No. 849,393. PATENTED APR. 9, 1907.

C. H. HESS.

CAR REPLACER.

APPLICATION FILED DEC. 21, 1906.

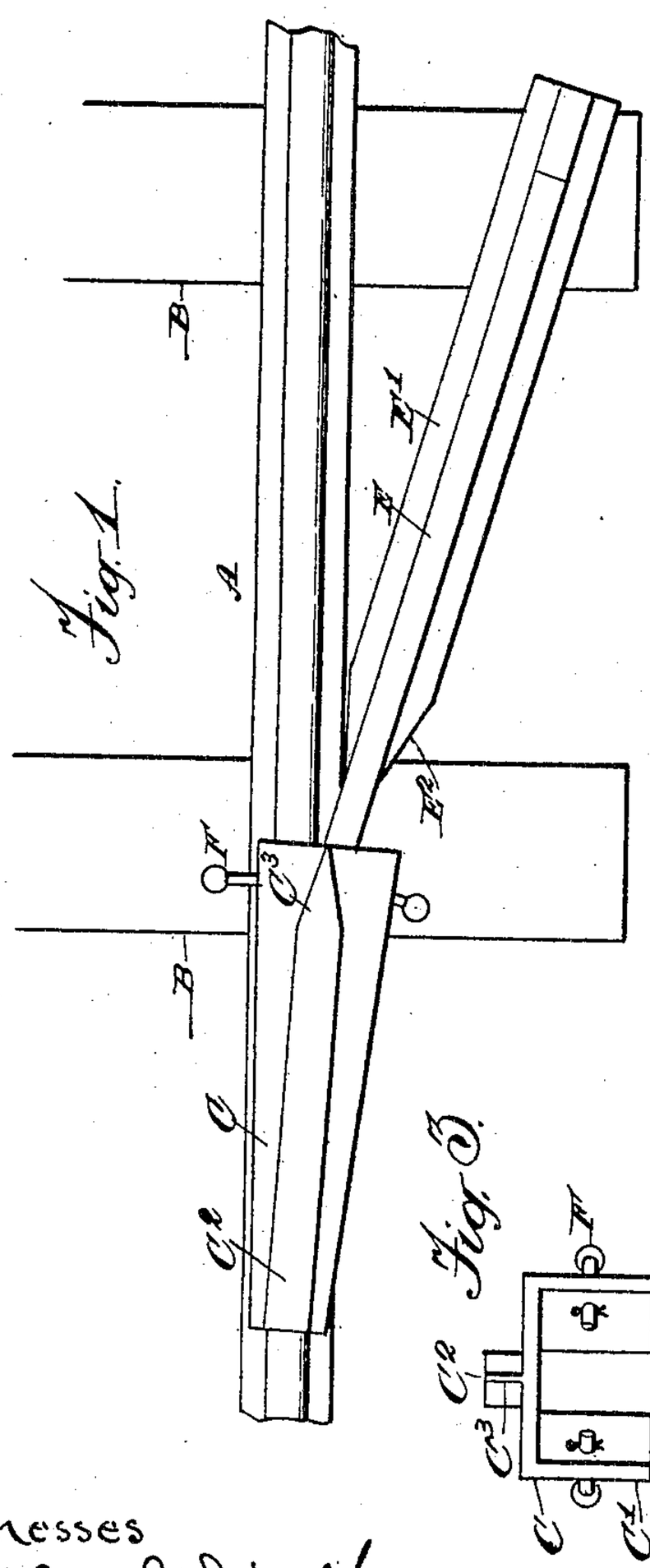

Fig. 1.

