No. 717,323. Patented Dec. 30, 1902.

A. R. BATCHELDER.

CAR REPLACER.

(Application filed Nov. 22, 1902.)

(No Model.)

Fig. 1.

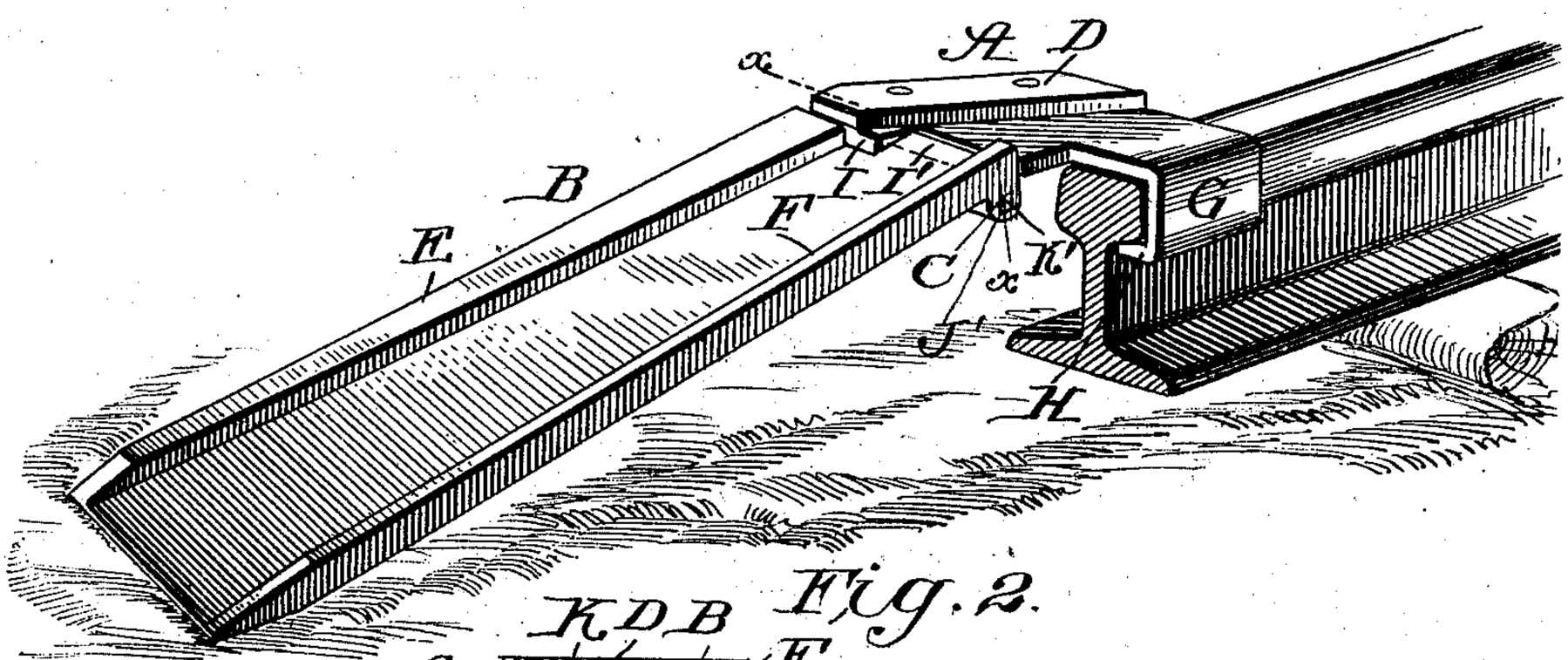


Fig. 2.

