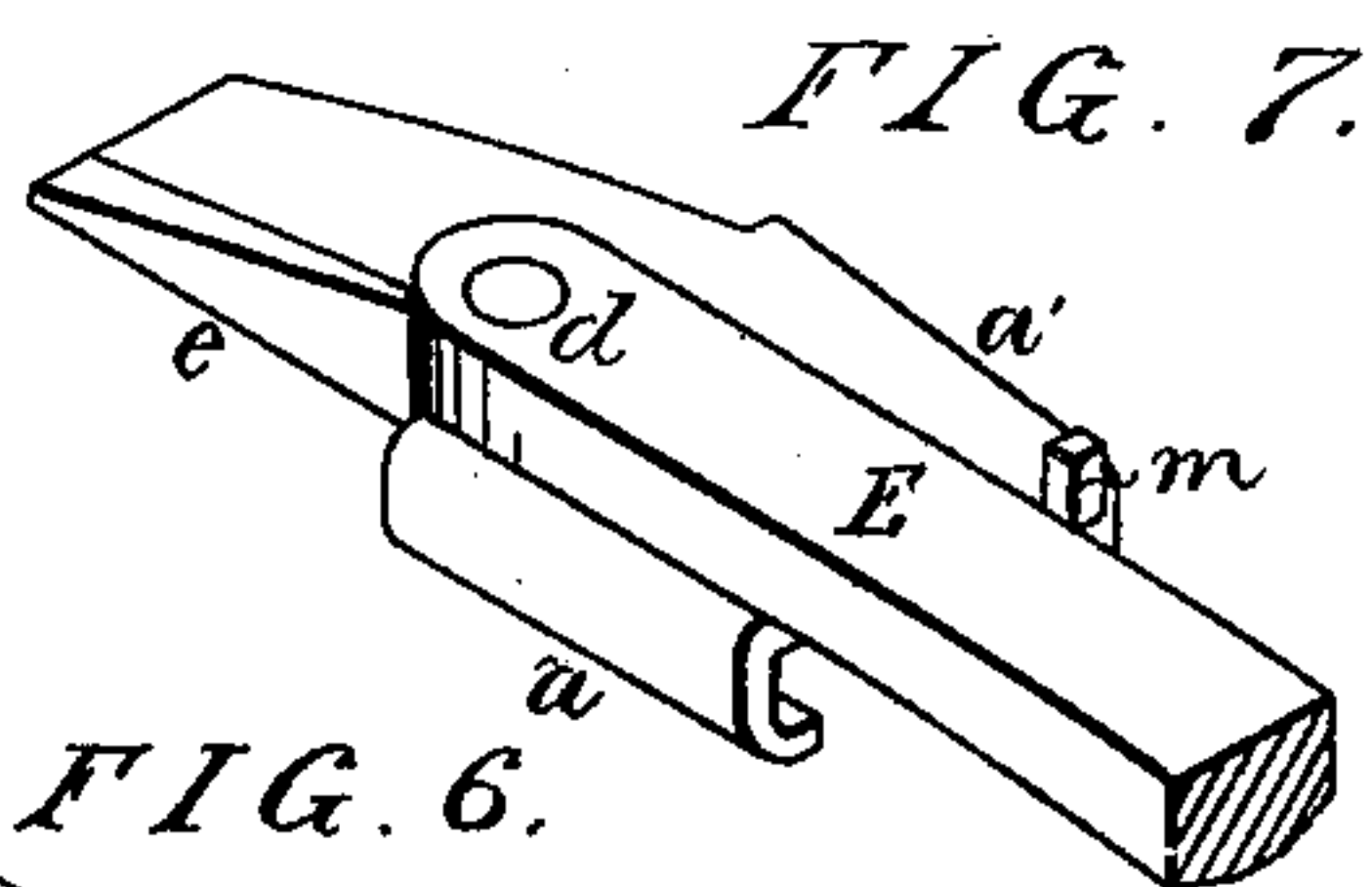
