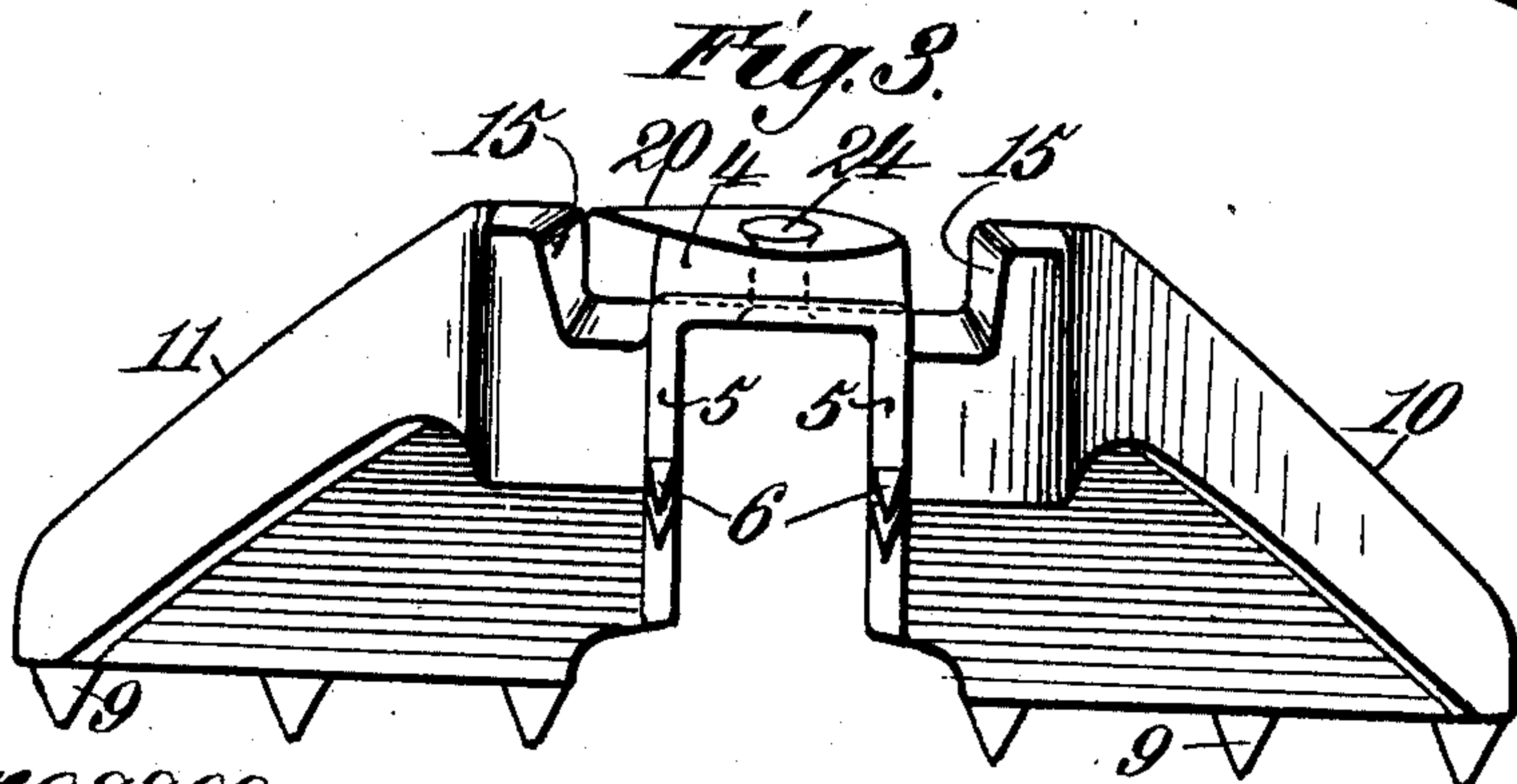
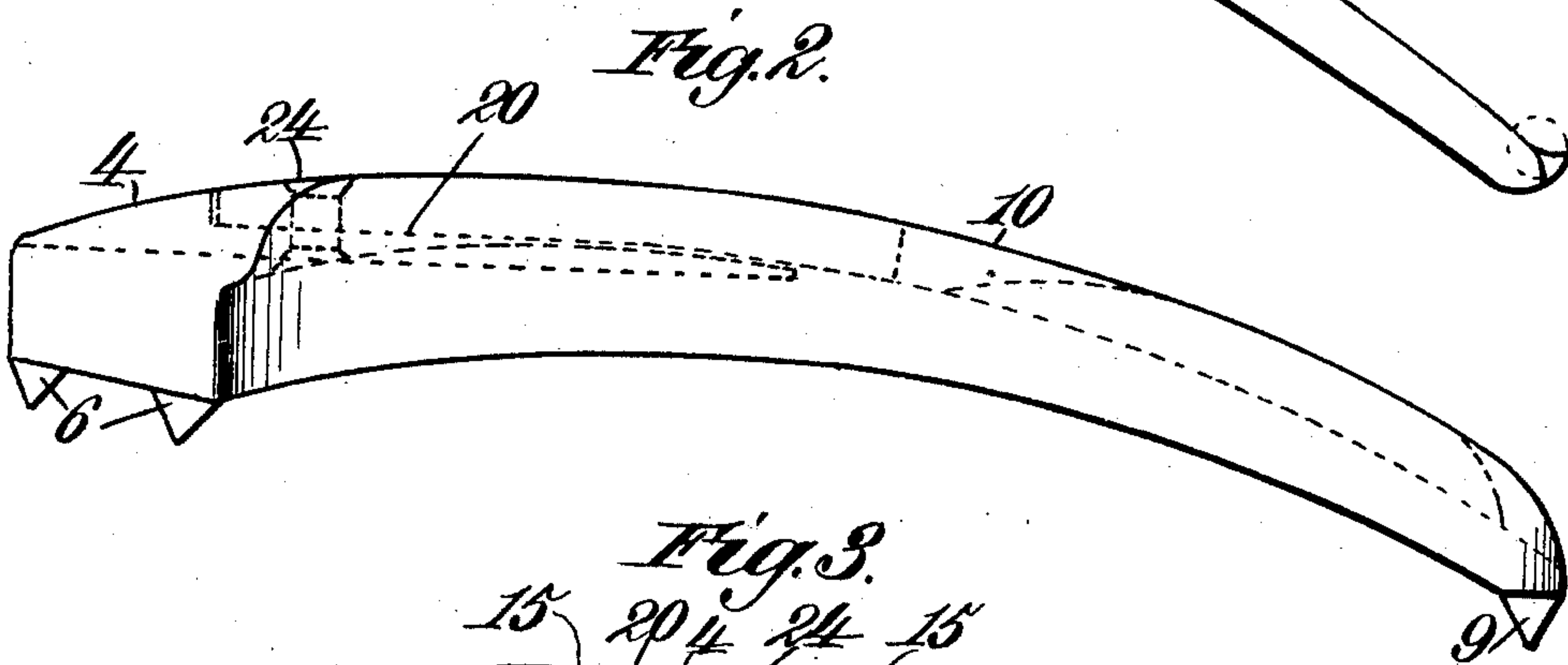