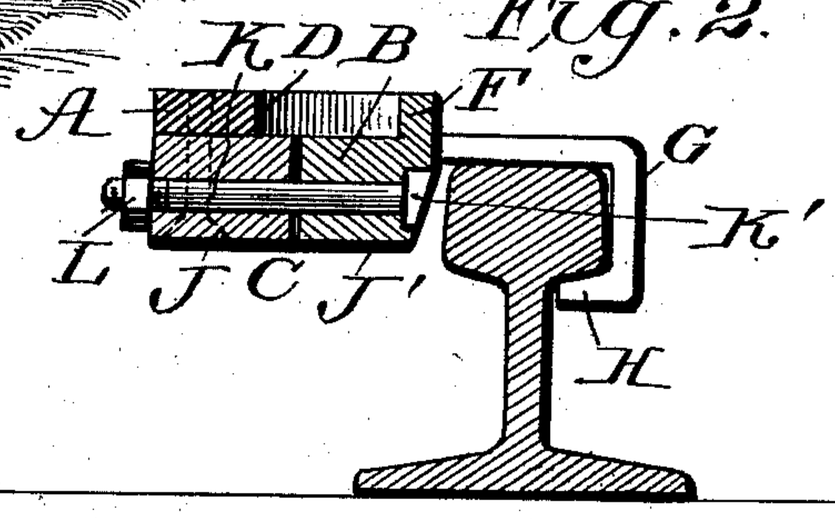
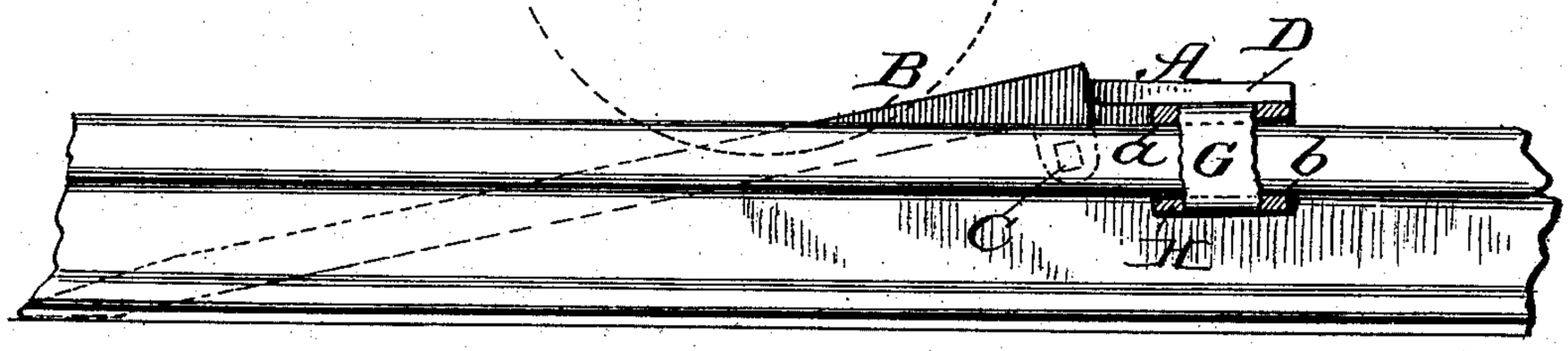


Fig. 3.



WITNESSES:
Jos. A. Ryan
Harrison B Brown

INVENTOR
Andrew R. Batchelder.
BY Munn & Co.
ATTORNEYS.

UNITED STATES PATENT OFFICE.

ANDREW R. BATCHELDER, OF PORTSMOUTH, NEW HAMPSHIRE.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 717,323, dated December 30, 1902.

Application filed November 22, 1902. Serial No. 132,386. (No model.)

To all whom it may concern:

Be it known that I, ANDREW R. BATCHELDER, residing at Portsmouth, in the county of Rockingham and State of New Hampshire, have invented certain new and useful Improvements in Car-Replacers, of which the following is a specification.

This invention relates to car-replacers, more definitely defined portable devices of that character.

The invention consists of a peculiar car-replacer involving new and novel details of construction, which I will now proceed to describe, with reference to the accompanying drawings, forming a part of this specification, and in which—

Figure 1 is a perspective view showing my invention. Fig. 2 is a transverse vertical sectional view taken on lines *x x* of Fig. 1; and Fig. 3 is a side view, part broken away, showing the gripping action on the rail-head.