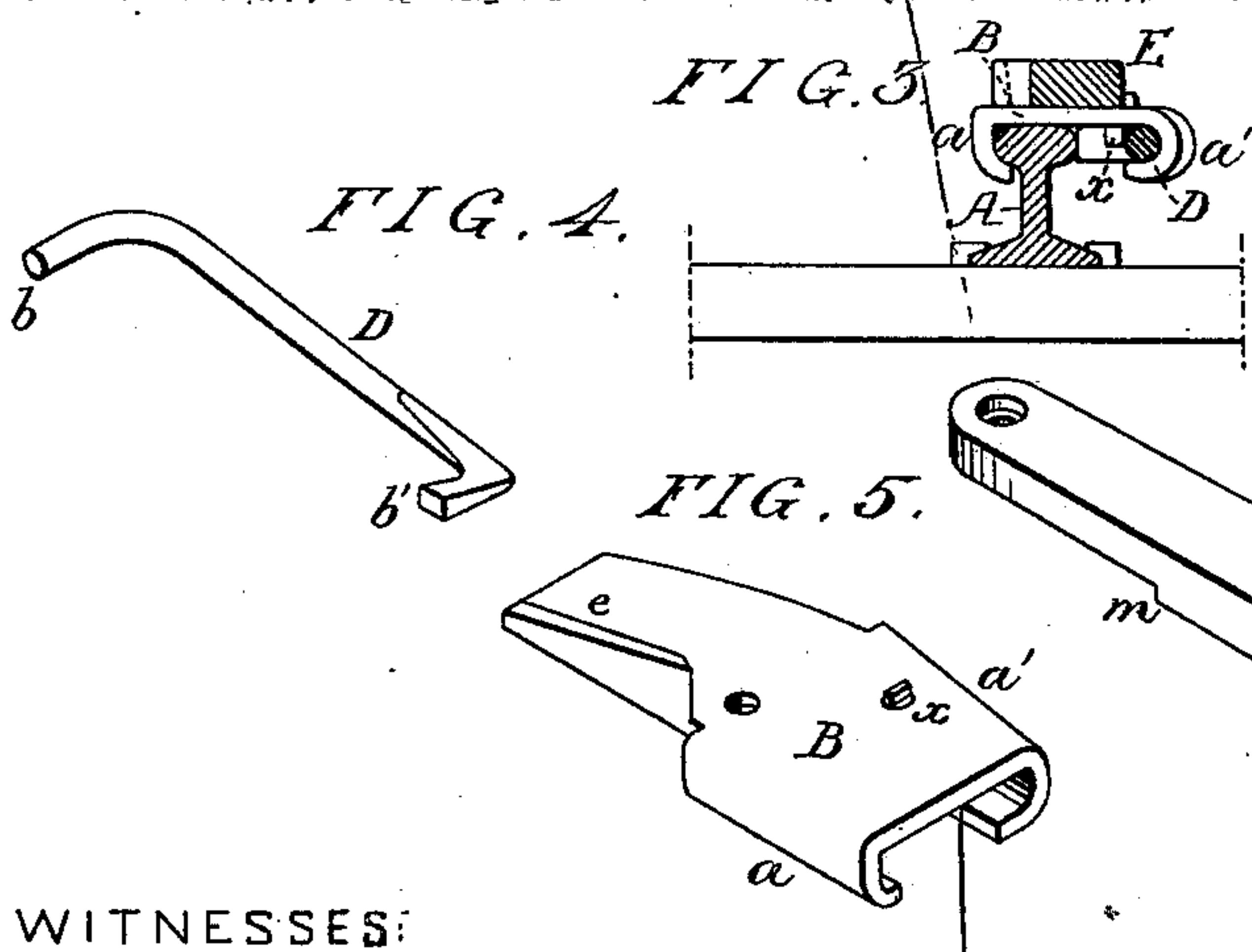
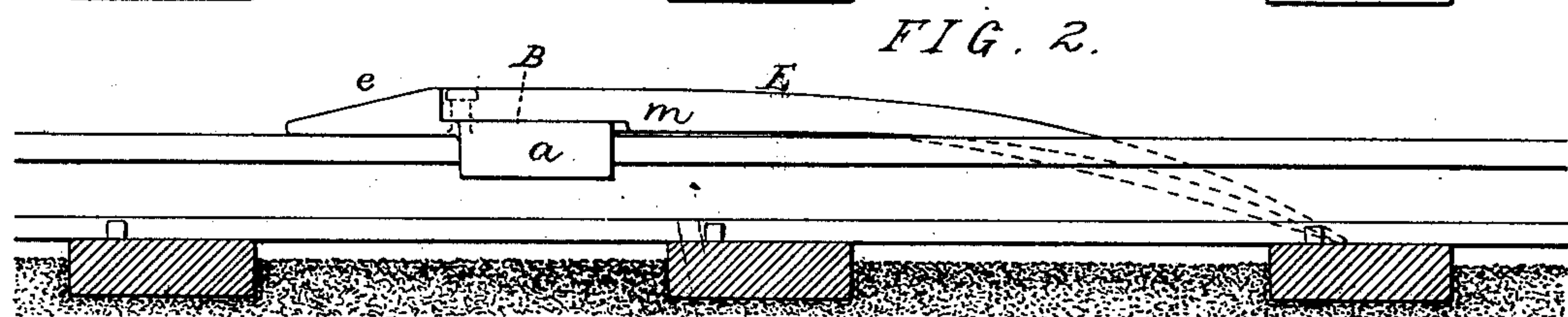
