

(No Model.)

N. S. SCOTT.  
CAR REPLACER.

No. 471,027.

Patented Mar. 15, 1892.

FIG. 1.

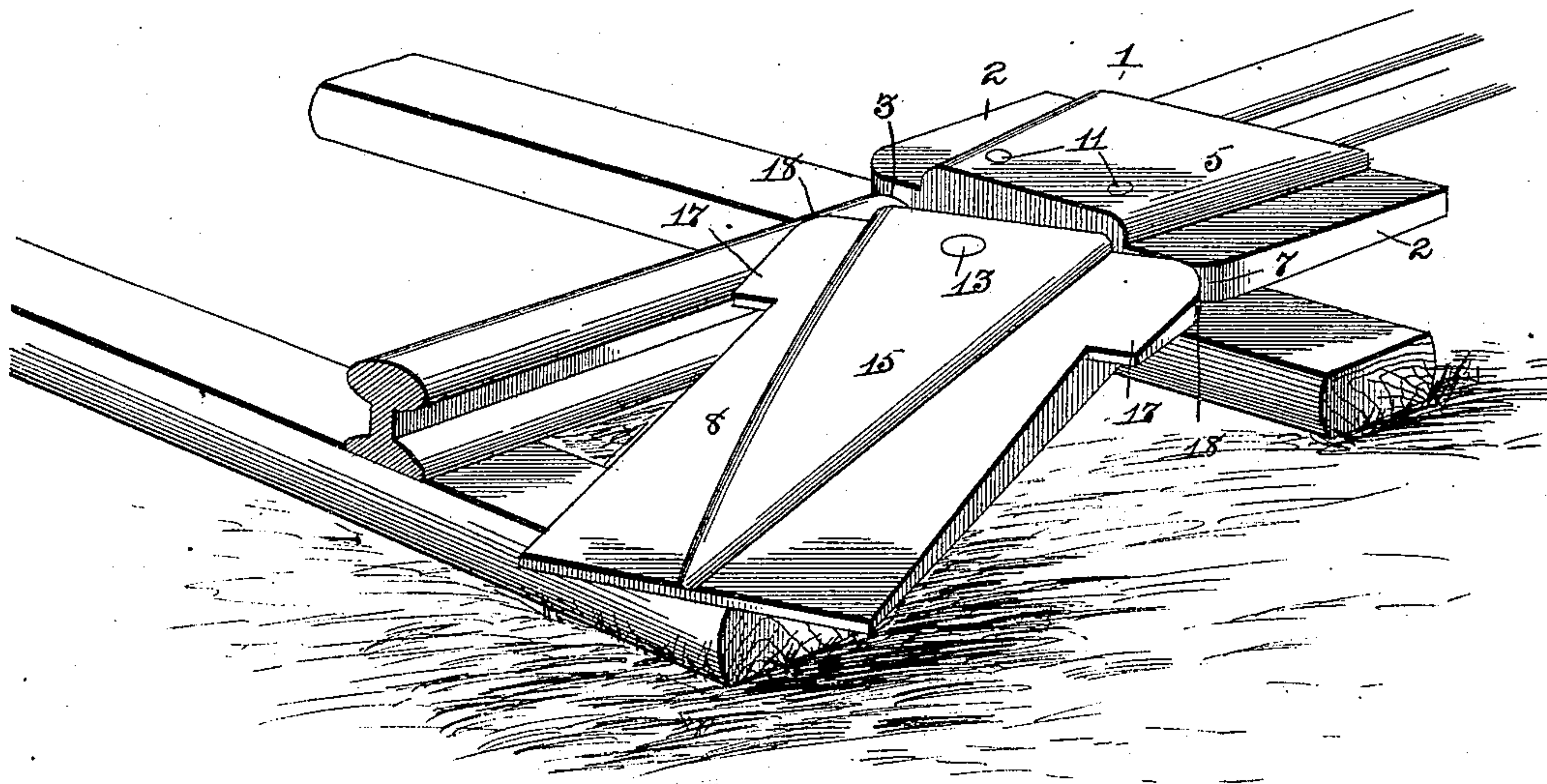


FIG. 2.

