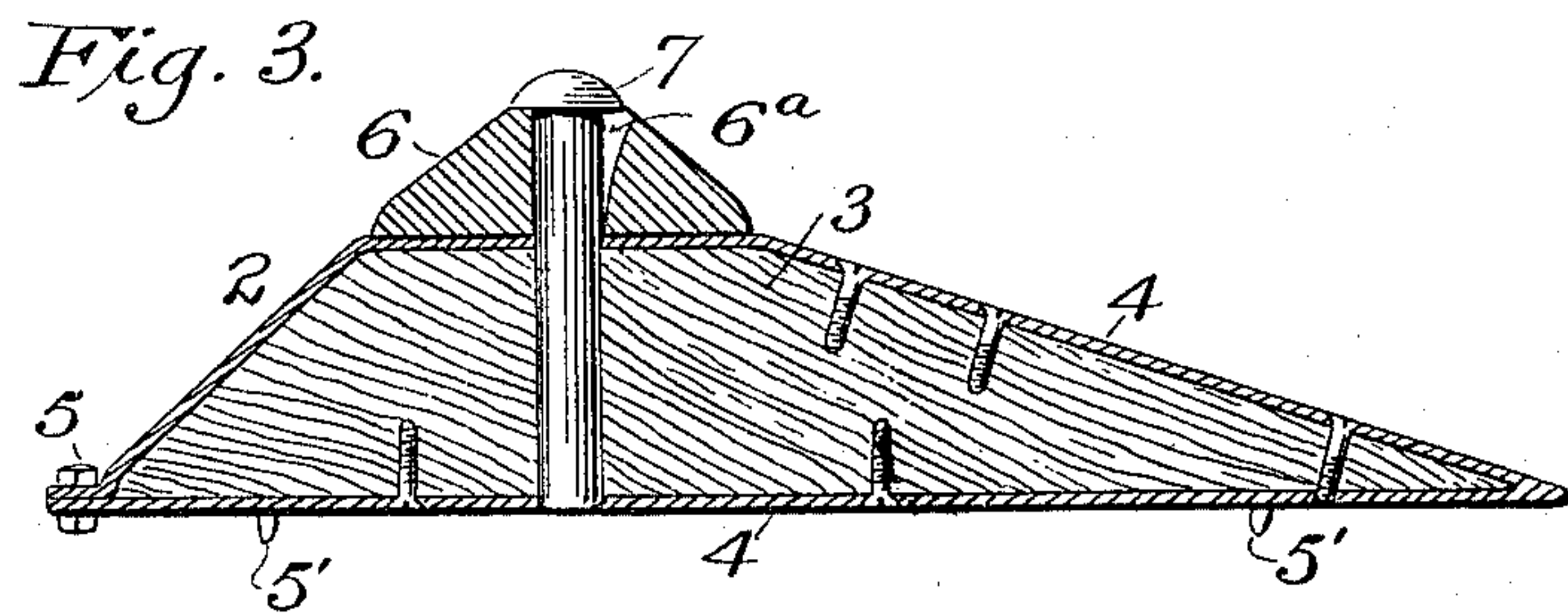
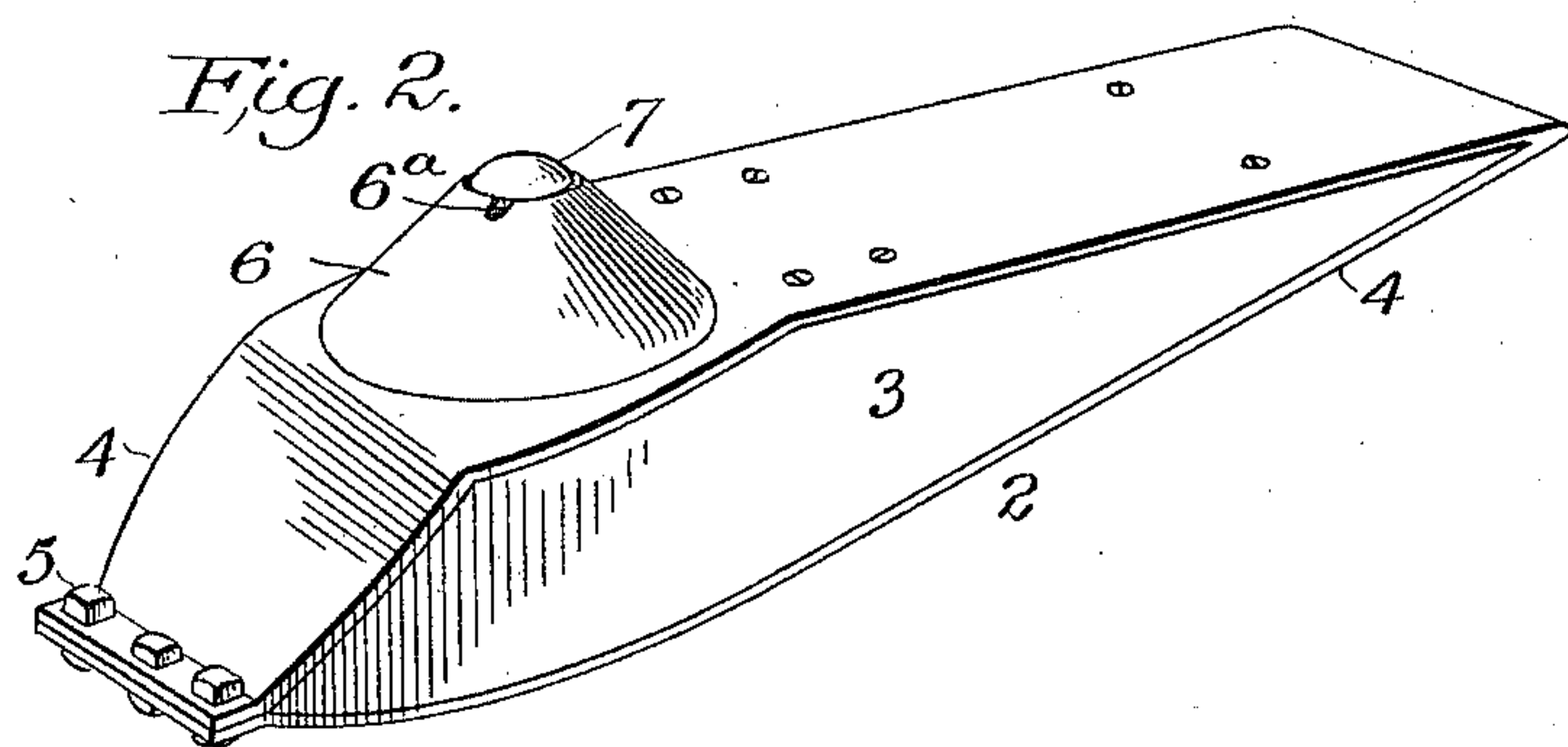
