

(No Model.)

S. D. REEVE.  
Car Replacer.

No. 230,716.

Patented Aug. 3, 1880.

Fig 1.

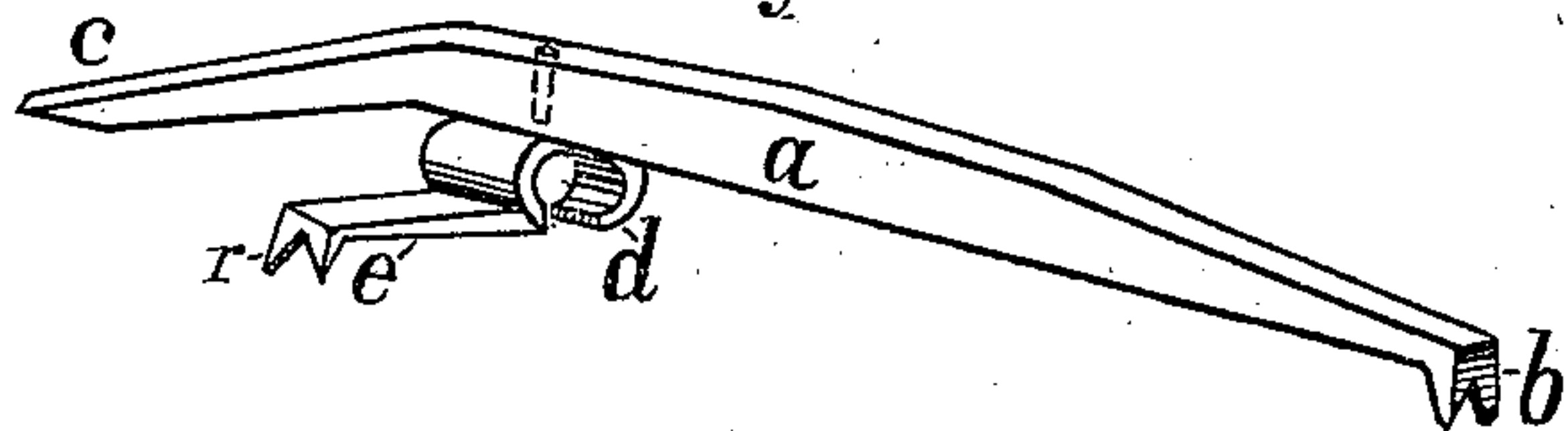


Fig 2.

