

UNITED STATES PATENT OFFICE.

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CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 774,153, dated November 8, 1904.

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To all whom it may concern:

Be it known that I, WILLIAM P. BRITTAIN, a citizen of the United States, residing at Martinsburg, in the county of Keokuk and State of Iowa, have invented a new and useful Car-Replacer, of which the following is a specification.

This invention is an improved construction of car-replacer, the object being to provide an exceedingly simple, strong, and durable construction of replacer which can be quickly and easily arranged and which can be adjusted to the inner or outer sides of the rail, as required.

With these objects in view my invention consists, essentially, in the employment of a block adapted to straddle one of the rails, the said block having a V-shaped recess in the upper face thereof at one end and a longitudinal guiding-rib extending from the vertex of said recess to the opposite end of the block and a guiding bar or skid adapted to be pivotally connected to the recessed end of the block for the purpose of guiding the wheel to the longitudinal rib of said block, the free end of said guiding bar or skid being tapered and adapted to rest upon one of the cross-ties; and the invention consists also in the employment of a guiding bar or skid adapted to be arranged adjacent the opposite rail for the purpose of guiding the other wheel to its proper rail.

The invention consists also in certain details of construction hereinafter fully described, and pointed out in the claims.

In the drawings forming a part of this specification, Figure 1 is a perspective view showing the practical application of my invention. Fig. 2 is a side elevation of the guide bar or skid, which is usually arranged upon the inner side of the track. Fig. 3 is a top plan view of the same. Fig. 4 is an end view. Fig. 5 is a top plan view of the block with adjustable skid connected thereto; and Fig. 6 is a sectional view, the adjustable skid being shown in elevation and detached.

In carrying out my invention I employ a metal block A, which is grooved longitudinally, as shown at B, so that the said block can straddle the rail, as most clearly shown in Figs. 1 and 5. This block A is preferably

of such length that it will rest upon at least two cross-ties, thereby securing a firm foundation. At one end of the block a V-shaped recess C is produced in the upper face of the block, and at the vertex is an opening C', which is adapted to receive the depending lug D', formed upon the end of the guiding bar or skid D, the upper face of said skid being tapered toward its outer end, as shown at D², and it will be noted that this skid is of such length that it will rest upon a cross-tie when arranged in connection with the block A, as most clearly shown in Fig. 1. The skid is cut away, as shown at D³, in order to fit the end of the block. The block is formed with a longitudinal rib E, which extends from the apex of the recess to the opposite end of the block, said rib being tapered toward the end of the block in order to guide the wheel gradually to the rail which the said block straddles, it being understood that the tread of the wheel rolls up the skid D and travels upon the longitudinal rib of the block A and in this manner is replaced upon the rail. The skid D is held against movement while the wheel is rolling thereon by the pivotal end of said skid bearing against the side wall of the recess, and inasmuch as said skid is adjustable and also detachable it is obvious that it can be arranged upon either side of the rail, as required.

In connection with the block and skid I employ another guide bar or skid, F, which is tapered toward its outer end, as shown at F', and constructed with laterally-projecting feet F², the under sides of which are provided with barbs F³, which are adapted to engage the cross-tie upon which the tapered end of the bar or skid rests. The opposite end of the bar is cut away at F⁴ to fit the base of the rail, and by reference to Fig. 3 it will be noted that the inner end of the bar is pointed, as shown at F⁵, so that the said end can rest close to the tread of the rail and also for the purpose of permitting the said bar or skid to be used upon either side of the rail. It will also be noted that this bar-skid F is of such length that it rests upon two cross-ties, and the foot portions F² besides providing a firm base for the outer end of the bar also serve as a

guide to receive the flange of the wheel and direct the tread to the bar or skid proper.

It will thus be seen that I provide a simple, durable, and efficient construction of car-replacer which will accomplish all the objects herein mentioned.

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

10 1. In a car-replacer, a block adapted to straddle a rail and a guiding-skid detachably pivoted to the said block, adjacent one end, said block having a longitudinal rib, alining with the skid at one end and being gradually
15 reduced in thickness toward the opposite end.

2. In a car-replacer, a block adapted to straddle a rail and having a V-shaped recess at one end and a rib extending from the ver-

tex of the recess to the opposite end of the block and a guiding-skid pivotally connected 20 to the block in the vertex of the recess, substantially as described.

3. A car-replacer comprising a block grooved to straddle a rail, and having a recess at one end, and a rib extending from the inner 25 end of said recess to the opposite end of the block, a guiding-skid detachably pivoted to the said block at the inner end of the recess, and a guiding-skid having laterally-projecting foot portions at one end, the opposite 30 ends being pointed and cut away, for the purpose set forth.

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Witnesses:

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