In the embodiment of my improved car-replacer I employ, broadly stated, two members of peculiar construction and connect them by a special hinge-joint. One member is designed to rest upon and be locked to the track-rail by automatic gripping means. The other member serves to guide the car-wheel upon the track-rail from a derailed position and through its hinged connection with the member resting upon the track-rail and pressure exerted by weight of the car-wheel while being rolled back to position effectively lock the device to the rail-head against sliding action thereon, all as will be fully set forth in the following description.

In the drawings, A indicates one member designed to rest upon the track-rail, and B the other member, one end of which latter is designed to rest upon the ground and its other end be supported by the hinge-joint C, connecting both members. In further reference to the members A and B, I will term the former the "gripping" member and the latter the "incline" member. It will be noticed that the gripping member A has an inwardly-turned detachable flange D and that the incline member B has a flange E along its outer edge in alinement with the outer and rear end of the flange D. The inner edge of the incline member B is provided with a suitable flange F, which latter, with the flange E, forms a converging guideway up the incline member to the gripping member, as shown.

It will be noticed that the member A has along its inner edge a depending flange G, having a lower offset or elongated shoulder H, with the latter projecting under the member A, as shown.

The hinge connection between the members A and B is formed by a lap-joint consisting of two extensions I I′, each having on its under side a horizontally-perforated boss J J′, with the perforation therethrough adapted to receive a suitable pin or bolt K, having its head K′ set in a recess in the boss J′, and thereby made flush with the side surface of the incline member. The head K′ of the bolt K may be square or other shape and any suitable securing means be employed at its other end. In the drawings I show a nut L screw-threaded thereon.

The above detail description of my invention will render its use fully understood by those skilled in the art. It is apparent that with the member A resting upon the track-rail and in position with the shoulder H on the flange G under the rail-head and the free end of the incline member B resting on the ground or cross-ties, as the case may be, when the wheels of a derailed car are started up the incline the weight thereof will exert downward pressure on the member A at its hinge joint or connection C. Force exerted by downward pressure of the car-wheels just described would be resisted by gripping action on the upper and under side of the rail-head at *a* and *b*, and thereby lock the whole device against sliding action as the car-wheel is forced up the incline member. The side flanges E and F serve to guide the car-wheel up the incline B, while the flange D will turn and guide the car-wheel in direction adapted to roll from the upper side of the gripping member direct onto the track-rail.

In addition to the gripping action the hinge feature of my invention lends further novelty in adapting the parts to be compactly folded, and thereby render the device less cumbrous, taking minimum room, and better adapted to be stored away upon a trolley or other car.

While I have shown and described only one replacer, it is apparent that two of them

are intended to be used, one at each track-rail. The second replacer, however, should have the flange D removed, and thereby insure the flange on the car-wheel rolling to proper position with the wheel upon the rail.

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

1. A car-replacer consisting of two members hinged together, both members having guide-flanges and one member provided with a depending flange adapted to extend under the head of a track-rail and operate with gripping action of the parts, upon downward pressure on the hinged members, substantially as described.

2. The combination in a car-replacer, of an inclined member having side flanges, a member having along one edge on its upper side an inturned flange and along its other edge on the under side a depending flange having a projecting side shoulder with the latter adapted to project under a rail-head, and hinge means connecting together the two said members, substantially as described.

3. The combination in a car-replacer, of a gripping member having on its upper side and along one edge an inturned flange and along one edge on its under side a depending flange having an elongated side shoulder, an incline member having converging side guide-flanges, perforated bosses on the under adjoining end of each member with perforations adapted to receive a securing-bolt whereby the two members are hinged together, substantially as described.

ANDREW R. BATCHELDER.

Witnesses:
SAMUEL W. EMERY,
THOMAS H. LEWIS.