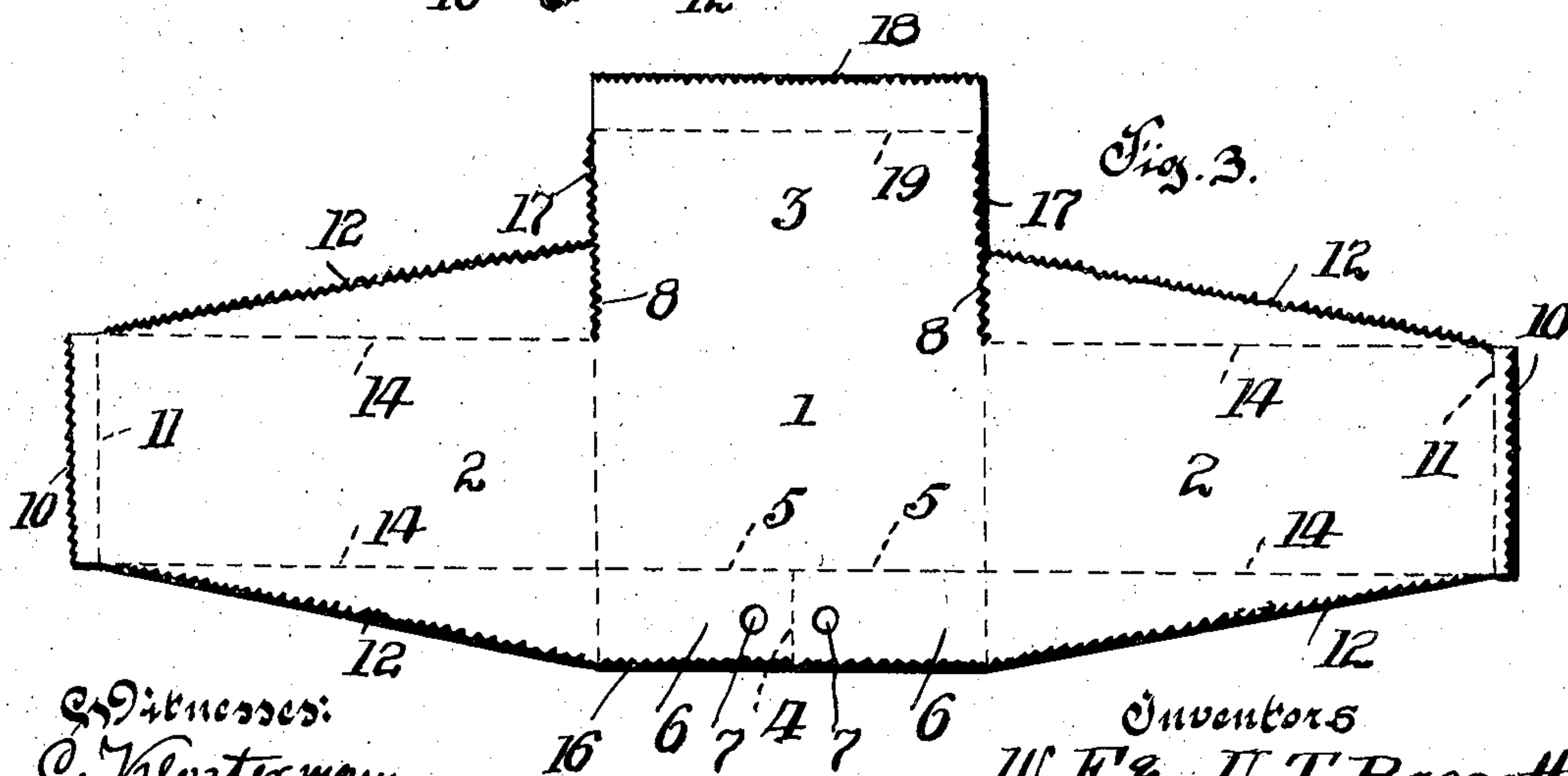
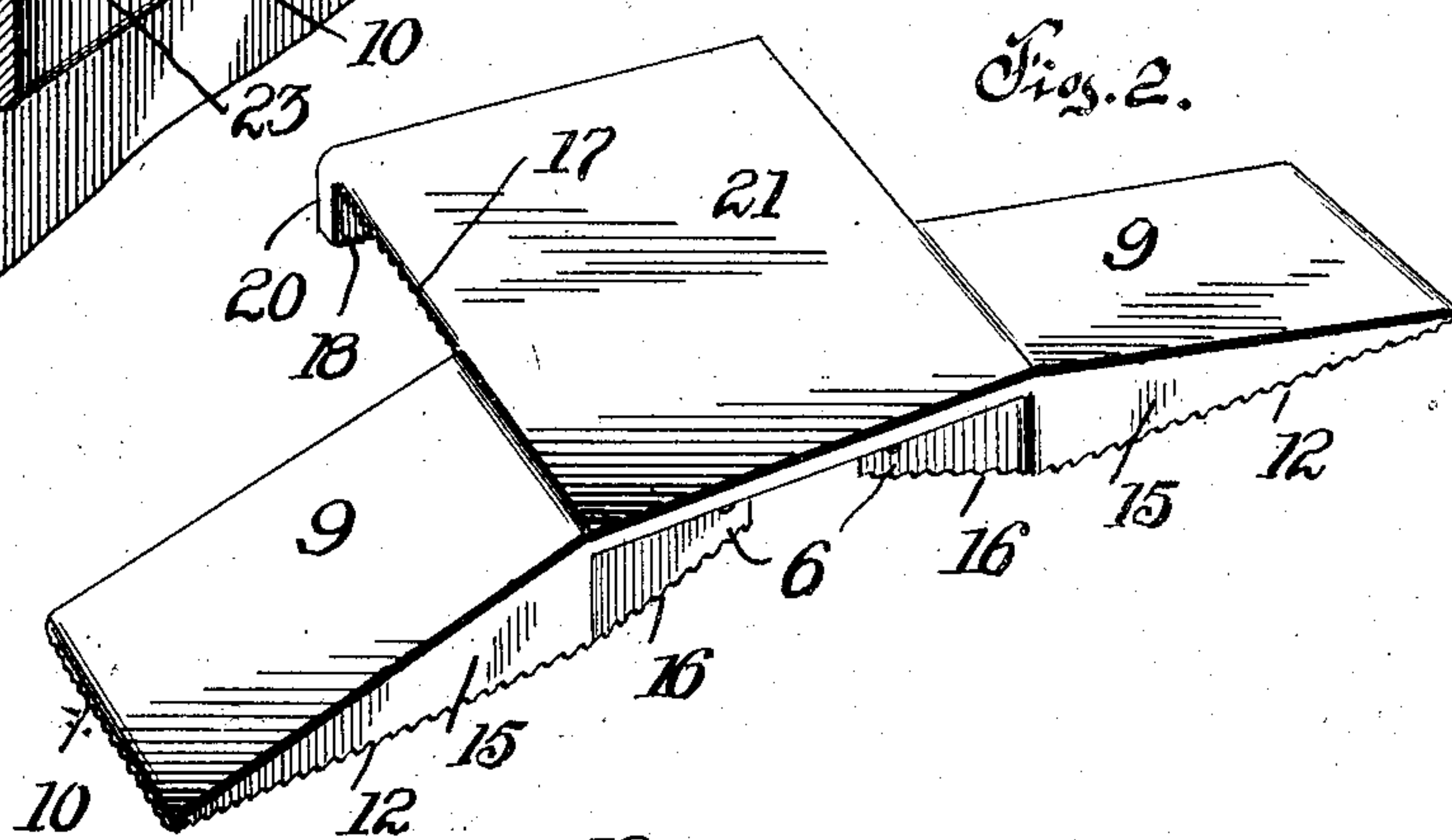
