

No. 796,515.

PATENTED AUG. 8, 1905.

D. D. HOLMES.  
REPLACER FOR ROLLING STOCK OF RAILWAYS.  
APPLICATION FILED DEC. 30, 1904.

Fig. 1.

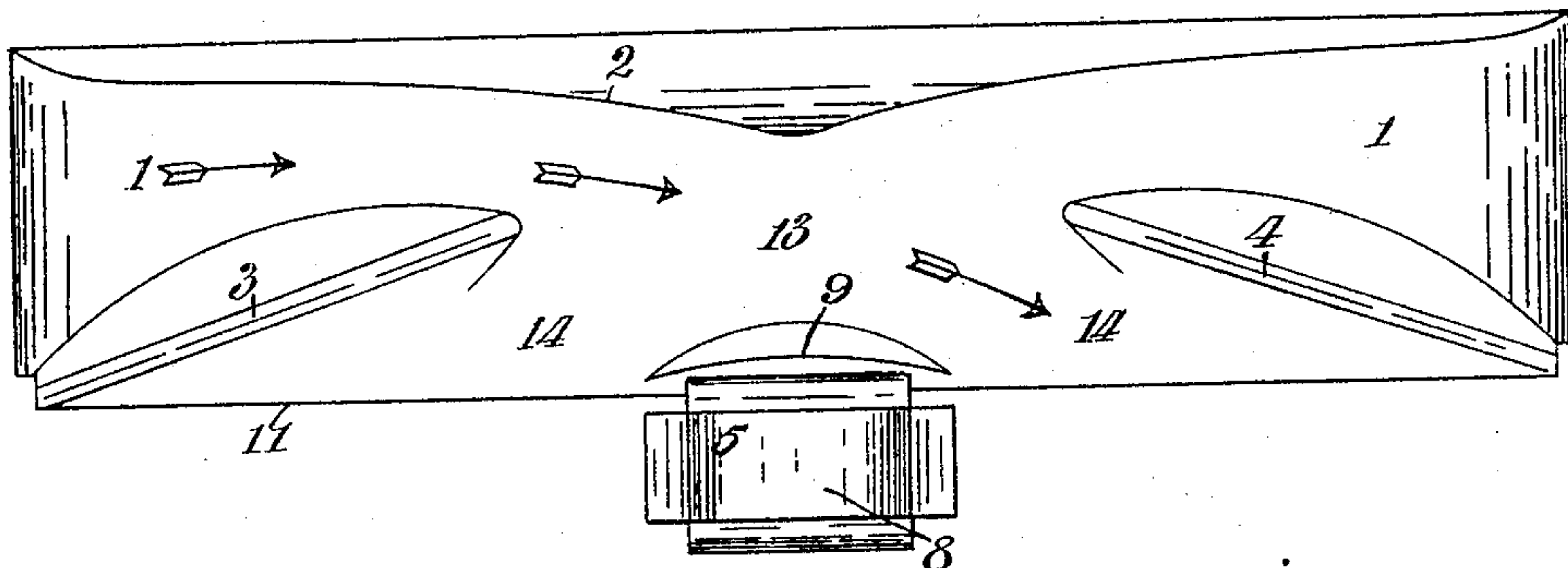


Fig. 2.