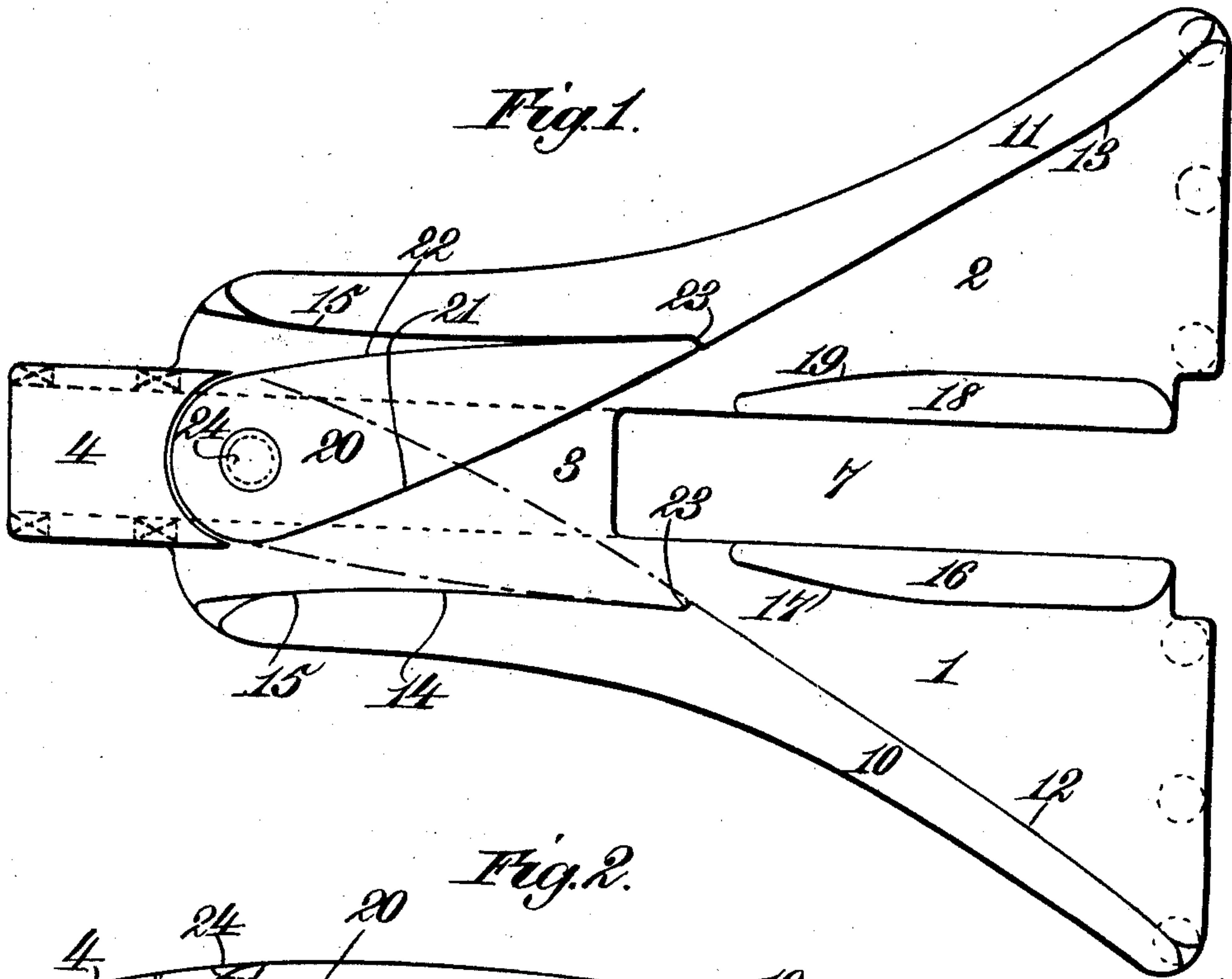


