No. 789,939. PATENTED MAY 16, 1905.

# W. E. RULAPAUGH.

## CAR REPLACER.

APPLICATION FILED FEB. 9, 1905.

Fig. 1.

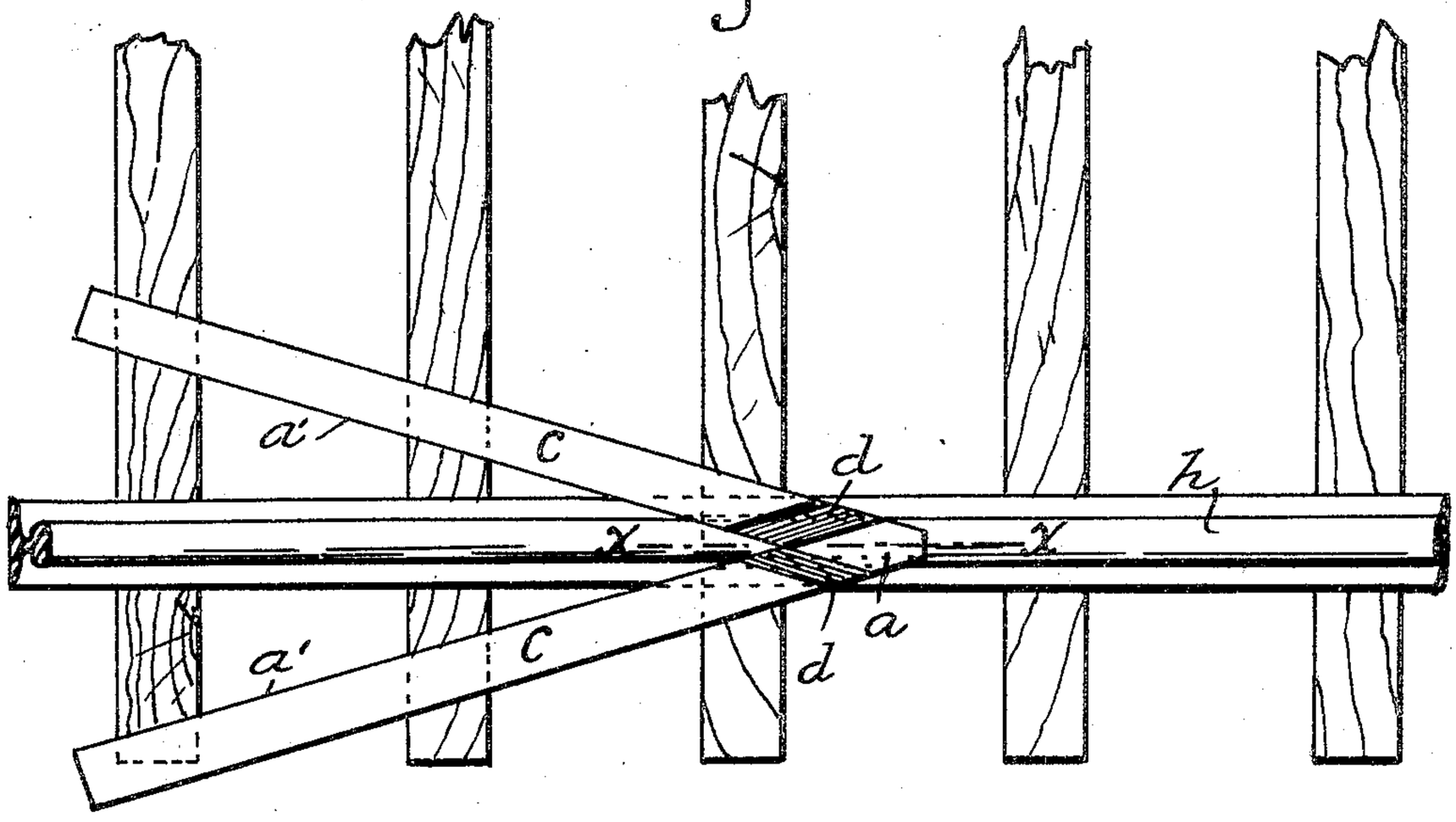



Fig. 2.