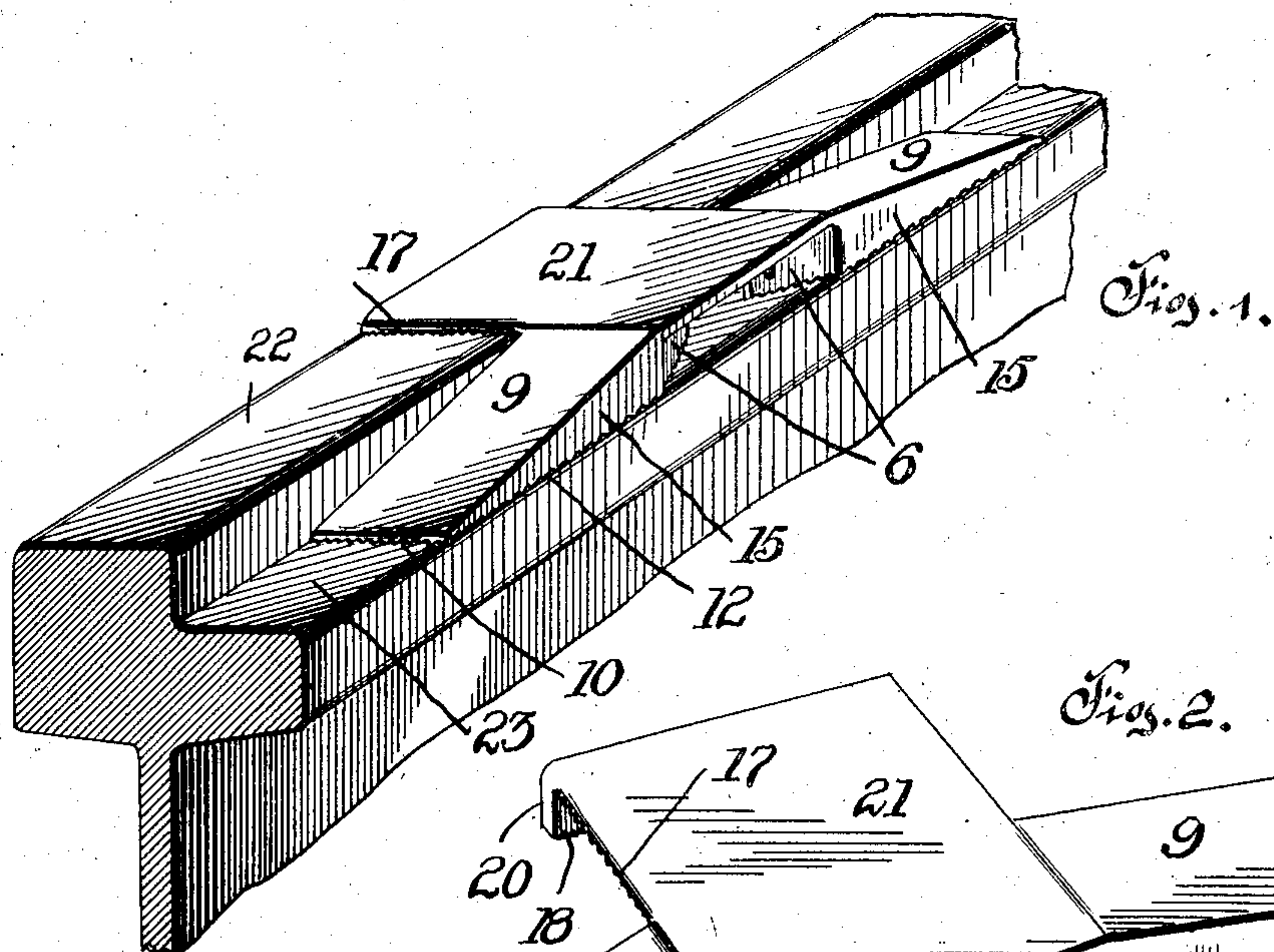


