

(No Model.)

I. SNOW.
CAR REPLACER.

No. 319,337.

Fig: 1.

Patented June 2, 1885.

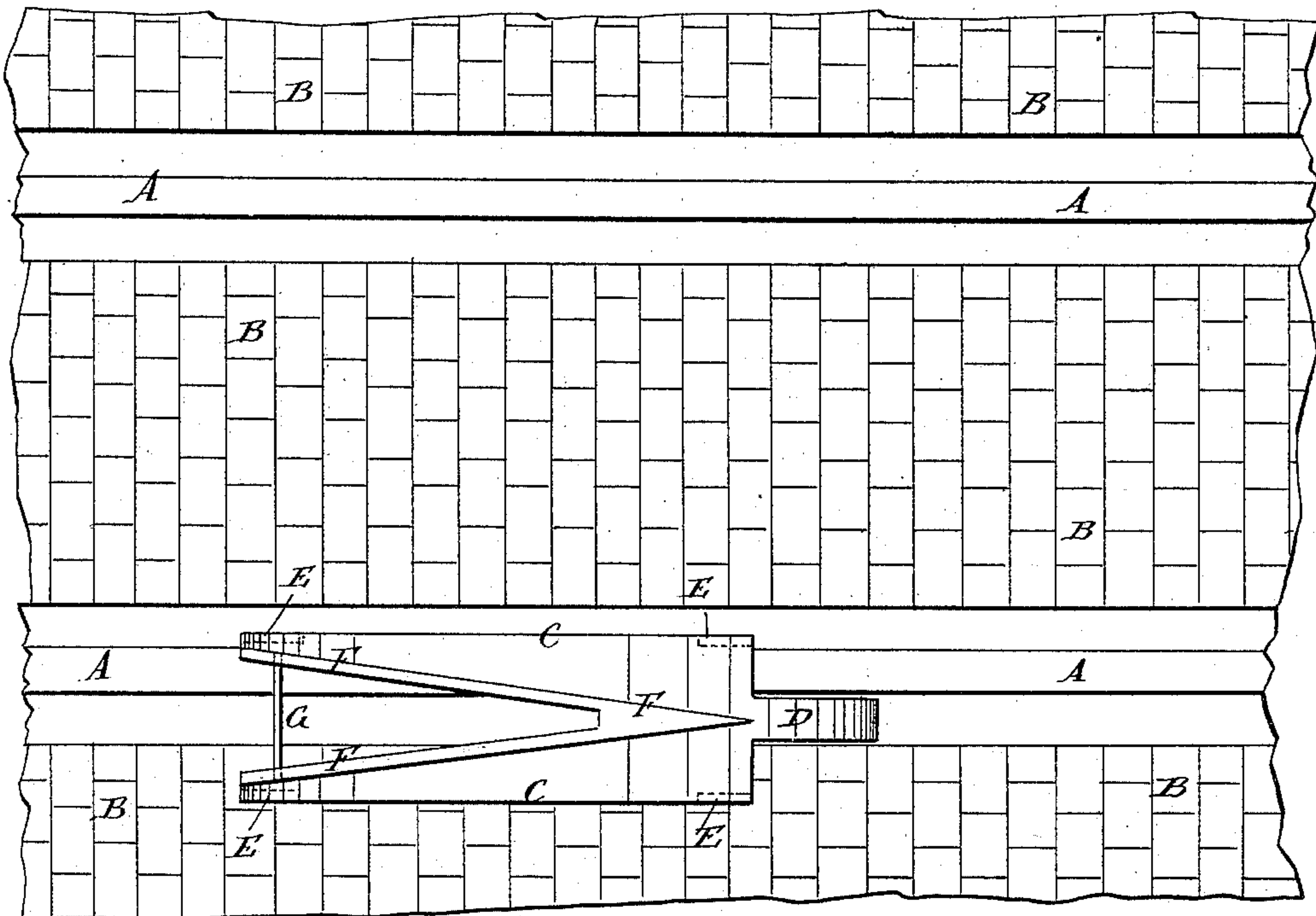


Fig: 2.