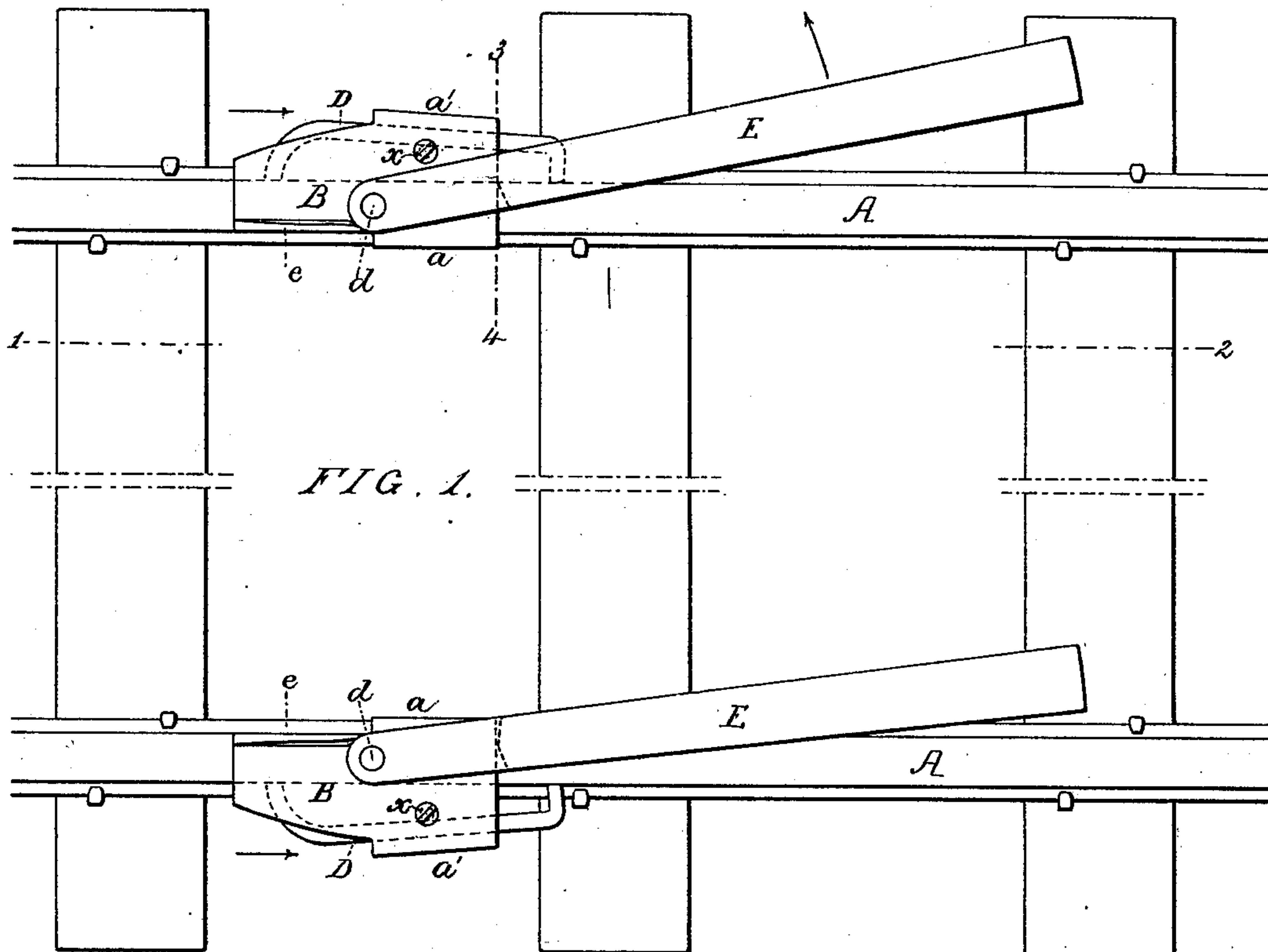