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W. E. & U. T. BASSETT.
WAGON REPLACER.

APPLICATION FILED FEB. 16, 1906.



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UNITED STATES PATENT OFFICE.

WILLIAM E. BASSETT AND ULYSSES T. BASSETT, OF PITTSBURG, PENNSYLVANIA.

WAGON-REPLACER.

No. 834,882.

Specification of Letters Patent.

Patented Nov. 6, 1906.

Application filed February 16, 1906. Serial No. 301,392.

To all whom it may concern:

Be it known that we, WILLIAM E. BASSETT and ULYSSES T. BASSETT, citizens of the United States of America, residing at Pittsburg, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Wagon-Replacers, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to certain new and useful improvements in wagon-replacers; and the invention has for its object the provision of novel means to be used in connection with one of the rails of a track for removing the wheels of a wagon therefrom.

Our invention aims to provide a simple and inexpensive wagon-replacer adapted to be carried by a wagon and placed in engagement with a rail in order that the wheel of a wagon may readily mount the rail or leave the groove formed by said rail and paving-blocks or ground that border upon said rail.

It is a well-known fact that where heavy wagons or drays are used having a gage similar to the car-track the wheels of the wagon or drag travel in the car-track; but when it is desired to turn out of the track considerable trouble is experienced in the wheels mounting one of the rails of the track, especially the wheels which are turned directly against the rail of a track upon the side to which the wagon is turning. The same trouble is experienced with the wagon-wheels when the same are traveling in the groove formed between the head of a rail and the guard-flange thereof, such rails being used upon curves in a track.

Our invention aims to provide a wagon-replacer adapted to be carried by a wagon and placed in the groove of the rail to elevate the wagon-wheels when the wagon is moved and prevent the wheels from binding against the side of the rail-head.

Briefly described, we have constructed a metallic wagon-replacer consisting of two inclined plates, which are formed integral with a bridge or gripping-plate, adapted to engage the head of the rail. In connection with the replacer we have devised novel means for preventing the same from slipping, also means whereby the replacer can be conveniently carried by a wagon.

