

(No Model.)

J. FINDLAY.
STREET CAR REPLACER.

No. 467,763.

Patented Jan. 26, 1892.

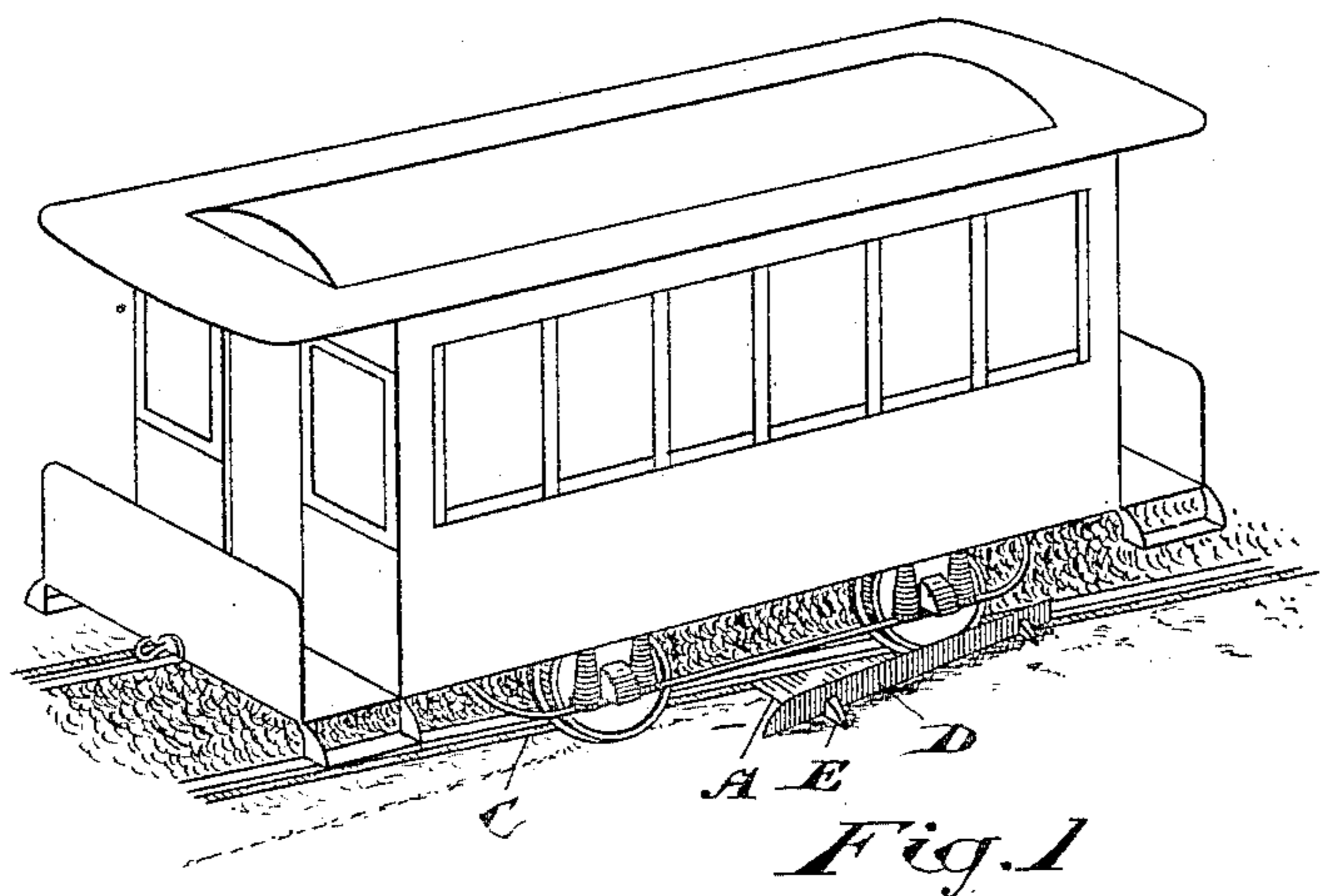


Fig. 1

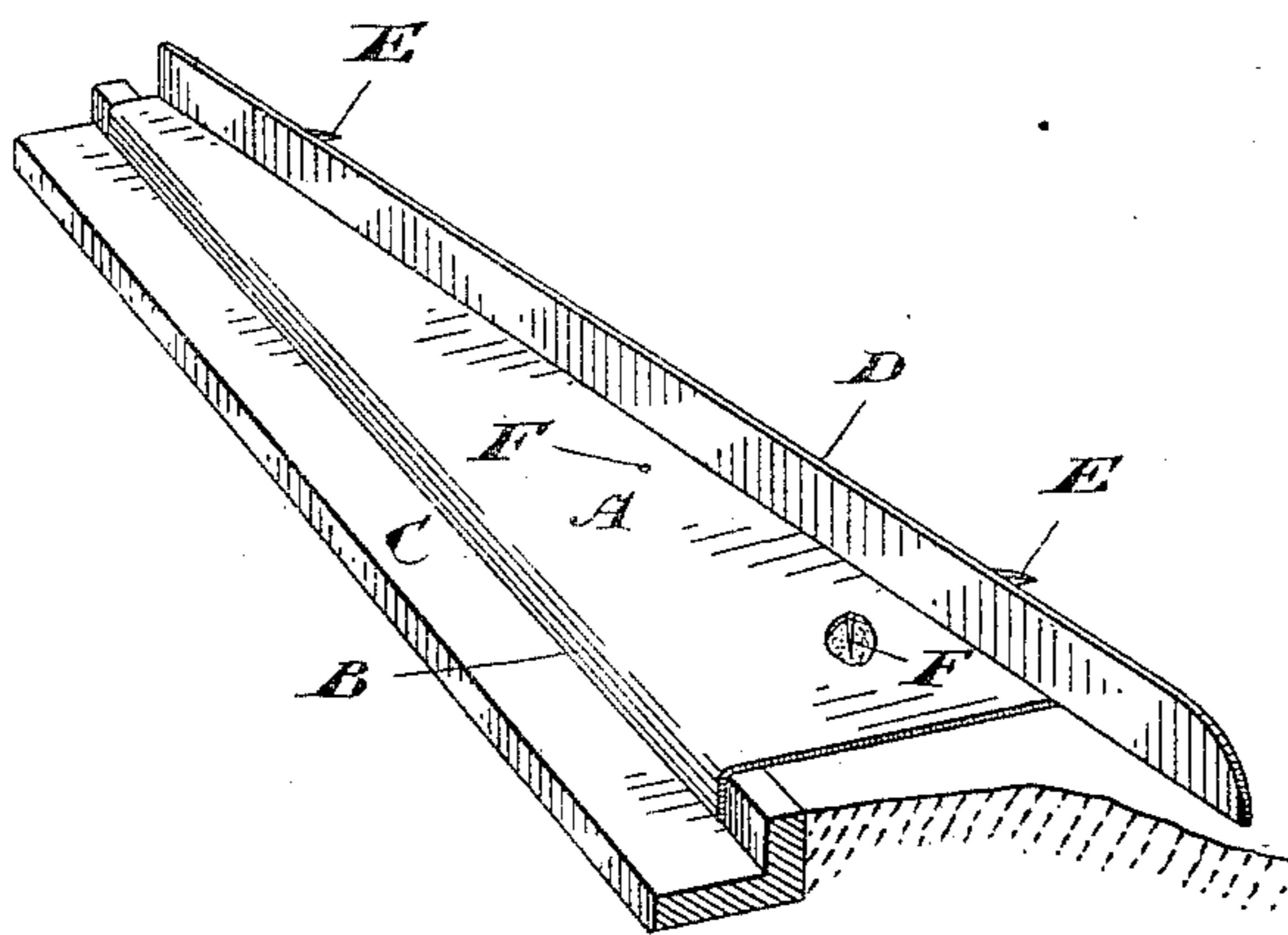


Fig. 2

Witnesses

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H. G. Mcmillan.

Inventor

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UNITED STATES PATENT OFFICE.

JAMES FINDLAY, OF TORONTO, CANADA, ASSIGNOR OF ONE-HALF TO HUGH MILLER, OF SAME PLACE.

STREET-CAR REPLACER.

SPECIFICATION forming part of Letters Patent No. 467,763, dated January 26, 1892.

Application filed July 16, 1891. Serial No. 399,735. (No model.)

To all whom it may concern:

Be it known that I, JAMES FINDLAY, of the city of Toronto, in the county of York, in the Province of Ontario, Canada, have invented
5 a certain new and Improved Street-Car Replacer, of which the following is a specification.

The object of the invention is to provide a simple device by which a derailed street car may be replaced on the track without any
10 special manual labor; and it consists in the peculiar construction, arrangement, and combinations of parts hereinafter more particularly described, and then definitely claimed.

Figure 1 is a perspective view showing a
15 derailed car being guided back on the track by my improved car-replacer. Fig. 2 is an enlarged perspective view of my improved car-replacer.

A represents a flat plate having a downwardly-projecting flange B on its inner edge
20 to fit over the flange at the rail C. It will be observed that one end of the plate A is very little wider than the flange of the rail C, while its other end is wide enough to extend some
25 distance away from the said rail.

D is an upwardly-projecting flange extending from the outer edge of the plate A and preferably extends some little distance behind the broad side of the said plate. Fingers
