:*

Be it known that I, JOHN R. WILDS, of Brooklyn, in the county of Kings and State of New York, have invented a new and useful Improvement in Railroad-Car Replacers, of which the following is a specification:

The object of this invention is to provide ready and convenient means for replacing railroad-cars when from any cause they have run from the track; and it consists in a flanged and grooved iron plate, which rests on the rail, constructed as hereinafter described.

In the accompanying drawing, Figure 1 is a plan view. Fig. 2 is a cross-section of Fig. 1 on the line *x x*.

Similar letters of reference indicate corresponding parts.

A represents the rail. B is the car-replacer. The bottom side of the replacer B is grooved to fit the top side of the rail with a flange, C, on one edge, and short flange or lug D on the other, so that it is held securely on the rail. From the middle of the replacer is an irregular-shaped groove or channel, F, inclining downward to the rail in each direction. The replacer extends over the outside of the rail, and has two oblique grooves or channels, G G, which intersect the channels F F. This part of the replacer is supported on the pavement. The channels G extend from the center H of the replacer, and incline downward in each direction, so as to terminate at the bottom out-

side of the "tread" of the rail, to receive the flange of the wheel of the displaced car, and to conduct it up to the center H, and then down the longitudinal groove F onto the rail.

As seen in the drawing, the replacer takes the displaced wheel from the outside of the rail; but it is obvious that by slightly modifying the form of the grooves and flanges on the under side to fit it to the rail, the displaced wheel between the rails may be replaced in the same manner. The overlapping portion of the replacer and the oblique channels would then be on the inside instead of the outside of the rail, supported on the pavement, as before described.

This replacer may be applied to the rails of either horse-car roads or to the T-rails of locomotive roads, the intersecting oblique and longitudinal channels F F and G G being the essential feature.

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

The bar B, grooved to fit the top of rail, having flange C on one side, lug D on the other, and grooves F G starting from a center, H, as shown and described, to form a self-adjusting car replacer.

JOHN R. WILDS.

Witnesses:

T. B. MOSHER,

ALEX. F. ROBERTS.