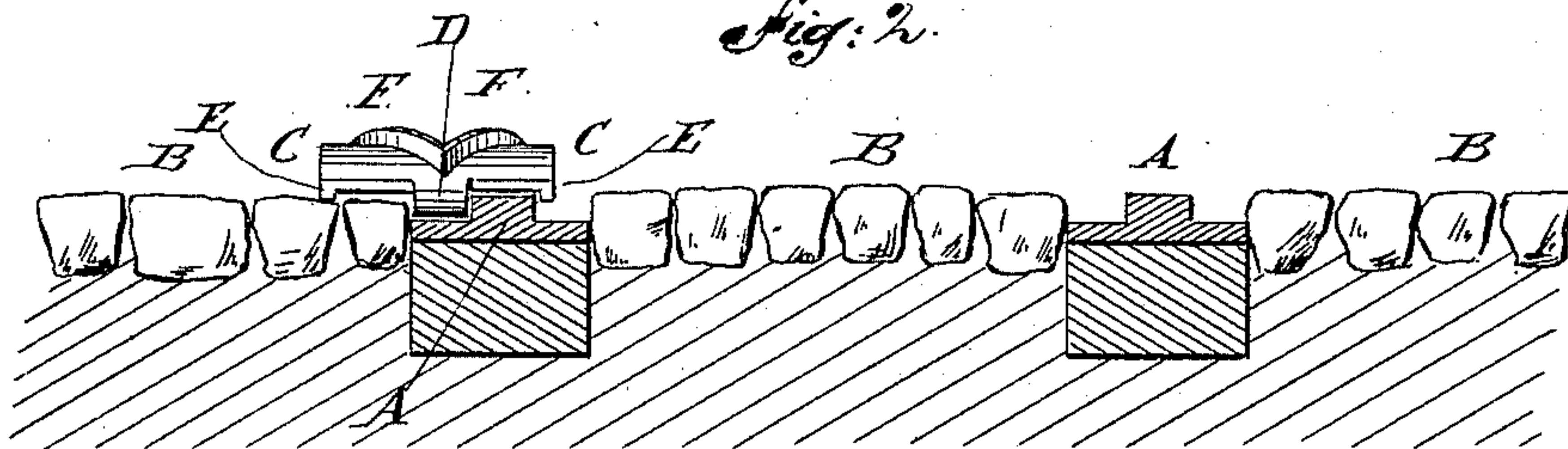
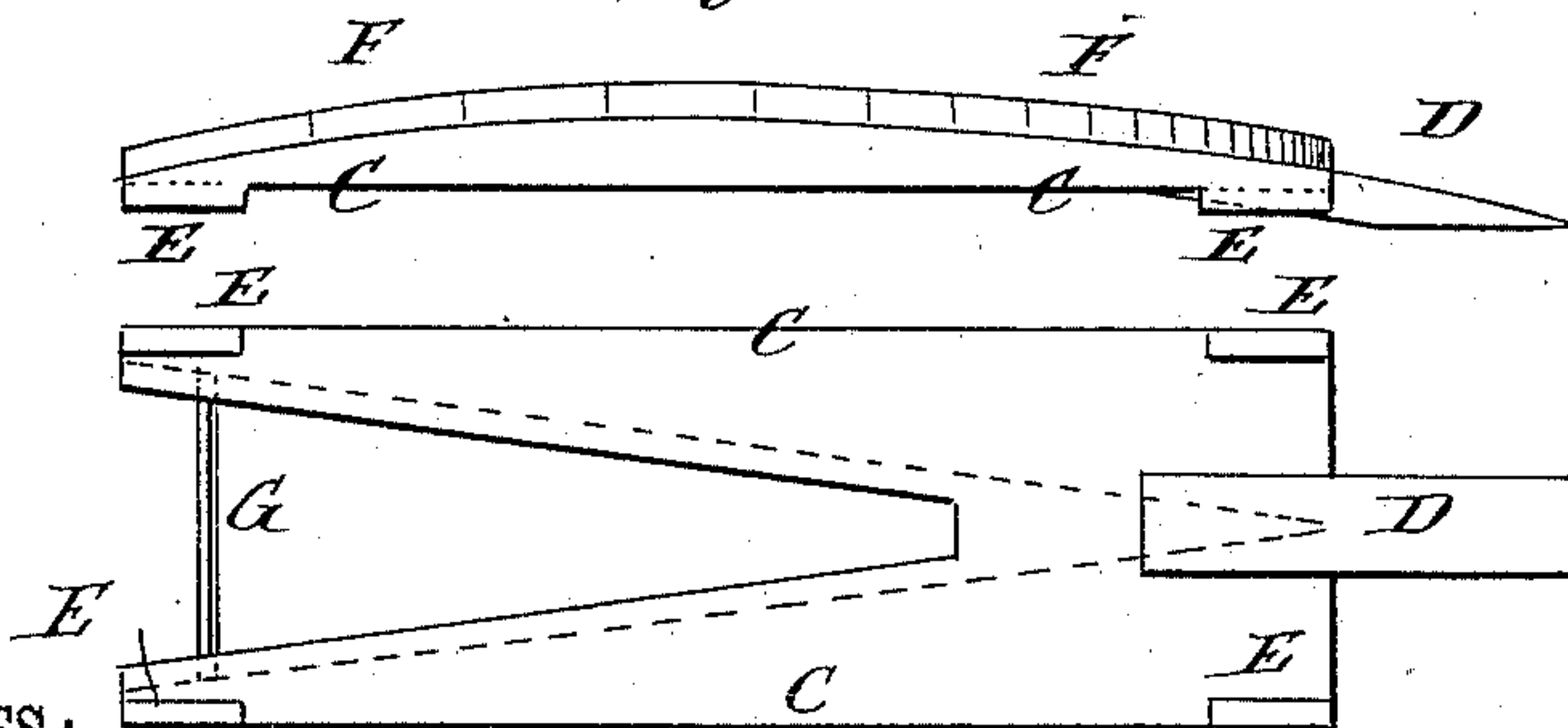


