

(No Model.)

R. E. ALEXANDER.

CAR REPLACER.

No. 293,996.

Patented Feb. 26, 1884.

*Fig. 1.*

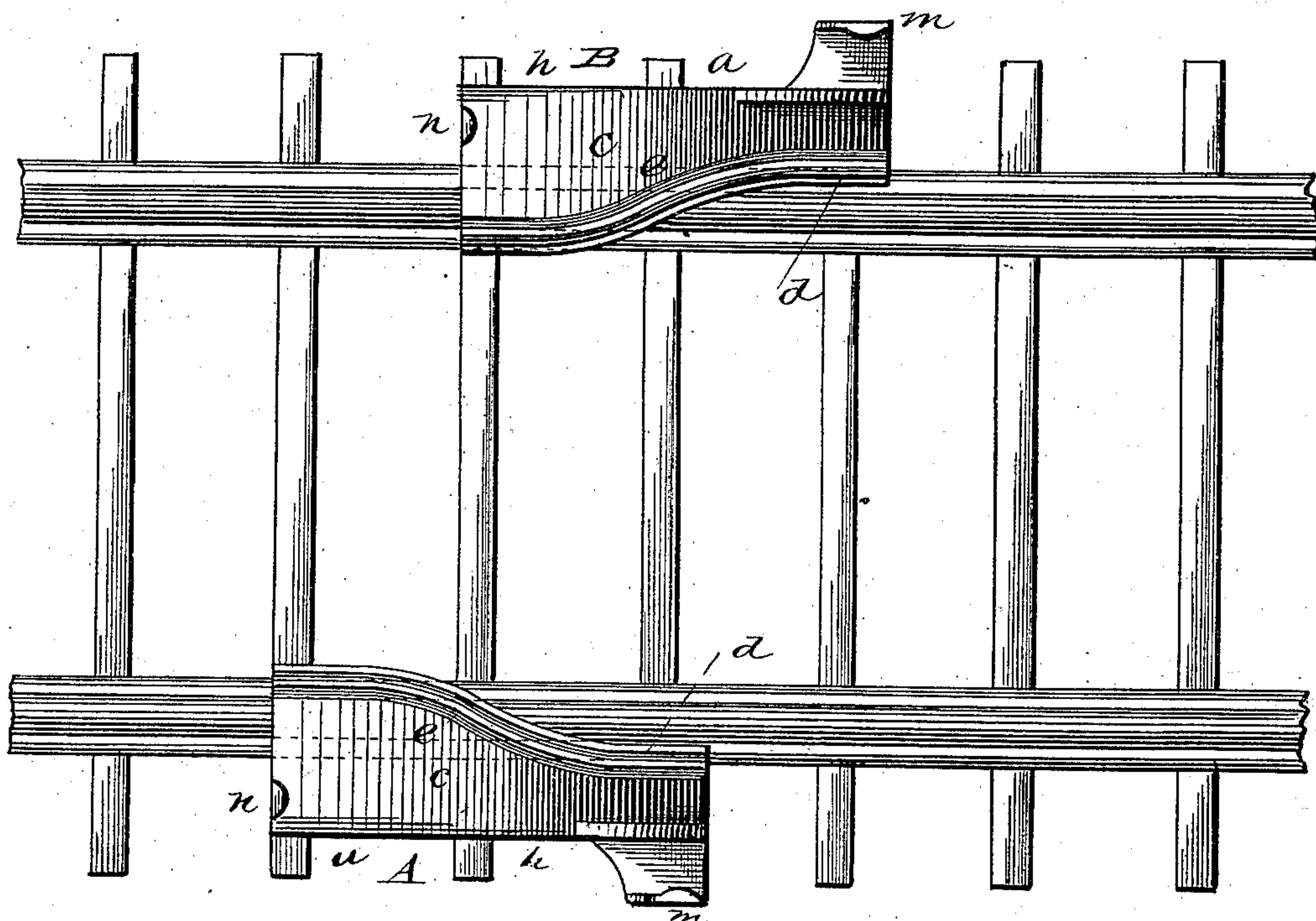
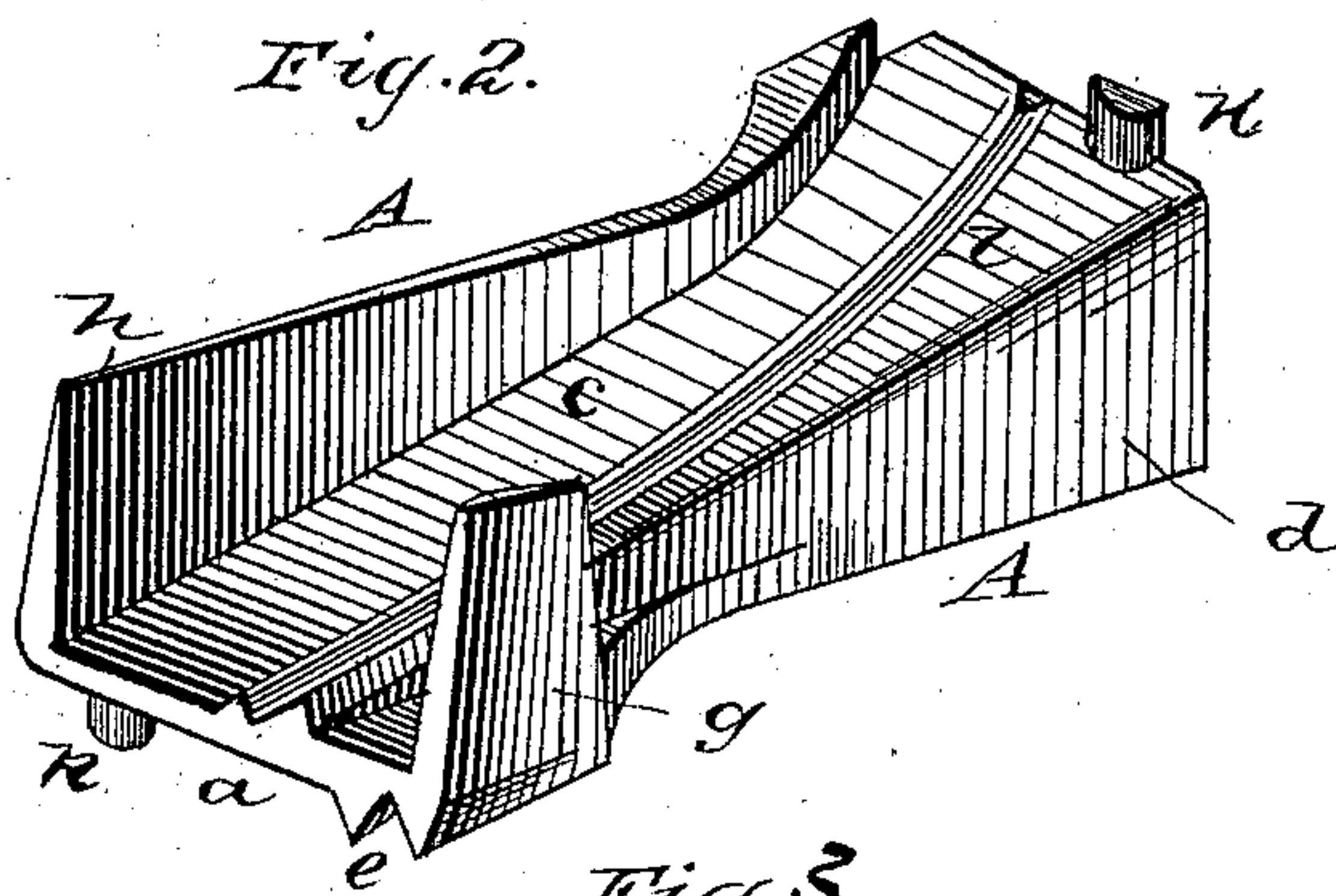
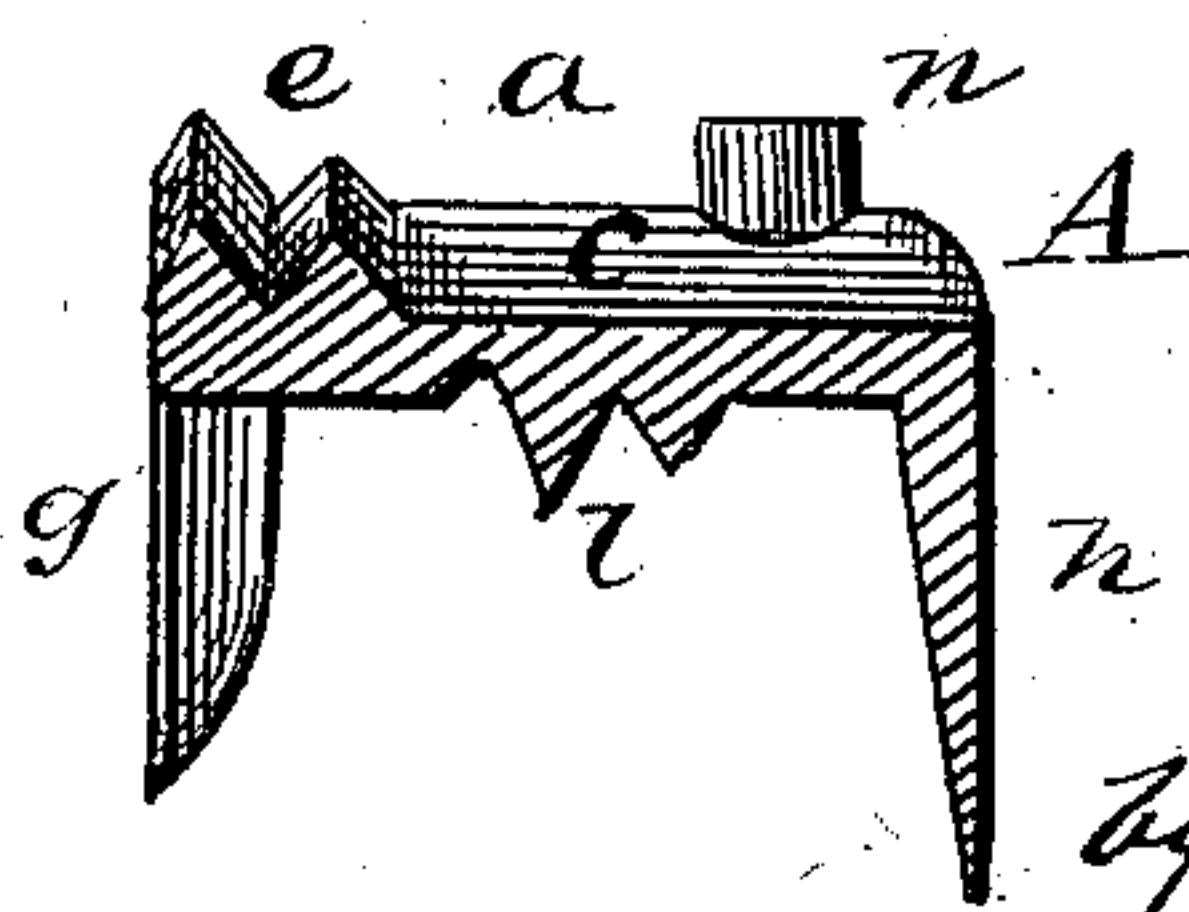


