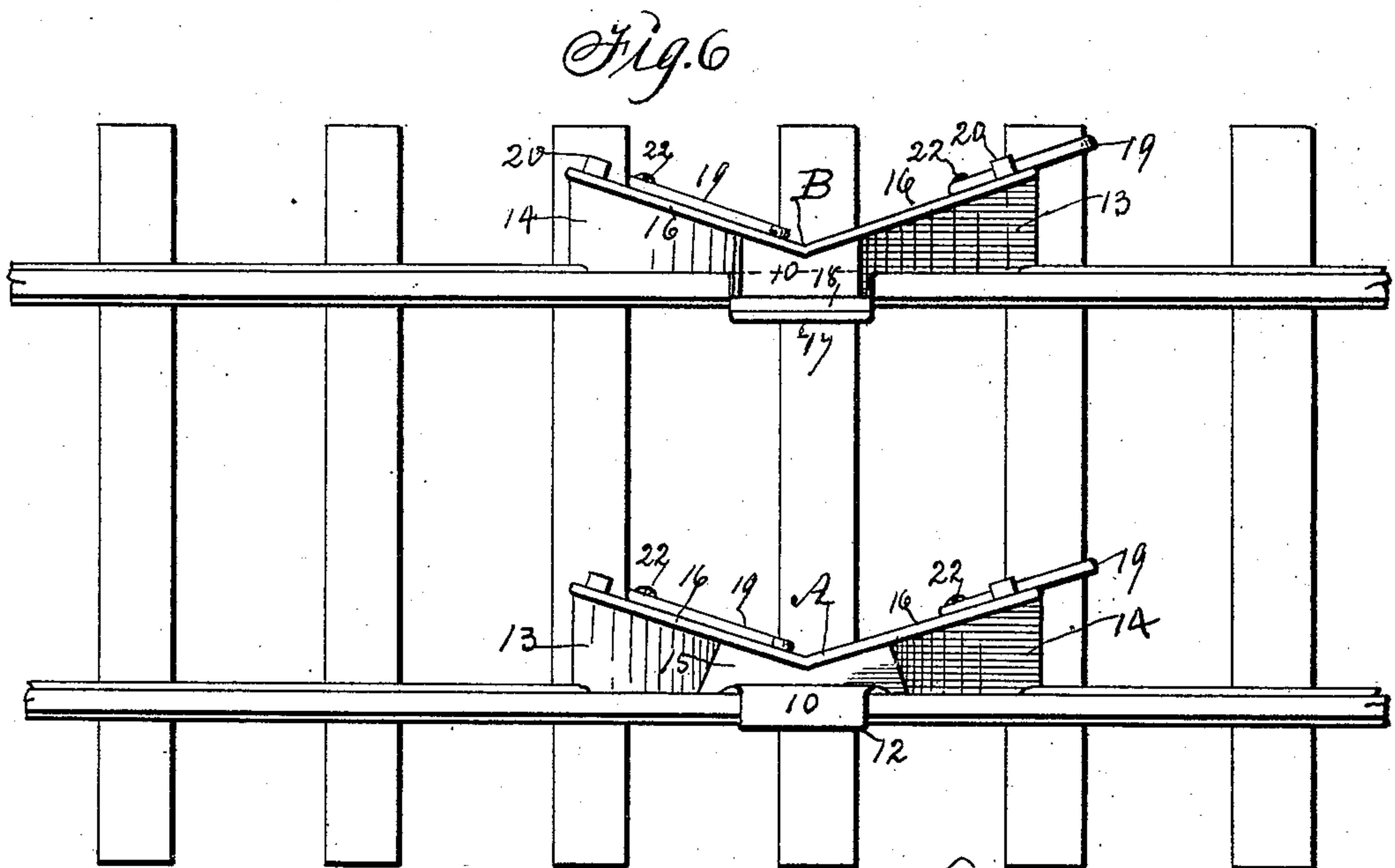
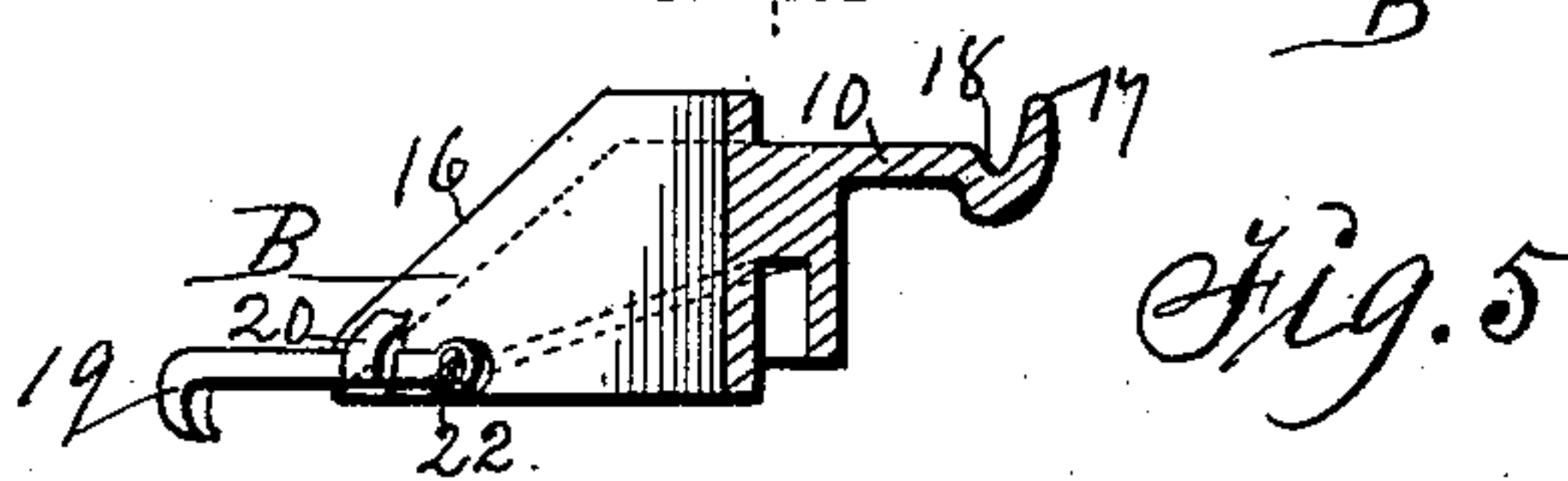