The detail construction of our invention

will be hereinafter more fully described and claimed, and, referring to the drawings accompanying this application, like numerals of reference designate corresponding parts throughout the several views, in which—

Figure 1 is a fragmentary perspective view of a rail having our improved wagon-replacer mounted thereon. Fig. 2 is a perspective view of the replacer, and Fig. 3 is a plan of a piece of sheared or cut metal from which the replacer is formed.

To put our invention into practice, we use a sheet of metal consisting of a body portion 1, having two outwardly-extending tapering portions 2 2 and a central rectangular portion 3. The sheet of metal is cut or sheared, as at 4 and 5 5, forming supporting-lugs 6 6, the confronting ends of said lugs being pierced, as at 7 7, the object of which will be presently described. The sheet of metal is also cut and sheared upon the short dotted lines 8 8. The tapering portions 2 2 of the sheet of metal are then bent downwardly, forming two inclined planes 9 9, the extreme ends of which are serrated or toothed, as at 10, and bent downwardly upon the dotted lines 11 11, forming gripping edges which are adapted to engage the head of a rail. The tapering sides of the portions 2 are serrated or toothed, as at 12, and bent downwardly upon the dotted lines 14 14 to form supporting-flanges 15 15. The supporting-lugs 6 6 have their edges serrated, as at 16, and then are bent inwardly at an angle to the supporting-flanges 15, as clearly illustrated in Figs. 1 and 2 of the drawings.

The edges of the rectangular portion 3 of the sheet of metal are also serrated and toothed, as at 17 17 and 18, the extreme end of the rectangular portion 3 being bent downwardly upon the dotted lines 19 to form a gripping-flange 20.

The body portion 1 of the sheet of metal, together with the rectangular portion 3, forms a gripping-plate or bridge 21, and by referring to Fig. 1 of the drawings it will be observed that the gripping-plate or bridge embraces the head 22 of a rail, the gripping-flange 20 engaging the outer side of the head, while the inclined planes 9 9 of the replacer are supported within the channel 23 of the rail by the supporting-flanges 15 15 and the supporting-lugs 6 6. When the replacer is so mounted upon the head of the rail, a wheel rid-

ing in the channel 23 of the rail may mount either one of the inclined planes 9 9, pass onto the bridge or gripping plate 21, and then onto the head 22 of the rail, thereby preventing the wheel from inpinging against the side of the rail-head, as would be the case were not the replacer used and it was desired to turn out of the channel of the rail.

The serrated edges of the replacers are adapted to engage in the head of the rail when a wheel is surmounting the same and prevent the replacer from slipping and becoming displaced. In practice we provide the pierced supporting-lugs 6 6 with a link by which the replacer may be suspended or hung from a hook carried beneath the bed of a wagon, the manner of carrying the replacer when not in use being optional to the person having use for the same. However, by simply piercing the supporting-lugs in the manner described and shown an extremely easy mode of carrying the replacer is provided.

The replacer is constructed of strong and durable sheet metal, which cannot be crushed by the heavy weight which surmounts the same.

Such changes in the construction of our improved replacer as are permissible by the appended claims may be resorted to without departing from the spirit and scope of the invention.

What we claim, and desire to secure by Letters Patent, is—

1. A wagon-replacer constructed of sheet metal, said replacer consisting of a bridge or gripping plate, inclined plates carried by said bridge or gripping plate, toothed flanges and lugs supporting said inclined plates and said bridge, a gripping flange carried by said

bridge, said flange and the edges of said bridge being toothed to engage the head of a rail, substantially as described.

2. A wagon-replacer embodying a bridge or gripping plate, inclined plates carried by said bridge and having toothed edges to engage in the channel of a rail, inwardly-extending supporting-lugs adapted to support said bridge, a gripping-flange carried by said bridge and adapted to engage the side of the head of a rail to retain said replacer in engagement with said rail, substantially as described.

3. A replacer of the type described formed from a sheet-metal blank consisting of a body portion of substantially rectangular form having laterally-extending oblong portions, the free ends of which are serrated, and said blank having flanges along the side edges of the laterally-extending portions provided with serrated edges, and said body having serrated edges on the part thereof that extends beyond the laterally-extending portions.

4. A replacer of the type described formed from sheet metal and embodying a bridge-plate adapted to overlies a rail-head and provided with serrated gripping edges to engage said rail-head, and inclined wheel-elevating plates projecting from opposite side edges of the bridge-plate.

In testimony whereof we affix our signatures in the presence of two witnesses.

WILLIAM E. BASSETT.
ULYSSES T. BASSETT.

Witnesses:

E. E. POTTER,
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