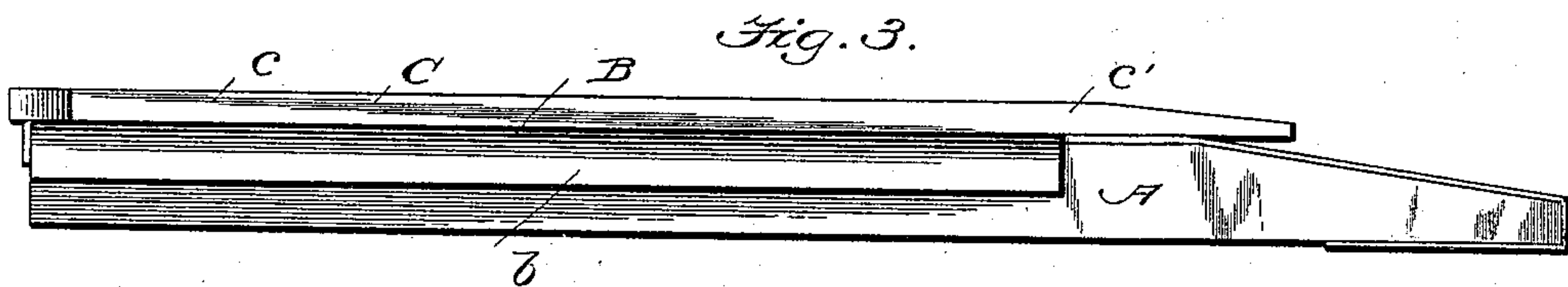
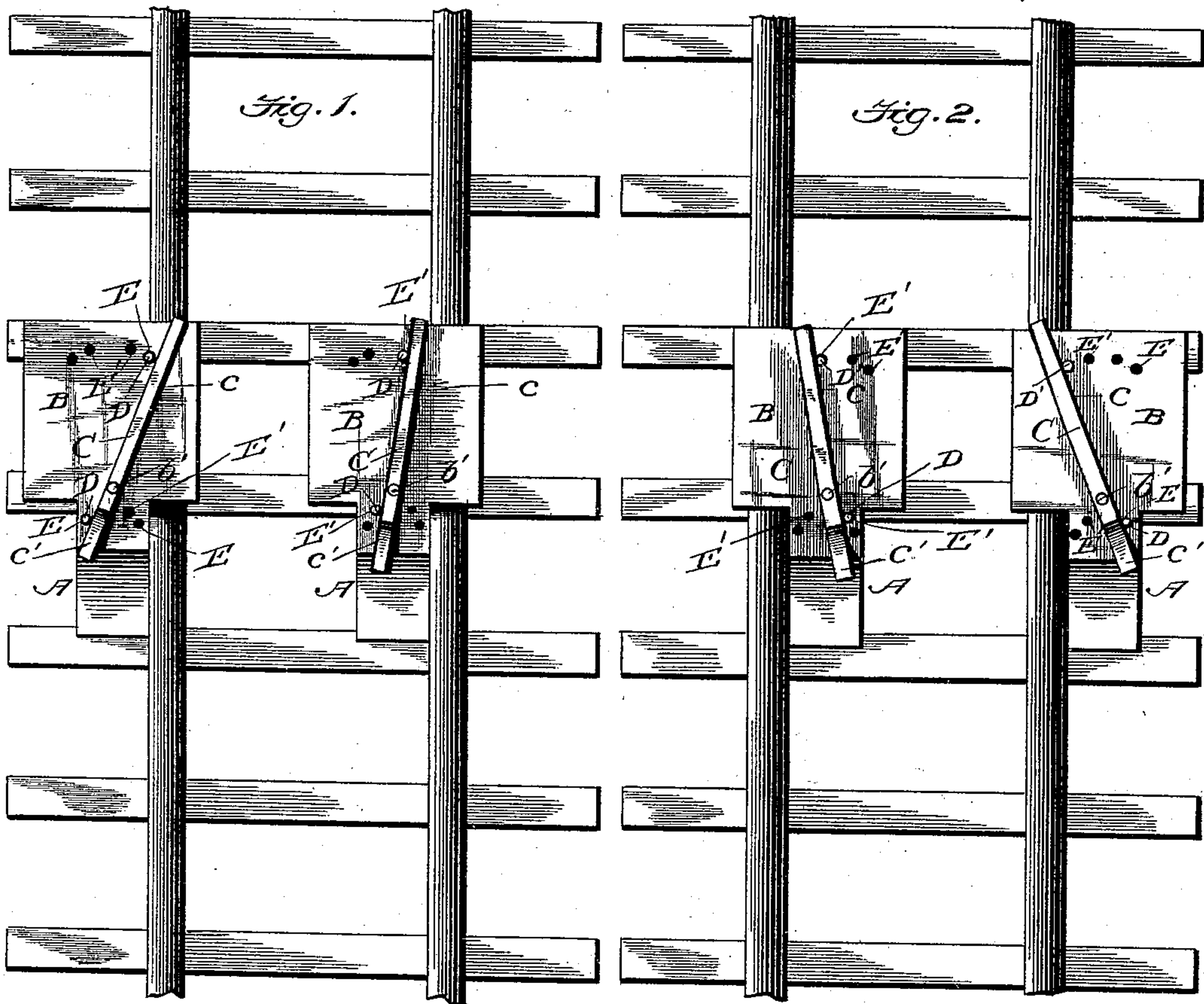


(No Model.)

W. H. DARLING.  
CAR REPLACER.

No. 487,864.

Patented Dec. 13, 1892.