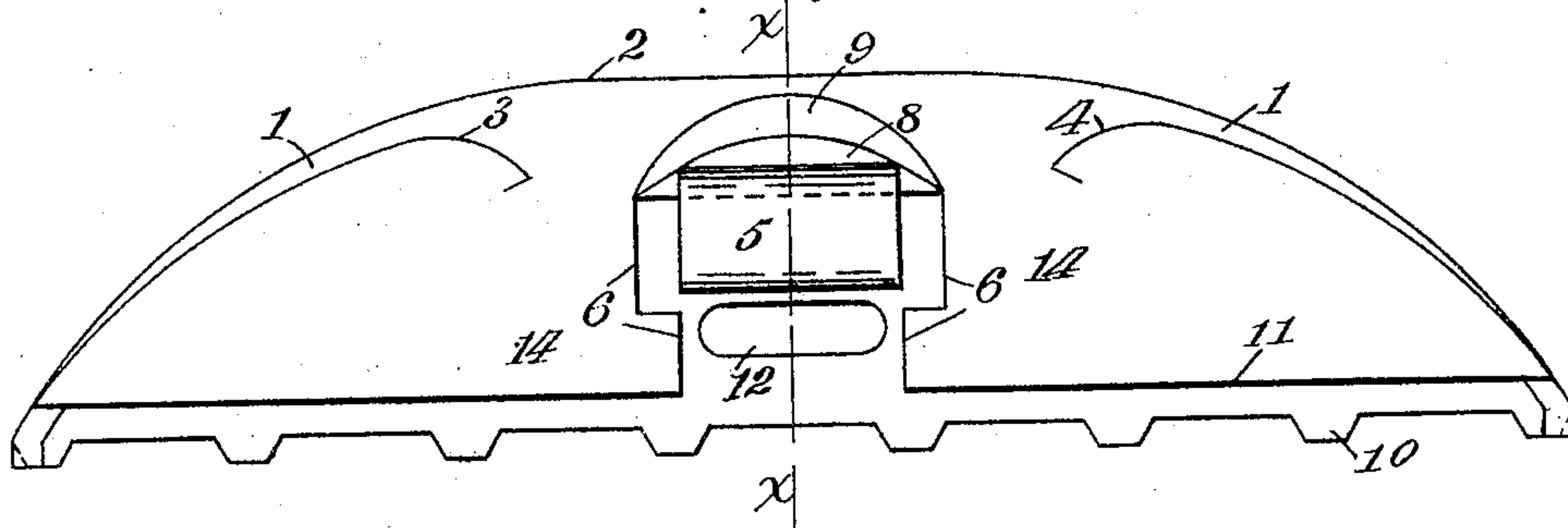
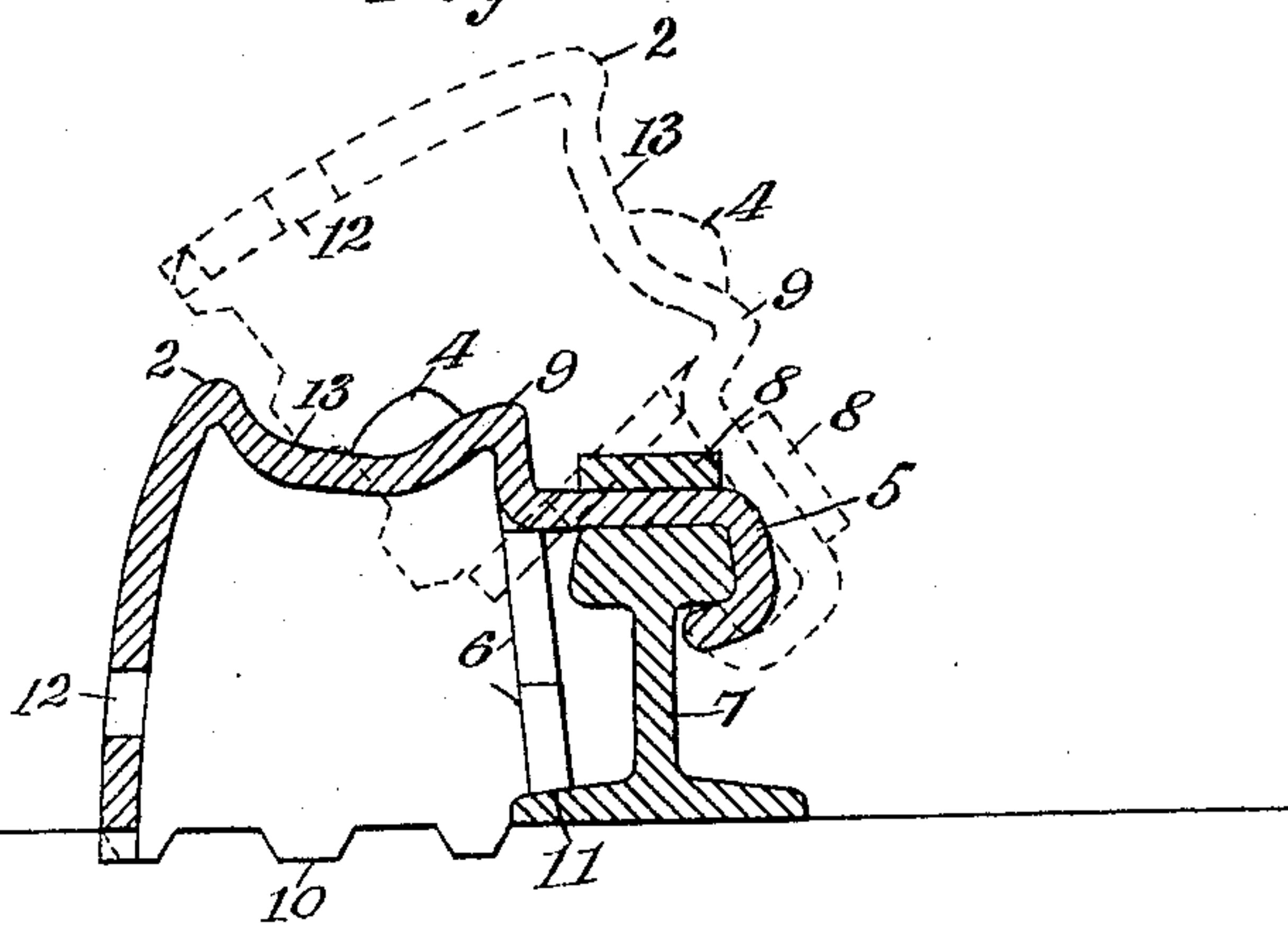