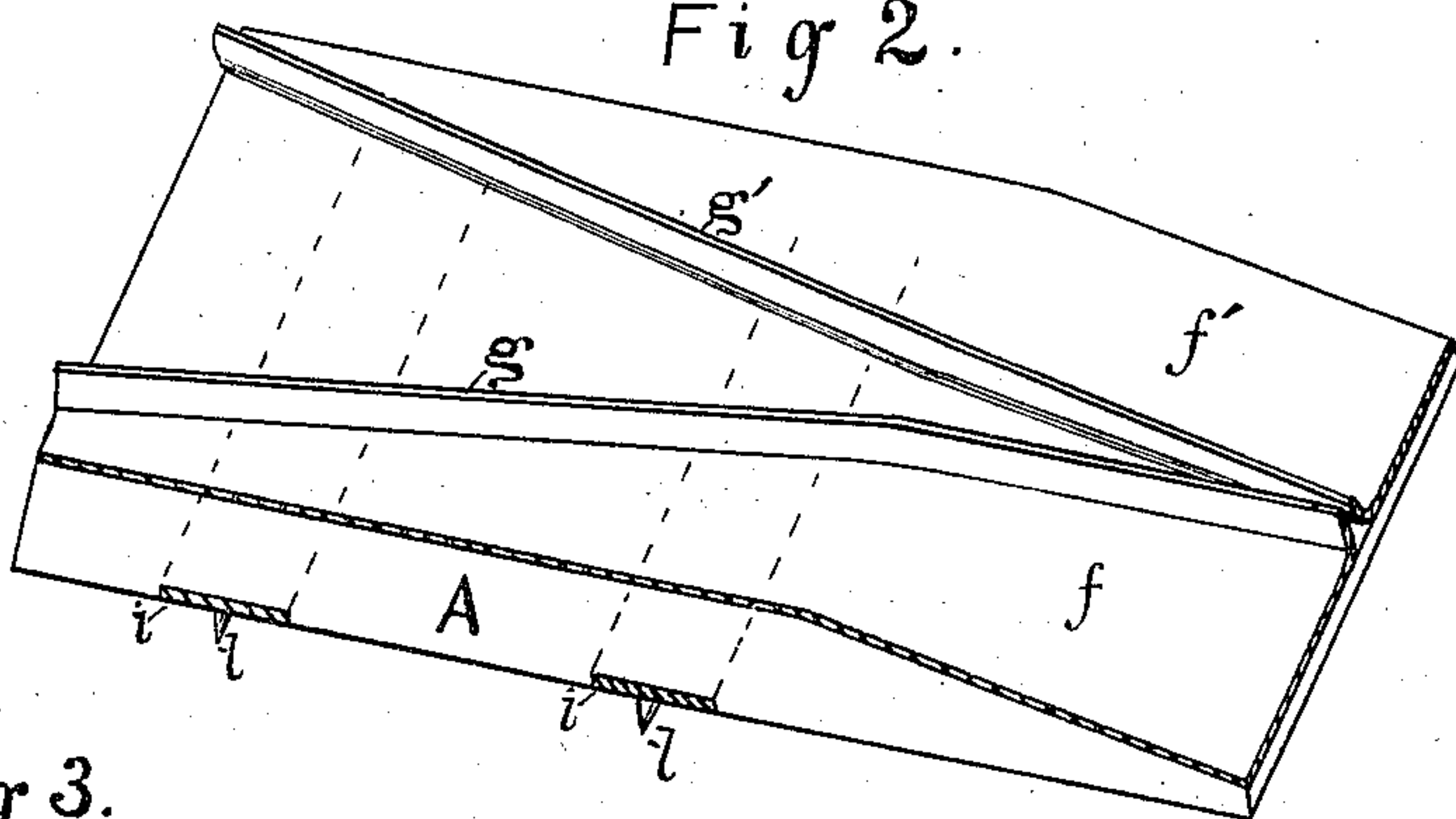


Fig 3.