No. 826,961.

PATENTED JULY 24, 1906.

A. M. PEEBLES.
CAR AND ENGINE REPLACER.
APPLICATION FILED APR. 18, 1906.

2 SHEETS—SHEET 1.



Witnesses.
Robert Conitt,
E. Weaver.

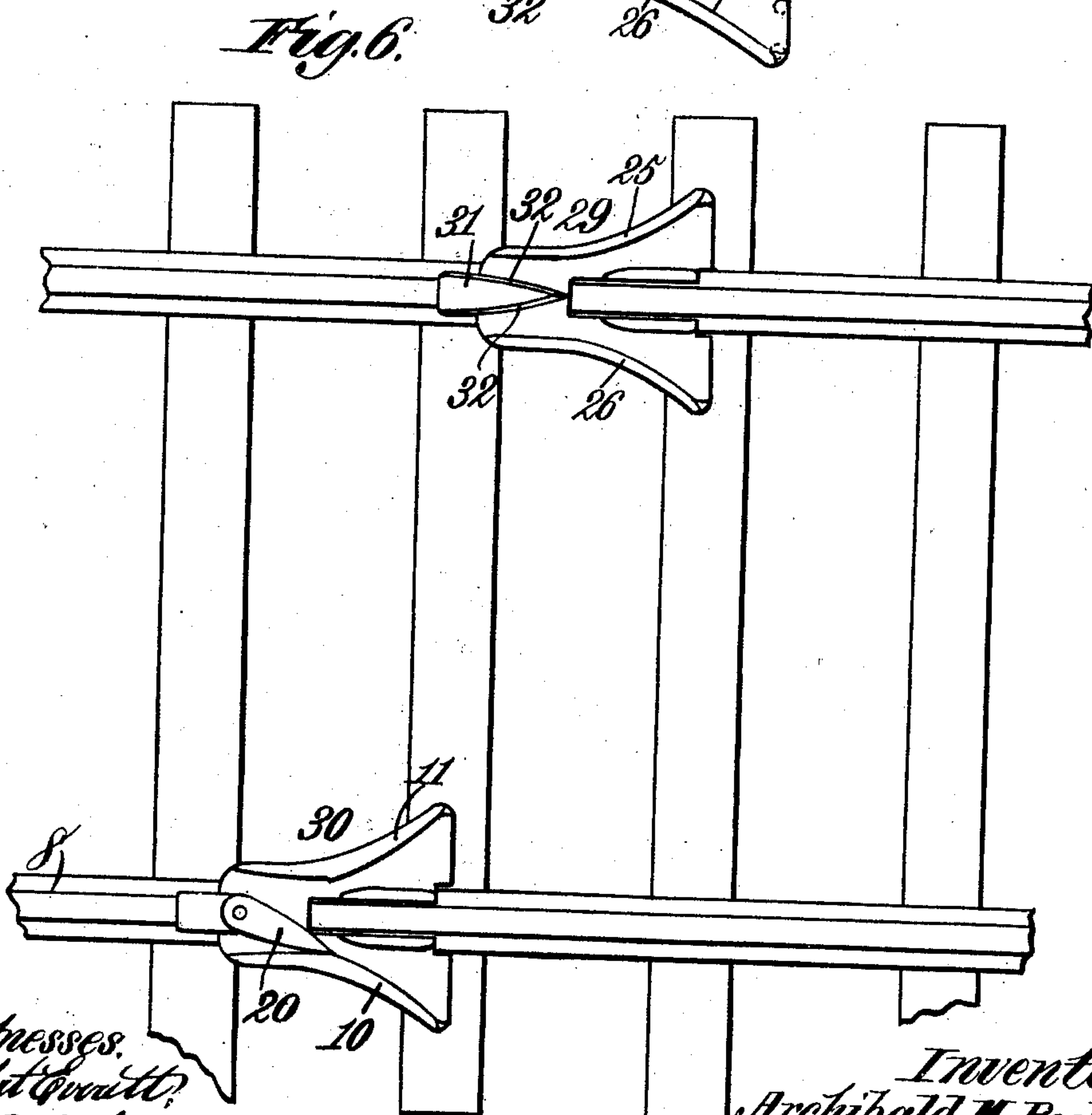
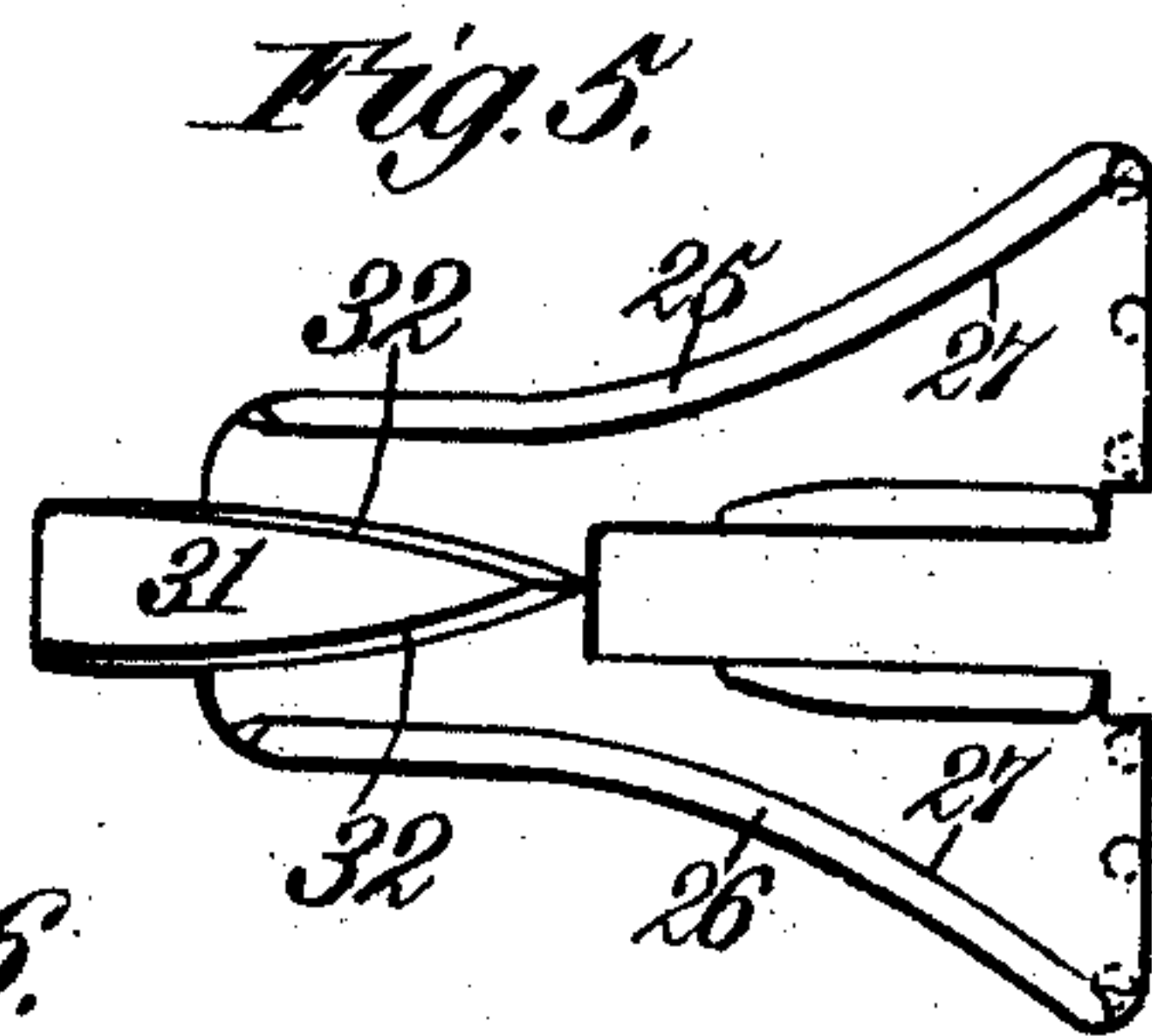