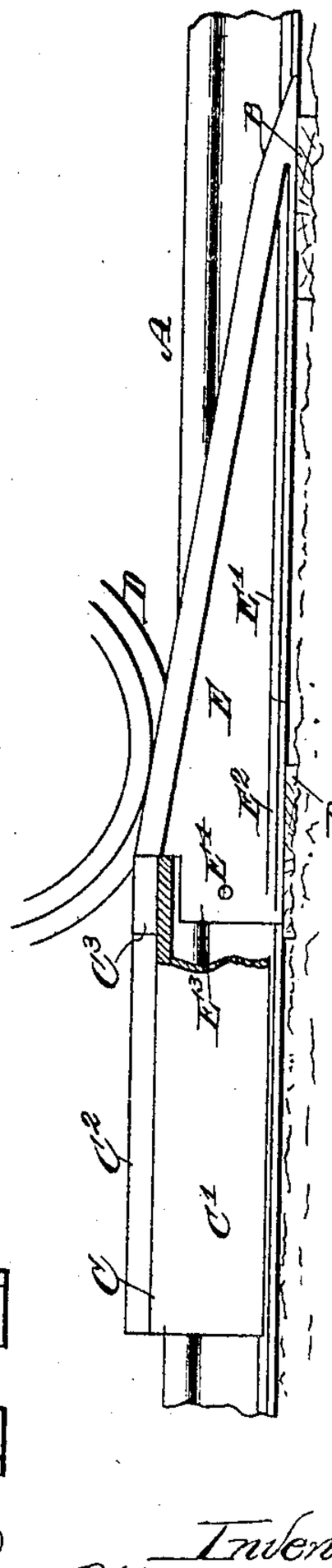

Fig. 2.

Fig. 3.

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CAR-REPLACER.

No. 849,393. Specification of Letters Patent. Patented April 9, 1907.

Application filed December 21, 1906. Serial No. 348,998.

To all whom it may concern:

Be it known that I, CHARLES H. HESS, a citizen of the United States, residing at Steamboat Rock, in the county of Hardin and State of Iowa, have invented certain new and useful Improvements in Car-Replacers, of which the following is a specification.

The object of this invention is to produce a simple and efficient device for replacing derailed cars on a railway-track.

The invention is fully disclosed in the specification and claims following, reference being had to the accompanying drawings, in which—

Figure 1 is a top view of a device embodying my invention as in use. Fig. 2 is a side view of the same with a part broken away to show the end of the inclined rail within. Fig. 3 is an end view of the shoe that rests on the track-rail.

In the drawings, A designates a railway-rail, and B B ties supporting the same. The replacer is in position to replace a car off the track at the lower side with respect to Fig. 1.

The replacer is very simple, comprising but two main parts. One of these is a shoe C in the nature of a stirrup, with depending side flanges C′ to straddle the ball of the rail and preferably to rest on the flange thereof at the bottom. At one end these flanges C′ are separated far enough to admit the ball of the rail, and at the other end they are considerably flared, so that the shoe may be shifted sidewise at this wider end to admit of its being used on either side of the track. The top of the shoe forms a short rail C^2, which is tapered at C^3, the rail corresponding practically to the depth of the wheel-flange D. From this shoe and forming a continuation of the short rail thereon extends an inclined rail E, with a broad flange E′ to rest on the ties or road-bed, which flange is tapered at E^2 to allow for a limited lateral swing according to the angle of the car to the track and also so that it may be used on either side of the track. The web of this rail is extended at E^3 and when in operative position lies between one flange of the shoe and the adjacent track-rail, where it may be held in any suitable way, as by a pin F engaging a hole E^4.

For the other track-rail the inclined rail is sufficient without the shoe, or, for that matter, an inclined block of almost any sort, the difficult part of car-replacing being to replace those wheels which are outside the track and whose flanges must pass diagonally across the rail in taking their proper position. This is accomplished very easily by means of the apparatus described and in a manner that will be readily understood.

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

1. In a car-replacer, the combination with an inclined rail, of a shoe adapted to rest on the track-rail and carry the car-wheel across it diagonally, said shoe having a short section of rail at the top, and central thereto, and side flanges to straddle the rail-ball at one end, and at the other end spreading to allow for use in replacing cars from either side of the track-rail.

2. In a car-replacer, the combination of an inclined rail provided with a bottom flange tapered at one end, and a shoe adapted to rest on the track-rail, said shoe having depending flanges, flared at one end, and a raised portion at the top, tapered at one end, to abut against one end of the inclined rail, and carry the car-wheel flange diagonally across the track-rail.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES H. HESS.

Witnesses:
H. H. TURNER,
C. E. ALDEN.