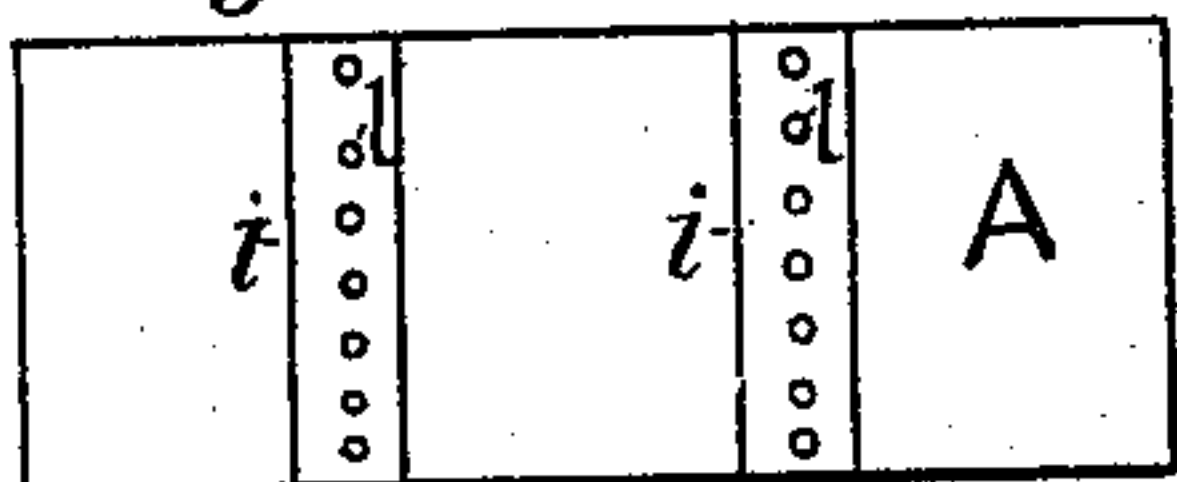
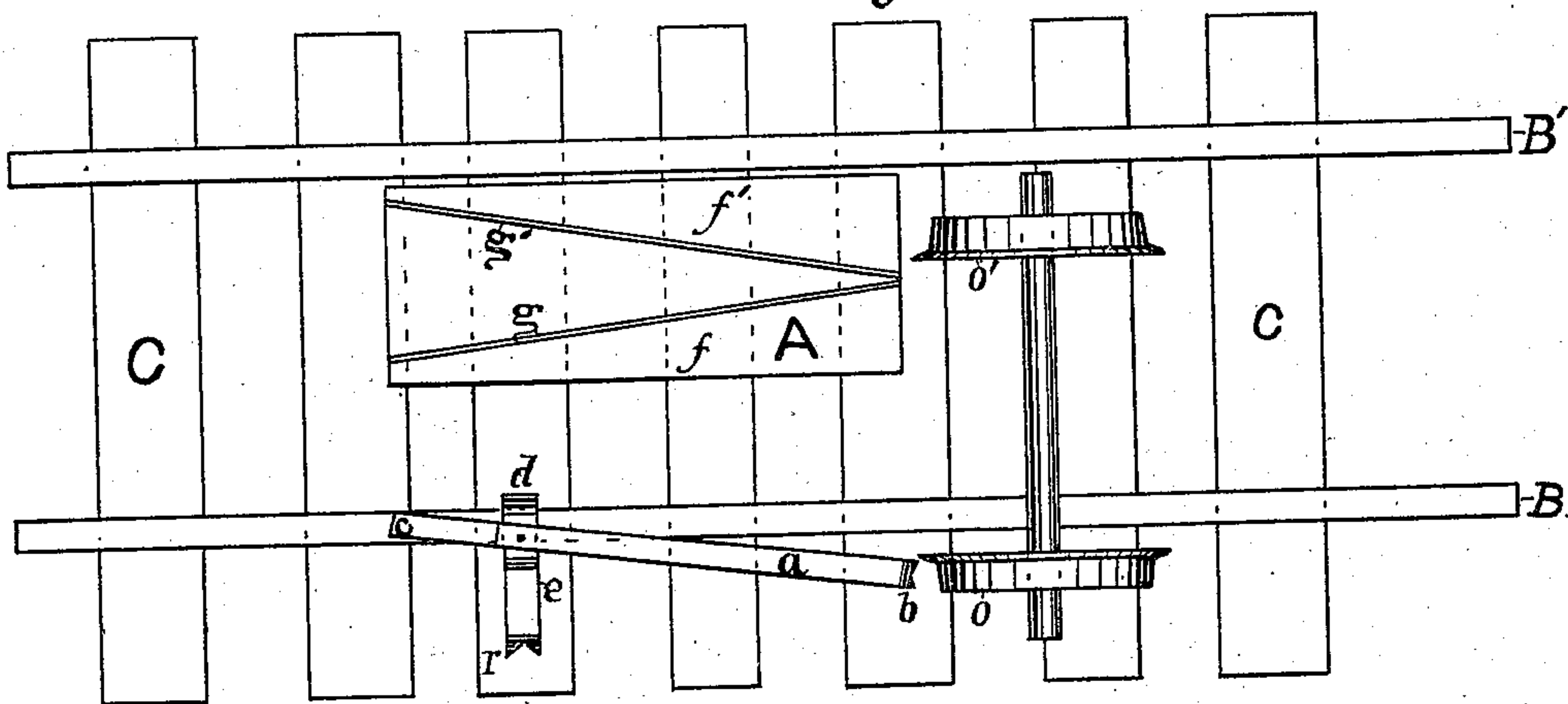


Fig 4.



