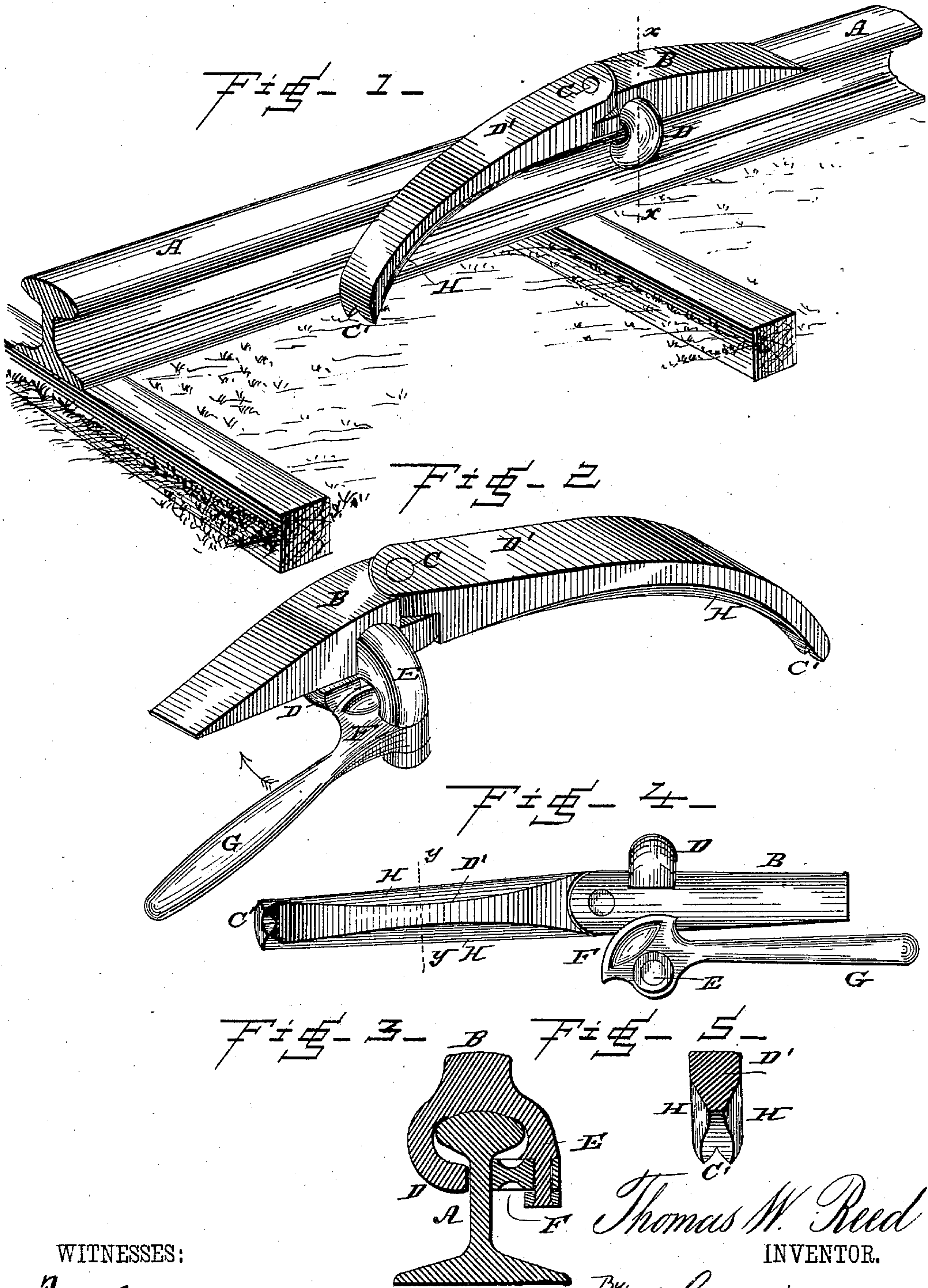


(No Model.)