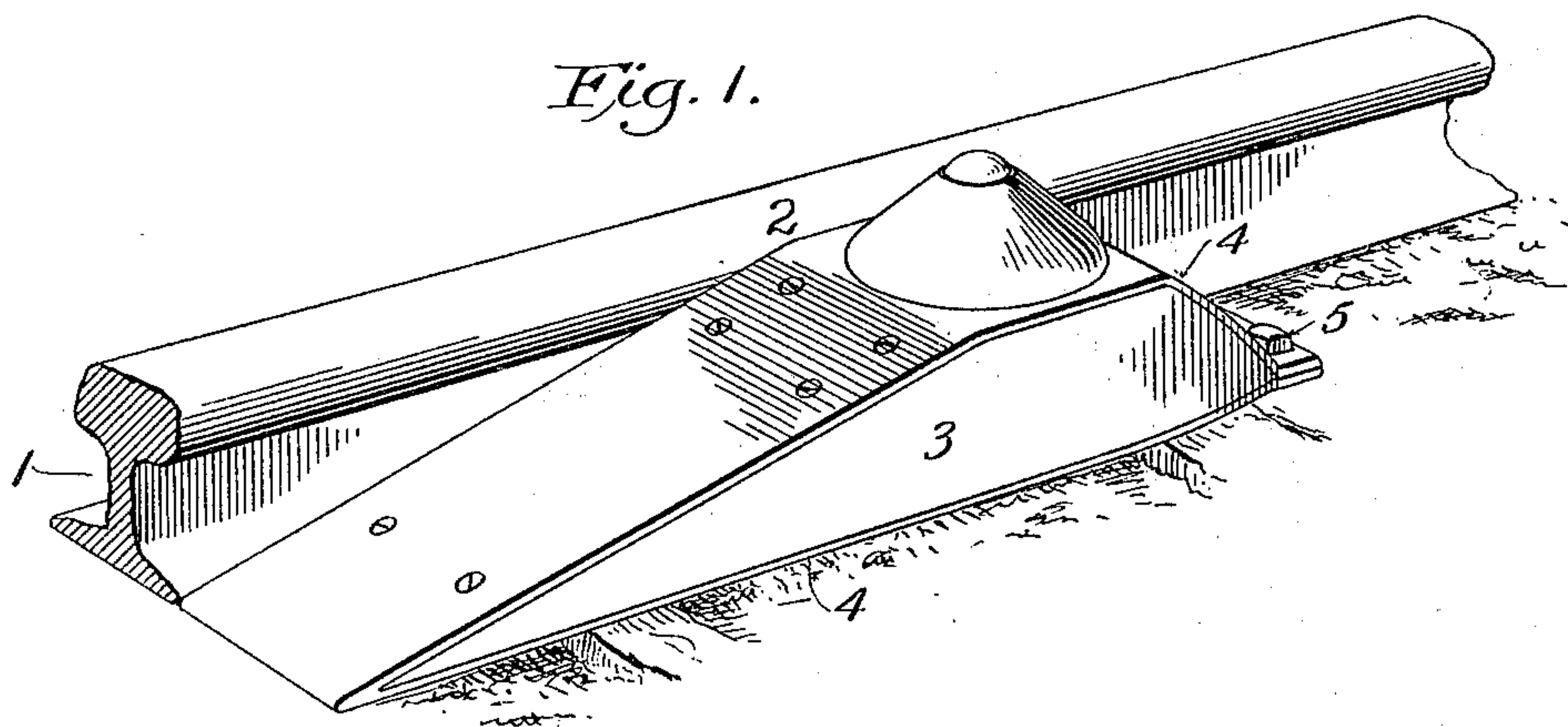