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# UNITED STATES PATENT OFFICE.

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## CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 230,716, dated August 3, 1880.

Application filed March 25, 1880. (No model.)

*To all whom it may concern:*

Be it known that I, SANFORD D. REEVE, of Aurora, in the county of Kane and State of Illinois, have invented certain new and useful Improvements in Railway-Car Replacers; and I hereby declare the following to be a full, clear, and exact description thereof, which will enable others skilled in the art to which my invention relates to make and use the same, reference being had to the accompanying drawings, forming a part hereof, and in which—

Figures 1 and 2 represent a perspective view of the two parts of my apparatus. Fig. 3 represents a plan view of the under side of Fig. 2; and Fig. 4 represents a plan view of my improved car-replacers as arranged and applied to a pair of derailed wheels.

Like letters of reference indicate like parts.

My invention relates to that class of devices employed for replacing cars upon a railway-track; and it consists in the combination and arrangement of the several parts, as hereinafter more fully described and claimed.

In the drawings, *a* represents a steel or iron bar of about from three to five feet in length, provided with a claw, *b*, at its rear end, and a tongue, *c*, at the other end, near the base of which is loosely pivoted a clamp, *d*, provided with an arm, *e*, and a claw, *r*, at its outer end.

*A* represents a base of hard-wood plank, upon the upper surface of which are firmly attached two steel or iron plates, *f f'*, provided with flanges *g g'*, and upon the under side thereof are also firmly attached two or more metal plates or strips, *i*, preferably of thick boiler-plate steel, provided with a series of spurs, *l*.

The operation of my improved railway-car replacer is as follows: The bar *a* is attached by its clamp *d* to the outside of the rail *B*, over which the derailed train is standing, with the claw *b* on a tie out far enough to catch the rim or flange of the wheel *o* on its inside edge. Against the inside of the other rail, *B'*, is placed the base *A*, so that the flange *g'* of the plate *f'* shall catch the flange of the wheel *o'* upon its outer edge or side next to the rail *B'*.

When the rail or bar *a* and base *A* are placed in the position as indicated and described the car is drawn forward over the apparatus, which, by the construction and arrangement just described, causes the wheels *o o'*, as they pass forward, to mount the rails *B B'*. The flange of wheel *o'* being pushed over toward *B'* by the flange *g'*, and the flange of wheel *o* being pushed in the same manner by its action against the inside edge of rail *a*, and by the time that the wheel *o* has passed over the tongue *c* its flange is again on the inside of the rail *B* and the wheel *o'* is in its place, the level part of the base *A* being made thick enough to raise the tread of the wheel above the top of the rail.

The tongue *c* of bar *a* forms an inclined plane, its end resting upon the top of rail *B*, thus causing the wheel *o* to roll down gradually, and at the same time prevents the other end of the bar *a* from "kicking up," and thereby becoming displaced, as would be the case when made without the tongue *c*. The claws, clamp, tongue, and spurs, by their hold, tend to keep the apparatus in the desired position, so that an entire train may readily be replaced upon the rails with great facility.

When the wheels are derailed upon the other side of the track from that shown the bar *a* is placed outside of the rail *B'* and the base *A* against the opposite rail, when plate *f*, with its flange *g*, will operate.

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

1. The base *A*, provided with the flanges *g* *g'* and spurs *l*, substantially as and for the purpose specified.

2. The bar *a*, provided with the swiveled and claw clamp *d*, claw *b*, and beveled tongue *c*, in combination with the base *A*, provided with the flanges *g g'* and spurs *l*, substantially as and for the purpose specified.

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Witnesses:

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