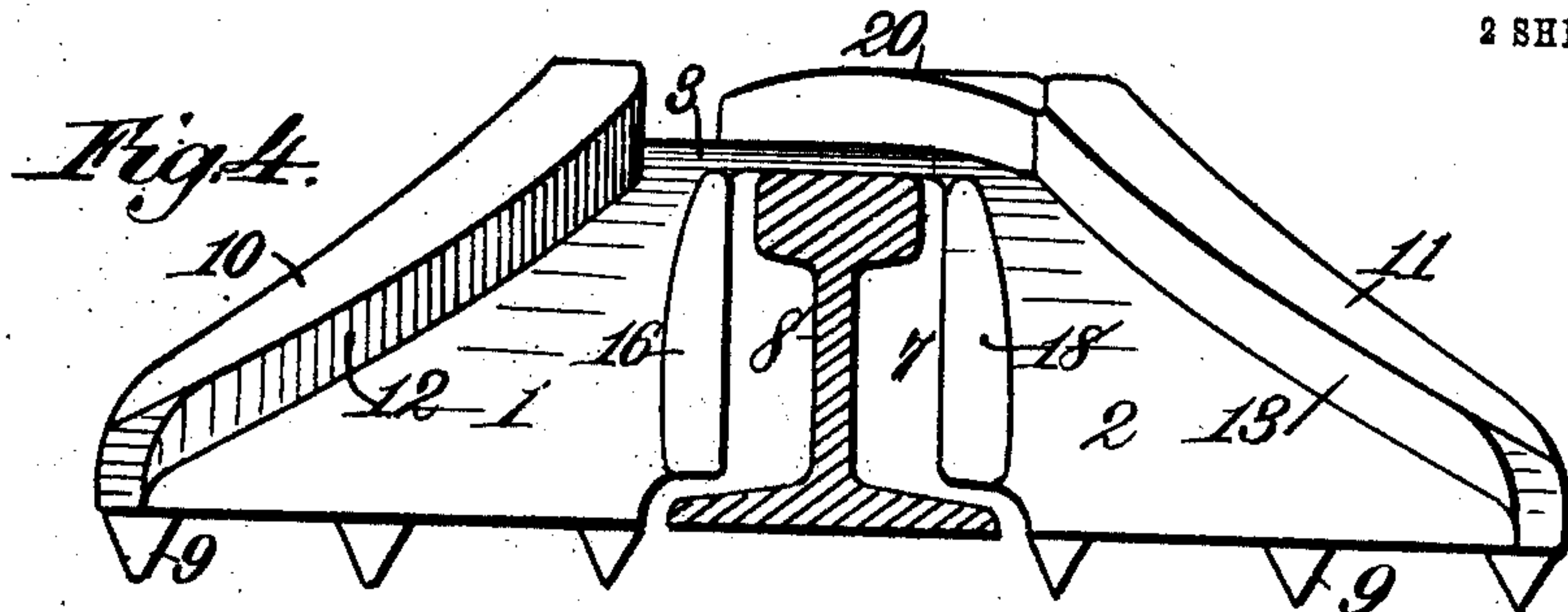
Inventor.
Archibald M. Peebles.
By James L. Norris,
Att'y.