(No Model.)

L. W. OLMSTEAD.
CAR REPLACER.

No. 598,157.

Patented Feb. 1, 1898.



WITNESSES

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UNITED STATES PATENT OFFICE.

LEVI WILLIAM OLMSTEAD, OF GALETON, PENNSYLVANIA.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 598,157, dated February 1, 1898.

Application filed May 10, 1897. Serial No. 635,783. (No model.)

To all whom it may concern:

Be it known that I, LEVI WILLIAM OLMSTEAD, of Galeton, in the county of Potter and State of Pennsylvania, have invented certain new and useful Improvements in Car-Replacers; 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.

This invention relates to certain improvements in railroad car and engine replacers designed for use in replacing cars or engines upon the tracks after they have become derailed from any cause; and the object of the present invention is to provide a simple and convenient device by the use of which the above results may be quickly and easily accomplished.

The invention comprises certain novel features of construction and arrangement of parts, whereby it is made simpler, cheaper, and otherwise better adapted for the purposes for which it is intended, as will be hereinafter fully described, and specifically defined in the appended claims.

In the accompanying drawings, Figure 1 represents a perspective view of a portion of a railroad-track, showing my invention in position to replace a car or engine upon the rails. Fig. 2 is an enlarged detail perspective view of my invention, and Fig. 3 is a central vertical longitudinal section thereof.

Similar reference-numerals indicate corresponding parts in all the figures of the drawings.

1 represents the rails of an ordinary railroad-track, and 2 is my improved car or engine replacer in its relative position with the track to replace a car or engine.