Fig. 2.



*Fig. 3.*



*Witnesses:*

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# UNITED STATES PATENT OFFICE.

ROBERT E. ALEXANDER, OF NIAGARA, PENNSYLVANIA.

## CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 293,996, dated February 26, 1884.

Application filed May 12, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, ROBERT E. ALEXANDER, a citizen of the United States, residing at Niagara, in the county of Wayne and State of Pennsylvania, have invented certain new and useful Improvements in Car-Replacers; and I do 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.

Figure 1 of the drawings is a top view of my device. Fig. 2 is a perspective view of the same, and Fig. 3 is a cross-sectional view.

The object of this invention is to facilitate the operation of replacing railway-cars on the track when they have been derailed; and the invention consists in the construction and novel arrangement of devices, as hereinafter set forth, and particularly pointed out in the claims appended.

In the accompanying drawings, the letter A designates one of the cast-iron replacers, and B its fellow. These replacers are designed to be used together—one being employed in connection with the right-hand rail of the track, while the other is used in connection with the left-hand rail. The replacer A is reversible, and is formed with an inclined body or way, *c*, having on one side an upturned flange or support, *d*, next which is a groove, *e*, which serves as a guide for the flange of the wheel, so that when the replacer is in position the wheel is carried across the rail sufficiently to allow the flange of the wheel to engage the inside of the rail in the proper manner. The replacer is provided with a leg, *g*, which engages the rail and holds the replacer in connection therewith, the main portion of the replacer in this case being laid outside the rail. The replacer is also formed with a downwardly-turned flange or support, *h*, whereby its outer side is held up to support the weight of the car.

On the under side of the body portion *a* is formed, at the foot of the incline, a lug, *k*,

which is designed to engage one of the ties, to prevent the replacer from slipping endwise when in operation. When this replacer is operated from the inside of the track, it is reversed or turned over, bringing the other side of the inclined body or way *c* into action. This side of the body is also provided with a curved groove, *l*, on the opposite side of the way from the flange *h*, so that when the wheel moves up the incline its flange, guided by the groove *l*, will come into proper position on the inside of the rail. In this position the replacer engages the rail by means of a lug or leg, *m*, on the outside thereof, and a lug, *n*, at the bottom of the incline serves to engage a tie, to prevent the replacer from slipping. When this replacer is used on the left-hand track, it will guide the wheels from the opposite direction. The other replacer, B, is of corresponding formation, except that where the track-groove of the replacer A is curved to the right that of the replacer B is curved to the left; and on the opposite side the track-groove of the latter is curved to the right when that of the former is turned to the left. These replacers, therefore, form a pair or set, and operate together, being connected to opposite rails of the track.

Each replacer has four different positions—two on one track and two on the opposite track—so that in whatever position a car may be when derailed the replacers can be adjusted to guide it on the track.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

1. A reversible car-replacer having lateral flanges *d h*, and holding legs or lugs *g m*, and an inclined track-body, *c*, having on one side a guide-groove, *e*, next the lateral flange, and on the other side a guide-groove, *l*, separated from the flange by an interval, substantially as specified.

2. A pair of reversible right and left car-replacers, A and B, respectively formed with lateral flanges, inclined track-bodies, and curved guide-grooves on said track-bodies, substantially as specified.

3. The combination, with a right-hand car-

replacer, A, having lateral flanges *d h*, and  
holding-lugs *g m*, and an inclined track-body,  
*e*, formed with curved guide-grooves *e l*, re-  
spectively, on opposite sides thereof, of a left-  
5 hand replacer, B, of similar formation, but  
having its guide-grooves reversely curved with  
reference to those of the right-hand replacer,  
substantially as specified.

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

ROBERT E. ALEXANDER.

Witnesses:

R. M. STOCKER,  
J. B. ELDRED.