Fig: 3.



WITNESSES:

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Fig: 4.

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CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 319,337, dated June 2, 1885.

Application filed April 23, 1885. (No model.)

To all whom it may concern:

Be it known that I, ISAAC SNOW, of the city, county, and State of New York, have invented a new and useful Improvement in Car-Replacers, of which the following is a full, clear, and exact description.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of one of my improved replacers, shown as applied to a track-rail. Fig. 2 is a front elevation of the same, the track being shown in section. Fig. 3 is a side elevation of the same. Fig. 4 is an under side view of the same.

The object of this invention is to provide car-replacers constructed in such a manner that they will guide the flanges of car-wheels over the track-rail, and thus return the car to its place upon the track, and which shall be simple in construction, convenient in use, effective in operation, durable, light, and readily transported.

The invention consists in a car-replacer constructed with inclined tongue, lugs, and a V-shaped flange, as will be hereinafter fully described and then claimed.

A represents the rails of a railroad-track, and B the pavement of the roadway, about the construction of which there is nothing new.

C is a plate of cast-iron, of sufficient width to reach across the channel at the side of a railroad-rail, A, and rest upon the head of the rail, and upon the pavement B at the other side of the said channel.

Upon the middle part of the forward end of the plate C is formed an inclined tongue, D, to rest against the side of the head of a rail, A, and form an inclined plane for the flange of a car-wheel to roll up upon.

Upon the lower side of the plate C, at its corners, are formed downwardly-projecting lugs E, two of which are designed to rest against the side of the rail-head opposite to that against which the tongue D rests, while the other two lugs rest upon the pavement and serve as feet to keep the plate C level.

Upon the upper side of the plate C is formed a V-shaped flange, F, the angle of which is at the forward end of the said plate C, and in the central line of the tongue D, as shown in full lines in Figs. 1 and 2, and in dotted

lines in Fig. 4. The ends of the arms of the flange F are at the rear end of the plate C, and at such a distance from the corners of the said plate as to leave space for the flanges of the wheels between the said ends and corners, the outer sides of the rear ends of the arms of the said flange F being at or near the line of the side of the head of the rail against which the lugs E rest, so that when the flange of the wheel passes off the rear end of the plate C the tread of the wheel will come squarely upon the head of the rail.

The part of the plate C between the arms of the flange F is cut away, as shown in Figs. 1 and 4, to make the replacer lighter, and the rear end of the replacer thus weakened can be strengthened by a cross rod or bolt, G, riveted or otherwise secured to the forked rear end of the replacer.

The use of the rod or bolt G allows the replacer to be made lighter than would otherwise be practicable. The rod G also serves as a convenient handle for carrying and adjusting the replacer.

The replacer thus constructed can be made so light and small as to be readily handled, and can be conveniently carried on a car, so as to be always at hand when needed.

When the replacer is to be used for replacing steam-cars, the lugs E must be made of sufficient length to rest upon the cross-ties or road-bed, when the plate rests upon the head of a rail, so as to hold the replacer level.

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

1. A car-replacer made, substantially as herein shown and described, with a plate, C, having an inclined tongue, D, on the center of its forward end, lugs E on the lower side of its corners, and a V-shaped flange, F, on its upper side, as set forth.

2. The combination, with the forked rear end of the plate C, having an inclined tongue, D, on its forward end, lugs E on its lower side, and a V-shaped flange, F, on its upper side, of the cross-rod G, substantially as herein shown and described, whereby the said replacer is strengthened and can be readily handled, as set forth.

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Witnesses:

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