Witnesses

W. C. Dashiell.  
William O. Belt.

Inventor  
Wm. H. Darling.

By E. Edson Bros.,  
Attorneys



# UNITED STATES PATENT OFFICE.

WILLIAM HARRISON DARLING, OF BRYAN, OHIO, ASSIGNOR OF ONE-THIRD  
TO E. L. DARLING, OF SAME PLACE.

## CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 487,864, dated December 13, 1892.

Application filed March 12, 1892. Serial No. 424,689. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM HARRISON DARLING, a citizen of the United States, residing at Bryan, in the county of Williams and State of Ohio, have invented certain new and useful Improvements in Devices for Replacing Derailed Cars; and I do hereby 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.

My invention relates to improvements in devices for replacing cars and locomotives on the tracks when they have been derailed; and the object is to provide a simple device which is cheap of manufacture and can be readily and quickly adjusted to either rail and held in place firmly thereon from lateral displacement.

With these ends in view the invention contemplates a suitable base having a rigid metallic plate the edges of which project beyond the base and are turned down to form flanges, one of which flanges fits over and incloses the rail to which the device is applied, and a bar or rail pivoted on the metallic plate and adapted to be held in proper position by removable pins, which fit in a series of holes in the plate. This device can be adjusted to either rail of a track by simply changing the angle of the pivoted rail and fitting the pins in the proper holes, so that the tread of the wheels will run on the movable rail when the device is arranged on the left-hand rail and the flange of the opposite wheel will run against the rail of the other device arranged on the inner side of the right-hand rail, which is the position of the devices when a car is to be replaced from the left of the track, (see Fig. 1,) and when the car is to be replaced from the right of the track the devices and parts are reversed, as shown in Fig. 2.

In practice two of the replacers are employed, one being arranged outside of the track and having the adjustable rail or bar adjusted so that the tread of the wheel will run thereon, and the other replacer is arranged within the track and on the other rail, with the tread of the opposite wheel running on the plate and the flange impinging against the rail.

To enable others to more readily understand my invention, I have illustrated the same in the accompanying drawings, in which—

Figure 1 is a plan view of a portion of track having my improved car replacers applied thereto in the proper position to receive a car from the left of the track. Fig. 2 is a similar view showing the replacing devices arranged to receive a car from the right of the track. Fig. 3 is a side elevation, and Fig. 4 is an enlarged front elevation, of the replacer, shown on the left-hand rail in Fig. 2.

Referring to the drawings, in which like letters of reference denote corresponding parts in all the figures, A designates a suitable base, which is preferably equal in height to the rail above the cross-ties or the pavement, so that it may lie alongside the rail and be flush with the top thereof. A metallic bridge-plate B is secured to the base in any suitable manner, and it extends laterally beyond the edges of the base for a part of its length and has the downward-extending flanges *b*. One of these flanges is adapted to fit down and over the rail to which the replacer is applied, and the rail is thereby clamped between said flange and the side of the base, which effectually holds the device from edge-wise displacement.

A bar or rail C is eccentrically pivoted on the bridge-plate by a vertical pin *b'*, which is situated at or about the central line of the plate near its sloping end, and the longer arm *c* of this rail or bar is of sufficient length to extend to one of the front corners of the plate B when the device is in position, while the shorter arm *c'* preferably extends but half-way or more to the other end of the plate B. The rear end of the base A and the bar C are both beveled, so that they will form a gradual incline, upon which the car-wheel will readily run.

In order to hold the rail or bar C rigidly in position when the replacer is in use, I employ two or more pins D D', of suitable size and shape, which are fitted in a series of holes E E' in the bridge-plate alongside the bar and prevent it from getting out of proper position. I have stated that two of these devices are generally used to replace a car on the track, and they are both constructed exactly alike



and are adapted to either rail of the track by simply adjusting the rails to the proper positions and fitting the pins in the proper holes to retain the bars in position. For this purpose, as before mentioned, a series of holes is provided. When the device is used to replace a car from the left of the track, (see Fig. 1,) the bar on the replacer fitted on the left rail is held in place by pins fitted in the openings E, so that the forward end of the rail or bar will extend across the rail over which the flange fits and the tread of the wheel will run thereon, while the rail or bar of the device applied to the right-hand rail will be held in place by the pins fitted in the holes E', so that the forward end of said bar will not extend across the rail, but simply to the inner edge thereof, and the flange of the wheel which runs on this replacer will impinge against the bar pivoted thereon. Similar holes are provided on the opposite side of the bridge-plate, so that the bar may be readily adjusted in proper position when the device is applied to the opposite rail, as is obvious.

25 I am aware that changes in the form and proportion of parts and details of construction of the devices herein shown and described as an embodiment of my invention can be made without departing from the spirit or

sacrificing the advantages thereof, and I therefore reserve the right to make such changes as fairly fall within the scope of the same.

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

1. The combination of a base, a bridge-plate secured thereon and having the side flanges, and a bar or rail eccentrically pivoted on said bridge-plate and adapted to be adjusted in position and held from movement by pins fitted in holes in said plate on opposite sides of the pivot of the bar or rail, substantially as described.

2. The combination of a base, a bridge-plate having the side flanges and a duplicate series of holes E E' on opposite sides thereof, a bar or rail eccentrically pivoted on the plate at or about the central line of the plate near its sloping end, and the pins D, adapted to be fitted in said holes alongside the bar or rail to hold the same rigidly in position, substantially as described.

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

WILLIAM HARRISON DARLING.

Witnesses:

JOHN S. CLARK,  
FRANK ELDER.