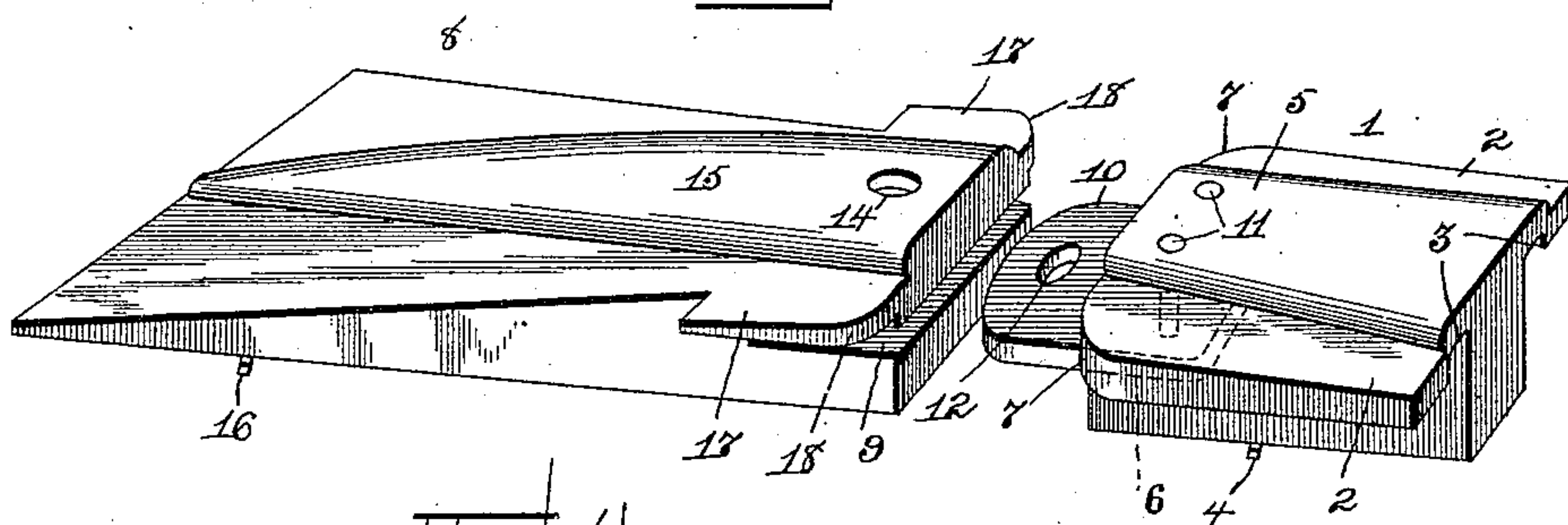


FIG. 3.