(No Model.)

J. PARKER.
Car Replacer.

No. 235,286.

Patented Dec. 7, 1880.



WITNESSES:

L. M. Quimer.
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UNITED STATES PATENT OFFICE.

JOSEPH PARKER, OF READING, PENNSYLVANIA.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 235,286, dated December 7, 1880.

Application filed June 24, 1880. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH PARKER, a citizen of the United States, residing in Reading, in the county of Berks and State of Pennsylvania, have invented an Improvement in Car-Replacers, of which the following is a specification.

My invention relates to certain improvements in that class of car-replacers in which a bridge-rail is pivoted to a rail-clamp, the objects of my improvements being to permit the ready application and removal of the rail-clamp, to insure the firm retention of the same when in use, to provide for the proper guidance of the wheels onto the track, to prevent undue lateral movement of the bridge-rails, and to permit the close fitting of said bridge-rails to the main rails of the track.

In the accompanying drawings, Figure 1 is a plan view of a section of railroad-track with my improved car-replacer adapted thereto; Fig. 2, a section on the line 1 2; Fig. 3, a section on the line 3 4; Figs. 4, 5, and 6, perspective views of the parts of the device detached from each other, and Fig. 7 a perspective view illustrating a modification of the invention.

A A represent the opposite rails of the track, to each of which is adapted a clamp, B, the inner hooked flange, *a*, of which is straight, and adapted to embrace the inner edge of the tread of the rail, the outer hooked flange, *a'*, of the clamp being inclined and arranged at some distance from the outer edge of the tread, between which and said flange intervenes an elastic wedge-bolt, D, consisting of a simple bar of wrought iron or steel bent at each end so as to form two legs, *b b'*, the former of which is somewhat longer than the latter. The longitudinal portion of the bolt D is adapted to the hooked flange *a'* of the clamp B, the ends of the legs *b b'* bearing against the outer edge of the tread, so that on driving the wedge-bolts in the direction of the arrows, Fig. 1, the clamps B will be firmly secured to the rails A, the elasticity of the wedge-bolts, however, preventing any excessive strain upon the flanges *a a'* of the clamp.

Each clamp B has a pin, *d*, to which is pivoted one end of a bridge-rail, E, the latter being curved or bent, so that when the clamps B

are applied to the rails A, as shown in Figs. 1 and 2, the free ends of the bridge-rails E will rest upon one of the cross-ties, the said rails E thus forming inclined planes, whereby the wheels of the car-truck are elevated and directed laterally onto the rails A A.

Each of the clamps B has on the inner side a flange, *e*, which forms a continuation of the bridge-rail E, the upper edge of said flange being inclined, so as to prevent the wheel from dropping suddenly and with a jar onto the rail A as said wheel leaves the bridge-rail. The flanges *e* also engage with the flanges of the wheels and direct the same to their proper positions on the inside of the treads of the rails. In the absence of the flanges *e* the wheels have a tendency to retain the direction of movement imparted to them by the inclined bridge-rails, a tendency which sometimes results in throwing the wheels over the rails to the side opposite that from which they have just been guided.

The under side of each bridge-rail E has its opposite edges *ii* beveled or recessed for about two-thirds of its length, so that said rail can overlap the main rail A throughout a considerable portion of its length, thereby permitting the adjustment of the free end of the bridge-rail to a position close to the main rail A.

The bridge-rails shown in Figs. 1, 2, and 6 have on the under side a shoulder, *m*, which, when the bridge-rail is adjusted to a position outside of the main rail A, comes into contact with the edge of the clamp B and prevents undue movement of said bridge-rail in the direction of the arrow, owing to the lateral thrust exerted by the flange of the car-wheel. When the bridge-rail is adjusted to a position on the inside of the main rail A the latter serves as an abutment for the said bridge-rail, and enables it to resist the lateral thrust of the wheel-flange.

Instead of being formed on the rail E, the shoulder *m* may be formed on the clamp B, as shown in Fig. 7, the result being substantially the same in either case.

The device above described can be readily applied or removed, a few blows of a hammer upon the wedge-bolts D being all that is necessary to secure the clamps B to or release them from the rails A, the loss of the wedge-

bolts being prevented by means of vertical pins x , which serve to secure the bolts laterally to the flanges a' of the clamps B, but do not interfere with the free longitudinal movement of the bolts.

I claim as my invention—

1. The combination of a rail, A, a clamp, B, adapted thereto, a bridge-rail, E, pivoted to the clamp B, and an elastic wedge-bolt, D, whereby the clamp is secured to the tread of the rail, as set forth.

2. The within-described elastic wedge-bolt, consisting of a bar of iron or steel bent at its opposite ends so as to form a long leg, b , and a short leg, b' , as set forth.

3. The combination of a rail, A, a clamping-wedge, D, and a clamp, B, having a straight flange, a , adapted to embrace one side of the

rail-tread, and an inclined flange, a' , adapted for the reception of the wedge D, which bears on the opposite side of said tread, as specified.

4. The combination of the rail A, the rail-clamp B, and the bridge-rail E, pivoted to said clamp B and having beveled edges $i i$ on its under side, whereby it is adapted to overlap and fit closely to the rail A, as specified.

5. The combination of the rail-clamp B, the wedge-bolt D, and the retaining-pin x , as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOSEPH PARKER.

Witnesses:

JAMES R. KENNEY,

J. H. JACOBS.