30 E extend from the plate A beyond the flange D. These fingers prevent the plate A tipping over. The spikes F, which project from the bottom side of the plate A, are forced into the ground when the plate A is placed in position.
35 Fingers E and spikes F hold the replacer in position, so that the wheels of the car, being directed back on the track by the replacer, as indicated in Fig. 1, will not move the said re-

placer out of position. When grooved rails are used, the flange B will of course fit into
40 the groove instead of over the flange, as indicated.

It is intended that each car should be provided with two replacers, one right-hand and the other left-hand. When the car is derailed,
45 the replacer is laid on the track, as indicated, and the car hauled toward the track onto the said replacer. As the front wheel is drawn upon the plate A, the flange D directs it toward the rail and naturally the wheel will
50 follow. In this way the derailed car may be drawn upon the track practically without any manual labor.

What I claim as my invention is—

1. As an improved car-replacer, a plate
55 flanged on one side to fit over the flange of the rail and an upwardly-projecting flange on its opposite side set at a suitable angle, fingers projecting from the said plate beyond the angular flange being provided to support
60 the said plate, substantially as and for the purpose specified.

2. As an improved car-replacer, a plate flanged on one side to fit over the flange of the rail, and an upwardly-projecting flange
65 on its opposite side set at a suitable angle, fingers projecting from the said plate beyond the angular flange being provided to support the said plate, and spikes projecting below the said plate holding it in position, substan-
70 tially as and for the purpose specified.

Toronto, June 26, 1891.

JAMES FINDLAY.

In presence of—

I. EDW. MAYBEE,
W. G. McMILLAN.