The improved car-replacer comprises a wedge-shaped block 3, which is preferably made of hard wood and is of any desired length; but its height at the largest portion must lie slightly above the level of the track, so that when the wheels are moved up the inclined portion of the block and have reached the highest portion thereof they will be normally above the level of the track.

The block is preferably bound with a metal covering 4 in order that injury thereto may be prevented, and this metal covering 4 con-

sists of a flat band the exact width of the block 3, the meeting edges of which are bent so as to form a projection, through an opening in which bolts 5 are passed to secure them together. At intervals the surface of the covering 4 is perforated to receive screw-bolts, which are adapted to screw in the block, and thus keep it in position thereon, and the heads of these bolts will be countersunk, so that they may be flush with the surface of the covering.

The under side of the block 3 is provided with a plurality of spikes or other suitable projections 5', which are intended to bite into the ties or sleepers and thus prevent a backward or forward movement thereof, as well as preventing any lateral movement, while the wheel is ascending to the highest point thereof, as will be readily understood.

A portion of the upper surface of the block 3 is flattened in order to accommodate a conical roller 6, which is rotatively held thereon by means of a pin or stud 7, and the purpose of this roller is to direct or guide the flanges of the wheels laterally, so that they may be moved over onto the rails. An oil-hole 6^a is provided in the roller to lubricate it. The end of the block adjacent to the flattened portion is beveled or inclined, and the periphery of the roller aligns with the point of bevel, so that when the wheels have been raised and a continued movement given thereto, as before described, they will pass beyond this beveled portion and rest upon the rails.

To replace the wheels which are upon the inside of the track, I arrange the replacer adjacent to the inside thereof; but in this instance it will of course be understood the flanges of the wheels will ride up the inclined surface of the block until they have contacted with the roller and a continued movement thereof will rotate the roller forward and thus serve to guide the wheels laterally until they have passed beyond the edge of the replacer, when they will fall upon the track.

When it is desired to replace the wheels which are upon the outside of the track, the improved replacer is arranged adjacent to the rails at the outside thereof, so that the flanges of the wheels will bear against the edge of the replacer located at that side of the rail and between it and the rail, so that

the wheels will be guided until they have reached the highest point, where they bear against the conical roller and are moved over to the rail, as before described.

5 It will thus be seen that my invention provides, in a simple and inexpensive manner, a car-replacer which is particularly simple and effective in its operation, which is strong and durable, and which is so arranged that
10 the parts are not liable to get out of order.

Modifications may be made without departing from the essential features of my invention, and I do not wish to be understood as limiting myself to the precise details of construction herein shown and described, but reserve the right to make such changes and alterations therein as may fairly fall within its spirit and scope.

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

1. A car-replacer comprising a block having an inclined upper face adapted to raise a wheel above the level of the track, an upright pivot
25 rigidly secured to the upper side of said block, and a roller rotatably mounted upon said pivot and adapted to guide the wheel laterally and to replace it upon a rail, substantially as described.

30 2. A car-replacer comprising a wedge-

shaped block adapted to guide and elevate the wheels above the level of the rails, said block being beveled at one end, and a conical roller rotatively secured to the said block to guide the wheels laterally, substantially as described. 35

3. A car-replacer comprising a wedge-shaped block having a flattened upper portion and a beveled end adjacent thereto, a metal covering provided with a perforated projection, bolts engaging said perforated projection to secure the covering in place, and a conical roller rotatively secured to said block and adapted to guide the wheels laterally, substantially as and for the purposes described. 40 45

4. A car-replacer comprising a wedge-shaped block formed with a flattened upper portion and a beveled end, a metal covering secured to said block, spikes or projections arranged upon the under side of said block, and a beveled roller adapted to give lateral movement to the wheels when they contact therewith, substantially as described. 50

In testimony whereof I have signed this specification in the presence of two subscribing witnesses. 55

LEVI WILLIAM OLMSTEAD.

Witnesses:

R. W. MOORE,

E. B. MILLS.