T. W. REED.
CAR REPLACER.

No. 304,856.

Patented Sept. 9, 1884.



WITNESSES:

Fred. L. Dieterich,
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UNITED STATES PATENT OFFICE.

THOMAS WILLIAM REED, OF HARRISBURG, PENNSYLVANIA, ASSIGNOR OF
ONE-HALF TO JOHN HERVEY PATTON, OF SAME PLACE.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 304,856, dated September 9, 1884.

Application filed April 25, 1884. (No model.)

To all whom it may concern:

Be it known that I, THOMAS WILLIAM REED, a citizen of the United States, and a resident of Harrisburg, in the county of Dauphin and State of Pennsylvania, have invented certain new and useful Improvements in Car-Replacers; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view illustrating the application and use of my improved car-replacer. Fig. 2 is a similar view of the device removed from the track. Fig. 3 is a cross-section through the line *xx* in Fig. 1. Fig. 4 is a bottom plan of the device, and Fig. 5 is a cross-section through line *yy* in Fig. 4.

Similar letters of reference indicate corresponding parts in all the figures.

My invention has relation to devices for replacing cars which have become derailed upon the track, or so-called "car-replacers;" and it consists in the improved construction and combination of parts of the car-replacer which will be hereinafter more fully described and claimed.

In the accompanying drawings, A denotes a portion of a railway-track. B is the shoe of the device, which consists of a short wedge-shaped block rounded slightly on its under side, so as to fit upon the cap or tread of the rail. To the back part of the shoe B is hinged by the bolt C the movable guide-rail D', which is curved in a downward direction and provided with a notch, C', at its outer end, forming a sharp jaw adapted to bite into the road-bed or one of the cross-ties. The short piece or shoe B has on one side a hook-shaped projection, D, adapted to clasp over the top of the rail and bind with its lower end against the web of the same, and on the other side, opposite to the hook D, is a similar projection or curved arm, E, in the lower end of which is pivoted a cam or eccentric, F, adapted to move in a horizontal plane, and provided with a lever or handle, G. This cam is so arranged

that it will be opposite to the lower end of the hook D, so that it will bind against the web or side of the rail by moving the lever G in the direction indicated by the arrow. The long arm or curved guide-rail D' is cut away on its under side to form two bevels, H H, one on each side, which admits of this part being placed close up against the track and wheels of the car that is off the track.

The operation of this device is as follows: The shoe B is fastened firmly upon the rail by means of its binding cam or eccentric F, which is forced against one side of the rail under the tread by means of its handle G, as will clearly appear by reference to Fig. 3 of the drawings. The movable curved part or guide-rail D' is then moved so that its outer end will come under the wheel which is to be replaced upon the track. The bevels H on the under side of the guide-rail will, as above stated, permit of this being brought up close against the track and wheels, so that there will be no difficulty in pulling the car up upon this part D' and over the hinge or bolt C upon the shoe B, which will guide the wheel down upon the track. It will be seen that the more the car pushes against the guide-rail of the shoe the firmer will the device bind against the rail by forcing the cam or eccentric F up against the web of the same, so as to clamp it between the hook D and cam F.

This device should be constructed of such a length that it may readily be placed between the wheels of the truck, so that in case only one pair of wheels should become derailed while the other pair remains on the track they can easily be replaced. This often happens, and no car-replacer with which I am familiar, except the one invented by me which forms the subject of this present application, can be used where that condition arises.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

The improved car-replacer herein shown and described, the same consisting of the shoe B, having on one side the fixed hook D and on the other side the corresponding downward projection or bearing, E, hinged guide-rail D',

pivoted upon the rear end of the shoe, and beveled on its under side to adapt it to lie close up against the rail and wheels, and cam or eccentric F, adapted to move in a horizontal plane, and provided with the operating lever or handle G, the whole constructed and combined substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

THOMAS WILLIAM REED.

Witnesses:

J. HERVEY PATTON,
WM. WOLF.