No. 826,961.

PATENTED JULY 24, 1906.

A. M. PEEBLES.
CAR AND ENGINE REPLACER.
APPLICATION FILED APR. 18, 1906.

2 SHEETS—SHEET 2.



Witnesses.
R. H. Smith,
E. L. Weaver.

Inventor.
Archibald M. Peebles.
By James W. Norris,
Att'y.

UNITED STATES PATENT OFFICE.

ARCHIBALD M. PEEBLES, OF MEADVILLE, PENNSYLVANIA.

CAR AND ENGINE REPLACER.

No. 826,961.

Specification of Letters Patent.

Patented July 24, 1906

Application filed April 18, 1906. Serial No. 312,473.

To all whom it may concern:

Be it known that I, ARCHIBALD M. PEEBLES, a citizen of the United States, residing at Meadville, in the county of Crawford and State of Pennsylvania, have invented new and useful Improvements in Car and Engine Replacers, of which the following is a specification.

This invention relates to car and engine replacers, and aims to provide in a manner as hereinafter set forth a pair of interchangeable and reversible replacer-blocks for obtaining a universal rerailing action upon wheels of a derailed car or engine on either the right or left side of the track.

The invention further aims to construct the blocks in such a manner so that the sluing action during rerailing will be gradual, thereby preventing the car or engine wheels from being slued or thrown in a violent manner upon the track-rails, consequently overcoming jarring as the wheels mount the rails.

The invention further aims to provide a pair of replacer-blocks embodying a minimum amount of material, so as to be readily and conveniently handled, and which at the same time will be sufficiently strong to withstand the strain and wear incident to their use in rerailing of cars and engines.

The invention further aims to provide a pair of replacer-blocks of curvilinear form, simple in construction, efficient in use, strong, durable, readily set up in operative position, and comparatively inexpensive to manufacture.

With the foregoing and other objects in view the invention consists of the novel construction, combination, and arrangement of parts hereinafter more specifically described, and illustrated in the accompanying drawings, wherein is shown the preferred embodiment of the invention; but it is to be understood that changes, variations, and modifications can be resorted to which come within the scope of the claims hereunto appended.

In the drawings, wherein like reference characters denote corresponding parts throughout the several views, Figure 1 is a top plan view of one of the replacer-blocks constructed in accordance with this invention. Fig. 2 is a side view thereof. Fig. 3 is a view looking toward one end of the block. Fig. 4 is a like view looking toward the other end of the block. Fig. 5 is a plan view of the other block, and Fig. 6 is a plan showing a pair of replacer-blocks in accordance with this in-

vention arranged in operative position with respect to a pair of track-rails.

Referring to Figs. 1 to 4 of the drawings, the replacer-block is formed of a pair of substantially triangular-shaped portions 1 and 2, connected together by a bridge-piece 3, said bridge-piece having its upper end projecting in a longitudinal direction from the upper end of the body of the block, as at 4, and its other end terminating at a point in advance of a transverse line through the center of the block. The bridge-piece 3 has a pair of depending flanges 5, provided with spurs 6, and the said bridge-piece 3 is adapted to straddle the track-rail when the block is mounted in operative position. The top of the portion 4 of the bridge-piece 3 is above the plane of the remaining portion of the bridge-piece, but curves downwardly toward the track-rail. By constructing the block of two substantially triangular-shaped portions connected together by the bridge-piece 3 the contour of the block is such as to have a flaring lower end and a contracted upper end. Owing to the length of the bridge-piece 4, an opening is formed between the lower part of the triangular-shaped portions 1 2, and in the said opening the track-rail 8 extends. Each of the triangular-shaped portions is of convex curvature in longitudinal section, and the upper surface thereof gradually rises toward the top of the block and then descends slightly, forming thereby a curvilinear working face extending in the arc of a circle. On the lower face at each end of the triangular-shaped portions 1 2 piercing spurs 9 are provided, which, in connection with the spurs 6, are adapted to retain the block in operative position, owing to the fact that when the block is set up the spurs are adapted to enter in the ties of the track, thereby holding the block fast, so that no longitudinal or lateral movement can be had during the act of rerailing. At the outer side of each of the portions 1 2 a marginal guide-rib is provided.