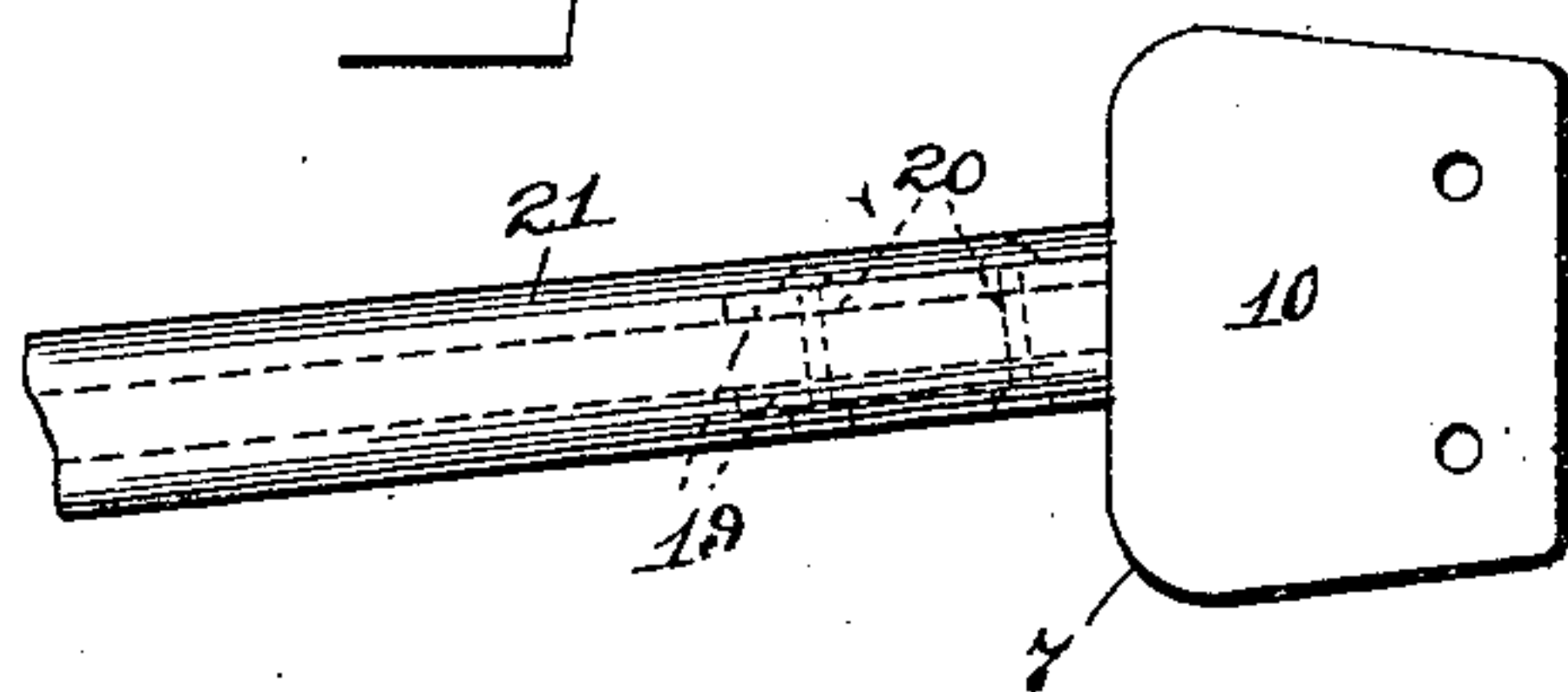
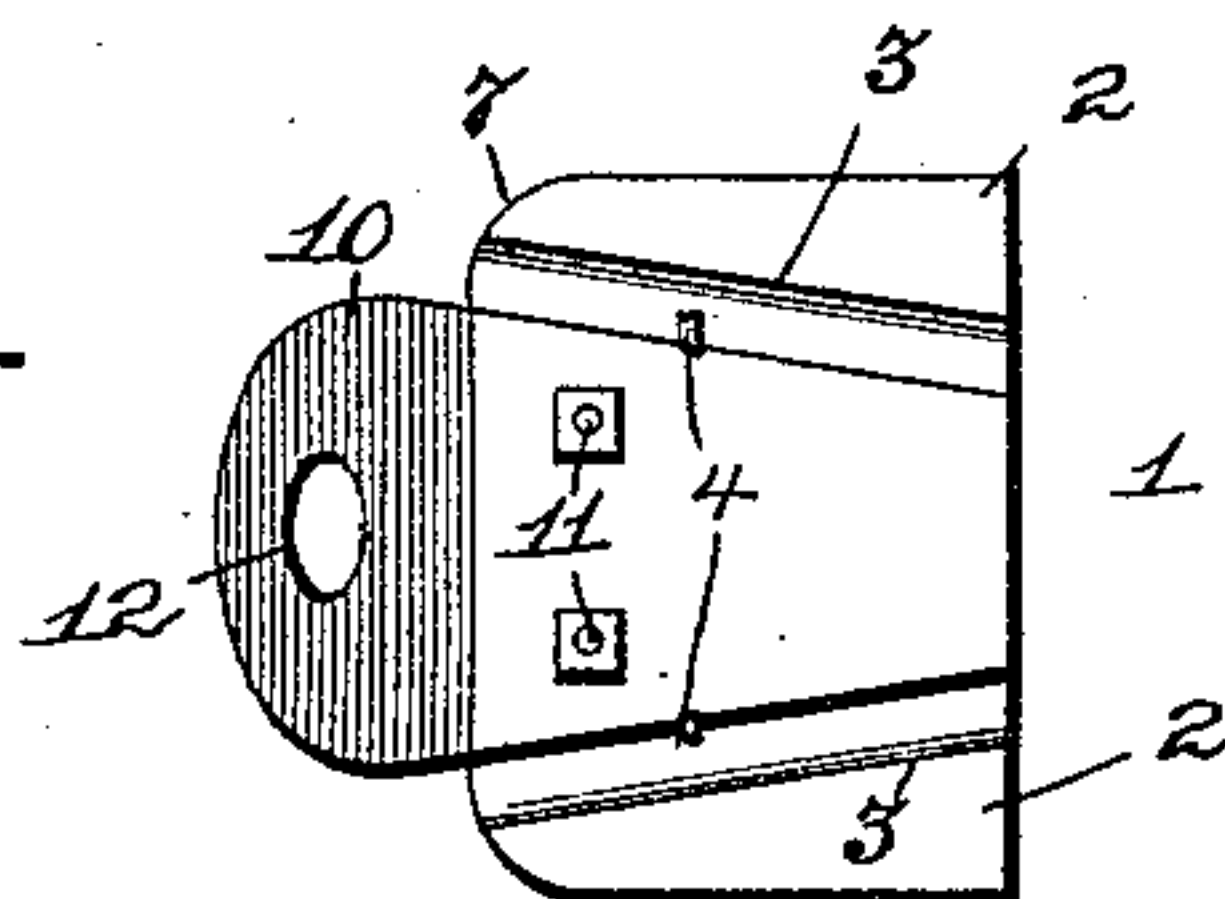