Fig. 3.



WITNESSES:

*D. J. Wickers*  
*Wm B T Holmes*

*D. Dwight Holmes* INVENTOR

BY

*S. Charles Yeaton* ATTORNEY

# UNITED STATES PATENT OFFICE.

DAVID DWIGHT HOLMES, OF NEW YORK, N. Y.

## REPLACER FOR ROLLING-STOCK OF RAILWAYS.

No. 796,515.

Specification of Letters Patent.

Patented Aug. 8, 1905.

Application filed December 30, 1904. Serial No. 238,872.

*To all whom it may concern:*

Be it known that I, DAVID DWIGHT HOLMES, a citizen of the United States, and a resident of New York city, borough of Manhattan, in the county and State of New York, have invented new and useful Improvements Pertaining to Replacers for Rolling-Stock of Railways, of which the following is a full, clear, and exact description.

My invention relates, broadly, to portable replacers for rerailing locomotives, cars, and other similar rolling-stock that have been derailed, and comprises novel features, which will be hereinafter described, and particularly pointed out in the concluding claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view. Fig. 2 is a front elevation. Fig. 3 is a sectional view through the line *xx* of Fig. 2.

The device in the form shown in the above figures is given simply as an illustration of a preferred form of carrying out my invention. It is not, however, to be understood as the only form which might be used or of which I am cognizant.

I have preferred to make my invention of pressed metal to insure the greatest strength with the least weight; but I do not wish to restrict myself to this, as a casting or other form might in some instances be preferred.

As shown in the accompanying drawings, the sheet metal is pressed so as to form two curvilinear inclines 1 1, up either of which is drawn the derailed wheel. The wheel is confined to the incline by means of the guards 2 and 3 or 2 and 4, as the case may be. 2, acting as the back guard, is a raised portion of the replacer extending across its entire back. 3 and 4 act as front guards and are raised portions and extend from the lower front corners up toward the center.

Among the novel features of my invention is the member 5, which acts to keep the replacer from spreading away from the track. As shown, it is formed from a portion of the front by cutting or punching the same along the lines 6 6. The portion cut out is bent upward and then around to form a hook, (best

shown in Fig. 3,) the dotted lines showing the mode of applying it to the track 7, it being then dropped in its normal position, as shown by the sectional view. 8 is a piece welded, riveted, or otherwise fastened upon the upper surface of the hook portion. This part allows any wheels that are upon the track to be drawn over the hook without injury to it, for without this member the flange of the wheel would tend to shear the hook.

9 is a raised portion acting as a guard to prevent the wheel when mounting the top of the replacer from sliding laterally down upon the hook. Upon the bottom of the back and sides of the replacer are formed the teeth 10. The bottom 11 of the front is smooth cut and rests upon the lower flange of the rail 7.

12 is a hand-hole or handle formed in the back for carrying the replacer.

Suppose the replacer to be hooked upon the rail and the derailed wheel mounting the left-hand side, as shown by the arrows. When it reaches the crest 13, it is prevented from going down the opposite incline 1 on account of the shape given to the back guard 2, which forces it to travel down the rapidly-declining surface 14. The abrupt declination of the surface 14 causes the wheel to slip laterally until it reaches the track. When the wheel is on the surface 14, there is very little vertical pressure, tending to hold the replacer in place. Most of the weight is exerted laterally, tending to thrust the replacer from the track, and thus rendering it useless; but with the aid of the hook 5 about the rail this danger is obviated.

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

A car-replacer comprising two inclined surfaces 1, 1, a back guard 2, front guards 3 and 4, declining surfaces 14, teeth 10, hand-hole 12, hook for securing replacer to rail 5, member 8 and guard 9.

In testimony whereof I have hereunto signed my name in the presence of two subscribing witnesses.

D. DWIGHT HOLMES.

Witnesses:

JAMES H. McCLELLAND,  
S. CHARLES YEATON.