The rib for the portion 1 is indicated by the reference character 10, and the rib for the portion 2 is indicated by the reference character 11. Each of these ribs has a portion of the inner face thereof extend at an inclination, and that portion of the rib 10 is indicated by the reference character 12 and that portion of the rib 11 is indicated by the reference character 13. The inclined extending portions of the inner face of the ribs 10 11 extend toward each other, or, in other

words, the inclined portion 12 extends in an opposite direction with respect to the inclined portion 13. The rib 10 has the remaining portion of its inner face extending in a longitudinal direction, as at 14, but slightly curved, and the rib 11 has the remaining portion of its inner face extending in a longitudinal direction, but slightly curved, as at 15. The function of constructing the inner faces of the ribs 10 and 11 in a manner as stated will be hereinafter referred to. The portion 1 at its inner side is formed with a marginal rib 16, with the inner face thereof slightly curved, as at 17, and the inner side of the portion 2 is formed with a marginal rib 18, with the inner face 19 thereof slightly curved. The function of the ribs 17 18 is to prevent the wheels when riding a block from sliding off the inner side of either of the portions 1 and 2. Pivoted to the bridge-piece 3 in close proximity to the portion 4 of the bridge-piece 3 is a guide-tongue 20, and the said tongue is tapering from its free end to its pivoted end. The tongue 20 at its pivoted end is flush with the top of the portion 4, and the side 21 of the tongue 20 associates with the inclined portion 13 of the rib 11, so that said side 21 will form a continuation of said inclined portion 13. The side 22 of the tongue 20 associates with the inclined portion 12 of the rib 10, so that when the tongue 20 is shifted in the position shown in dotted lines in Fig. 1 the said side 22 will form a continuation of the inclined portion 12. The ribs 10 11 are each formed with a pocket 23 to receive the free end of the tongue 20.

The pivot for the tongue 20 is indicated by the reference character 24.

The block shown in Fig. 5 is substantially the same as that shown in Figs. 1 to 4, with the following exception: the shape of the marginal ribs being slightly different and the guide-tongue being fixed. Otherwise than that as stated the construction is the same.

The marginal ribs, as shown in Fig. 5, are indicated by the reference characters 25 26, and the said ribs have their inner faces extending upwardly and inwardly and at an inclination and slightly outwardly in the direction of the length of the block upon a curve, the inner faces of the ribs being indicated by the reference character 27. The rib 26 of the block 29 associates with the rib 10 of the block 30, and the rib 25 of the block 29 associates with the rib 11 of the block 30.

The guide-tongue of the block 29 is indicated by the reference character 31 and has its sides beveled, as at 32. The tongue 31 extends the entire length of the bridge-piece 3 and is fixed or formed integral therewith. As shown, the tongue 31 is formed an integral part of the bridge-piece 3. The tongue 31 at its upper end curves toward the tread of the track-rail. Otherwise than that as

stated the construction of the block 29 is the same as the block 30.

The blocks 29 30 when in operative position are adapted to straddle the track-rails, the block 29 being slightly in advance of the block 30. The portions 1 2 of either of the blocks permit of rerailing being had from either side of the track-rails, and owing to the manner of constructing the blocks it is evident that their position can be reversed, as will be evident. When the blocks are in position, the pair of marginal ribs which associate with each other—for example, it will be said the rib 26 of the block 29, the rib 10 of the block 30—will act to force the wheels toward the track-rails as the wheels mount the block, the inclined working surface of each block causing the wheels to rise gradually to a height sufficient to enable the tread of the wheels to mount the tongues, so that the wheels can pass off the tongues onto the tread of the rails. The same action is had when the ribs 25 and 11 associate with each other. It will be evident that the tongue 20 is shifted to the desired position so as to associate with the ribs of that pair which associate with each other.

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

1. A replacer-block having a pair of curvilinear working surfaces connected together by a rail-straddling bridge-piece, said bridge-piece having its upper end projecting from the upper end of the block, said projecting end curving downwardly toward the track-rail, said block further provided with a longitudinally-extending marginal rib at each side of each of said working surfaces, one of the ribs of one surface being of less length than the other rib of said surface, and said block further having an opening between the two marginal short ribs, said rib of less length having its inner face curvilinear in contour and the said elongated rib having a portion of its inner face extending inwardly at an inclination with respect to the working surface and the remaining portion extending in a longitudinal direction but slightly curved.
2. A replacer-block having a pair of curvilinear working surfaces connected together by a rail-straddling bridge-piece, said bridge-piece having its upper end projecting from the upper end of the block, said projecting end curving downwardly toward the track-rail, said block further provided with a marginal rib at each side of each of said working surfaces, one of the ribs of one surface being of less length than the other rib of said surface, and said block further having an opening between the two marginal short ribs, said rib of less length having its inner face extending in a longitudinal direction and slightly curved and said elongated rib having its inner face extending in the arc of a circle.