FIG. 4.



Witnesses

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Inventor

Nelson S. Scott.

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# UNITED STATES PATENT OFFICE.

NELSON S. SCOTT, OF TAYLOR, TEXAS, ASSIGNOR OF ONE-HALF TO FRANCIS A. ALLISON, OF SAME PLACE.

## CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 471,027, dated March 15, 1892.

Application filed September 22, 1891. Serial No. 406,508. (No model.)

*To all whom it may concern:*

Be it known that I, NELSON S. SCOTT, a citizen of the United States, residing at Taylor, in the county of Williamson and State of Texas, have invented a new and useful Car-Replacer, of which the following is a specification.

My invention relates to car-replacers; and it has for its object to provide a sectional replacer, whereby the same may be set at greater distances from the rail than is customary and still catch the car-wheel and conduct the same to its proper position upon the rail and to provide a replacer which in case of breakage can be easily repaired without having to discard or throw away the whole device, as is customary when the ordinary replacers are broken, and also one in which when the car strikes it cannot possibly turn over or slip but will remain firmly in place, no matter at what angle the same may be used; and with these objects in view my invention consists of a separable or sectional car-replacer constructed in the novel manner hereinafter more fully described, illustrated, and claimed.

In the accompanying drawings, Figure 1 is a perspective view of a portion of a rail having a car-replacer constructed in accordance with my invention secured thereon. Fig. 2 is a bottom plan view of the head-block. Fig. 3 is a detail in perspective of the pivoted tail, the head-block, and coupling-plate, detached from each other and in position for assembling. Fig. 4 is a plan view of the coupling-plate constructed in accordance with a modification.

Referring to the accompanying drawings, 1 represents the head-block of the replacer, that is designed to be rigidly attached to and alongside of the ordinary rail, either upon the outside of the track or inside, as the case may be, and according to the position in which the same may be used. The said block is provided with the laterally-extending flanges 2, upon the under sides of which are cut the diagonal grooves or recesses 3, which are of sufficient size to take over the rail and securely hold the head-block thereon and alongside and upon the ties of the track, and said block is further prevented from slipping or displacement by means of the engaging prongs 4, located upon the base or bottom