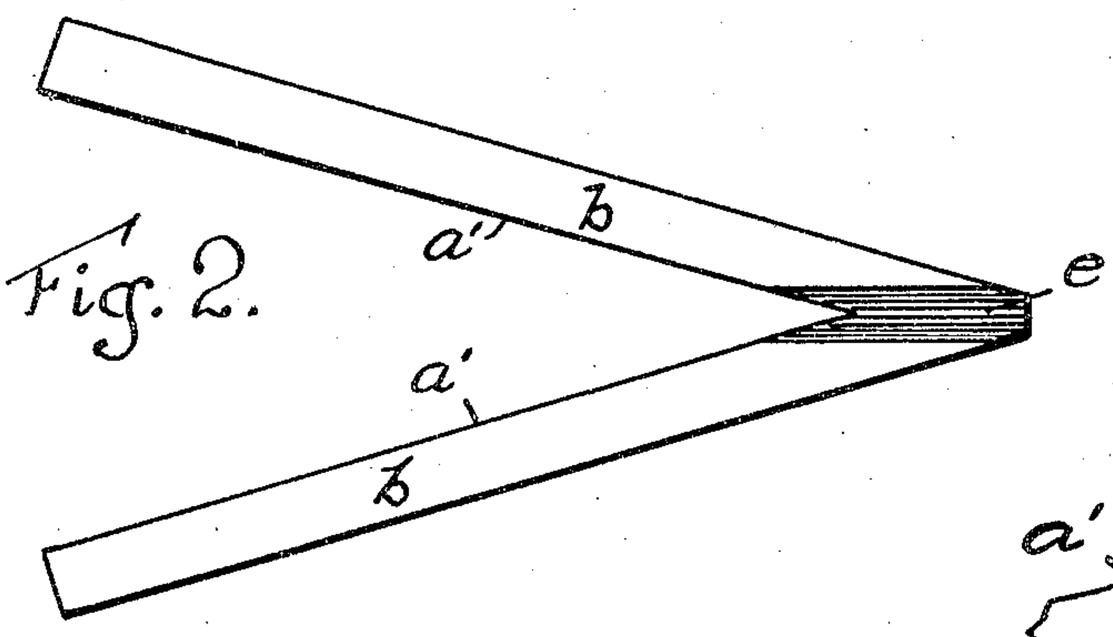
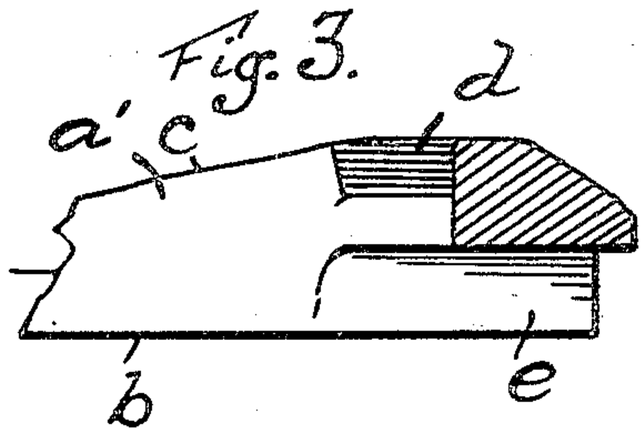



Fig. 3.




Witnesses
Florence Kelly
Katharine Kelly

William E. Rulapaugh, Inventor

By Attorney E. A. Rich.

No. 789,939. Patented May 16, 1905.

# UNITED STATES PATENT OFFICE.

WILLIAM E. RULAPAUGH, OF MOHNS STORE, PENNSYLVANIA, ASSIGNOR OF ONE-HALF TO FREDERICK D. BLIMLINE, OF MOHNS STORE, PENNSYLVANIA.

## CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 789,939, dated May 16, 1905.

Application filed February 9, 1905. Serial No. 244,878.

*To all whom it may concern:*

Be it known that I, WILLIAM E. RULAPAUGH, a citizen of the United States, residing at Mohns Store, in the county of Berks and State of Pennsylvania, have invented new and useful Improvements in Car-Replacers, of which the following is a specification.

My invention relates to devices for replacing derailed cars upon their track, more definitely defined as portable devices of that character; and its object is to provide an improved construction of the same which shall possess superior advantages with respect to durability, ease of handling, and efficiency in operation.

The invention is more fully described in the following specification and clearly illustrated in the accompanying drawings, in which—

Figure 1 a plan view of a portion of a railway, showing my invention applied to the rails. Fig. 2 is a plan of the under side of the device, and Fig. 3 is a sectional view on line X X, Fig. 1.

The device consists of a single piece *a*, preferably of cast-iron, of approximately **V** shape and having a flat under side *b*, while the top edge *c* of each member *a'* is inclined, the highest point being located near the apex. At the junction of the two members *a'* a groove *d* is cut into each member on its upper side, and this groove in each member is in alinement with the inside wall of the other member, so that while riding up on either surface *c* the flange of the wheel will pass along the groove *d* and allow the wheel to find its normal position on the rail *h*.

A groove *e* is cut into the under side of the device at the apex on line with an imaginary central line drawn between the two members *a'* longitudinally. This groove is of sufficient width to permit the device to be placed over the tread of the rail.

When the device is placed in position, as shown in Fig. 1, it will be possible to replace the car, no matter on which side of the rail the derailed wheels rest.

While I have shown and described only one replacer, it is evident that two of them are intended to be used, one at each rail. A like device, though without the surface groove *e*, may be placed over the rail at a point opposite the one just described, and this will aid in replacing the wheels on that side of the car though the groove *e* be made in only one of the replacers.

It is evident that when my device is in position it is applied to both sides of the rail at one time.

Having thus fully described my invention, I claim—

A car-replacer comprising a single piece, of approximately **V** shape, its two members having flat under surfaces, inclined top surfaces, a groove *e* cut into the under side at the apex on the longitudinal center, and grooves *d* cut into the upper surface of each member near the apex and in alinement each with the inner wall of the opposite member, as and for the purpose described.

In testimony whereof I hereunto sign my name in the presence of two witnesses.

WILLIAM E. RULAPAUGH.

Witnesses:
ED. A. KELLY.
GEO. M. MILLER.