3. A replacer-block having a pair of curvilinear working surfaces and a rail-straddling bridge-piece having its upper end projecting from the upper end of the block, said projecting end curving downwardly toward the track-rail and having the top thereof extending above the plane of the remaining portion of the bridge-piece, said block further provided with guide-ribs, and a pivoted tongue arranged in close proximity to the raised portion of said bridge-piece and having the top thereof flush with the top of said raised portion of the bridge-piece and adapted to associate with said guide-ribs.

4. A replacer-block having a pair of curvilinear working surfaces and a rail-straddling bridge-piece having the upper end thereof projecting from the upper end of the block, said projecting end curving downward toward the track-rail, said block further provided with guide-ribs, and a tongue connected with and substantially of a length equal to the length of said bridge-piece.

5. A replacer-block having a pair of curvilinear working surfaces and a rail-straddling bridge-piece having its upper end projecting from the upper end of the block, said projecting end curving downwardly toward the track-rail and having the top thereof extending above the plane of the remaining portion of the bridge-piece, said block further provided with guide-ribs, and a pivoted tongue arranged in close proximity to the raised portion of said bridge-piece and having the top thereof flush with the top of said raised portion of the bridge-piece and adapted to associate with said guide-ribs, and said bridge-piece of a length less than the length of said block, thereby forming an opening between the working surfaces.

6. A replacer-block having a pair of curvilinear working surfaces and a rail-straddling bridge-piece having the upper end thereof projecting from the upper end of the block, said projecting end curving downward toward the track-rail, said block further provided with guide-ribs, and a tongue connected with and substantially of a length equal to the length of said bridge-piece, and said bridge-piece of a length less than the length of the block, thereby forming an opening between the working surfaces.

7. A replacer-block having a pair of curvilinear working surfaces and a bridge-piece of less length than the block, said block further provided with guide-ribs, and a pivoted guide-tongue mounted upon and connected to the bridge-piece and having the sides thereof associating with the inner faces of the guide-ribs.

8. A replacer-block having a pair of curvilinear working surfaces and a bridge-piece of less length than the block, said block further provided with guide-ribs, and a stationary tongue fixed to the bridge-piece and having

the sides thereof associating with the inner faces of the guide-ribs said tongue equal to the length of the bridge-piece.

9. A replacer-block having a pair of curvilinear working surfaces and a bridge-piece of less length than the block, said block further provided with guide-ribs, a pivoted guide-tongue mounted upon and connected to the bridge-piece and having the sides thereof associating with the inner faces of the guide-ribs, piercing spurs formed integral with the upper end of the bridge-piece, and piercing spurs formed integral with the lower end of the block.

10. A replacer-block having a pair of curvilinear working surfaces and a bridge-piece of less length than the block, said block further provided with guide-ribs, a stationary tongue fixed to the bridge-piece and having the sides thereof associating with the inner faces of the guide-ribs, said tongue equal to the length of the bridge-piece, piercing spurs formed integral with the upper end of the bridge-piece, and piercing spurs formed integral with the lower end of the block.

11. A replacer-block consisting of two triangular-shaped portions substantially of convexed curvature in longitudinal section and connected together a portion of their length by a rail-straddling bridge-piece, said bridge-piece projecting from the upper end of the block and terminating at a point removed from the lower end of the block, thereby forming an opening to permit of positioning a triangular-shaped portion at each side of a track-rail, each of said triangular-shaped portions provided with a stop and a guide-rib, and a guide-tongue pivoted to the bridge-piece and having the sides thereof associating with the inner faces of the guide-ribs.

12. A replacer-block consisting of two triangular-shaped portions substantially of convexed curvature in longitudinal section and connected together a portion of their length by a rail-straddling bridge-piece, said bridge-piece projecting from the upper end of the block and terminating at a point removed from the lower end of the block, thereby forming an opening to permit of positioning a triangular-shaped portion at each side of a track-rail, each of said triangular-shaped portions provided with a stop and a guide-rib, and a guide-tongue fixed to the bridge-piece and of a length substantially equal to that of the bridge-piece and having the sides thereof associating with the inner faces of the guide-ribs.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

ARCHIBALD M. PEEBLES.

Witnesses:

W. S. SMITH,

L. I. BALDWIN.