side thereof. The upper side or face of said head-block is further provided with a tapered elevation or track 5, which is designed to form a portion of a track up which the displaced car-wheel travels, and said elevation is always thrown at the angle from the rail toward the displaced wheel by means of the diagonal grooves or recesses formed on the under side of said flanges to effect this end. A horizontal slot or recess 6 is formed in the inner end of said block, which is further provided with the rounded abutting or bearing edges 7, which are formed upon the inner end of said flanges to form bearing or meeting faces with the tail-piece 8, which is loosely connected with said head-block. The said tail-piece is provided with a horizontal slot 9 in one end thereof corresponding to the slot or recess 6 in the end of the head-block, and is designed to receive one end of the coupling-plate 10, which connects the two sections of the replacer together. The coupling-plate 10 is rigidly secured within the head-block by means of the bolts or screws 11, which, in case the said plate should become broken, could be easily and readily replaced without affecting the other parts of the device. The said plate is provided with a slotted perforation 12, which is designed to be engaged by the pivot-pin 13, passing through the perforation 14 in said tail-piece, and thus provides a pivotal connection between the two parts of the replacer, whereby the tail-piece thereof may be readily thrown around at any angle. The tail-piece is provided with a triangular-shaped elevation or track 15, which forms a continuation with the tapered elevation or track 5 of said head-block, and as said tail-piece is turned in either direction from said head-block the edge of said elevation or track against which the car-wheel bears is always directly in connection with the corresponding edge of the track portion of the head-block. The said tail-piece tapers from its pivotal connection almost to a point, in order that the car-wheel may be readily started in its travel up the replacer, and the same is kept from slipping upon the ties by means of the projecting prongs 16, which sink into the same when the weight is placed upon the replacer. End bearing-flanges 17 project



from opposite sides of the tail-piece adjacent to said head-block, and said flanges are also provided with the rounded abutting or bearing edges 18, which correspond to the edges 7, 5 formed upon the inner end of the flanges 2 of said head-block, and as the tail-piece is turned away from the head-block the opposing rounded edges abut with each other and form a continuous track, up which the flange 10 of the wheel may travel, the slotted opening or perforation in said coupling-plate allowing said edges to always be in contact with each other, no matter at how great an angle the tail-piece may be thrown.

15 The modification illustrated in the drawings is thought to be readily apparent. The construction of the head-block and the manner in which the same is secured to the rail remains unchanged; but the detachable and 20 pivoted tail-piece is dispensed with in the present instance. The modification is intended to be used in case the car-wheel is too far from the main track for the ordinary length of tail-piece to reach. The coupling- 25 plate 10 is secured within the head-block in the ordinary manner, but instead of being provided with the slotted perforation 12 therein is provided with the extended parallel straps or arms 19, between which, by means 30 of suitable bolts 20, is secured a section of an ordinary rail 21, up which the car-wheel is designed to travel to its normal position upon the regular track.

The construction and operation of my improved car-replacer is thought to be apparent without further description.

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

40 1. In a car-replacer, a head-block provided with rail-receiving grooves and a horizontal slot or recess in one end, a tail-piece provided with a corresponding slot or recess, and a coupling-plate engaging said slots and pivot-

ally and detachably connecting said head-block and tail-piece, substantially as set forth.

2. In a car-replacer, a head-block provided with opposite side flanges having rail-receiving grooves, a tail-piece, and a coupling-plate detachably and removably connecting said 50 head-block and tail-piece together, substantially as set forth.

3. In a car-replacer, a head-block provided with opposite flanges having grooves upon their under faces, an elevation or track and 55 a horizontal slot or recess in one end thereof, a tail-piece having a corresponding horizontal slot or recess and an elevation or track forming a continuation of the head-block track, and a coupling-plate secured within the horizontal slot of said head-block and pivotally 60 connected with said tail-piece within the horizontal slot or recess therein, substantially as set forth.

4. In a car-replacer, a head-block provided 65 with opposite flanges having grooves and inner rounded bearing-edges, a tapered elevation or track and a horizontal slot or recess in one end thereof, an inclined tail-piece provided with a corresponding horizontal slot or 70 recess, opposite flanges having rounding bearing-edges at the inner end thereof, and a triangular elevation or track forming a continuation of the head-block track, a coupling-plate secured detachably within the horizontal slot 75 of said head-block and provided with a slotted perforation in its outer end which works within the horizontal slot of said tail-piece, and a coupling-pin detachably and pivotally 80 connecting said tail-piece with said coupling-plate, substantially as set forth.

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

NELSON S. SCOTT.

Witnesses:

J. W. PARKER,  
R. L. PENN.