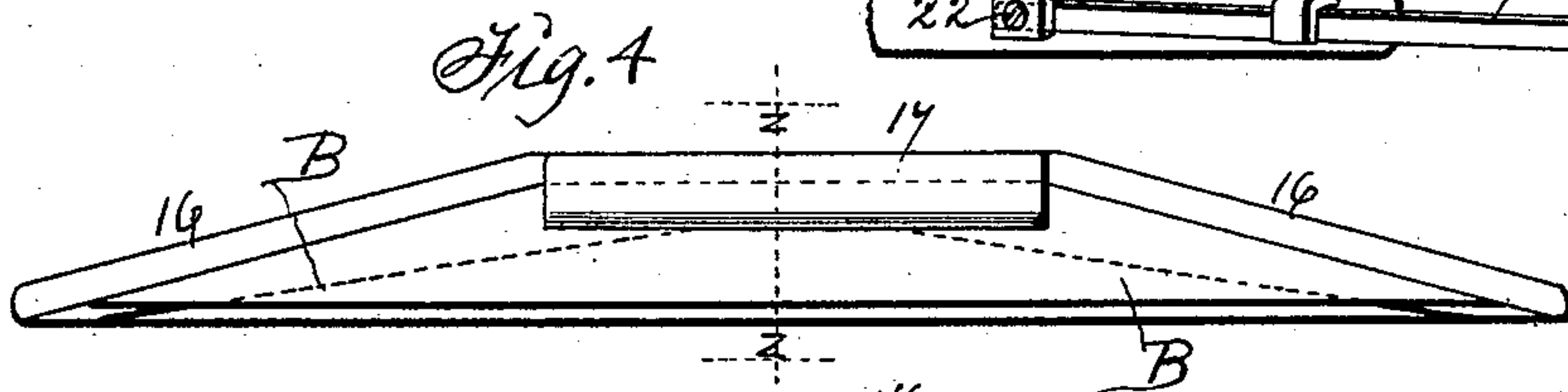
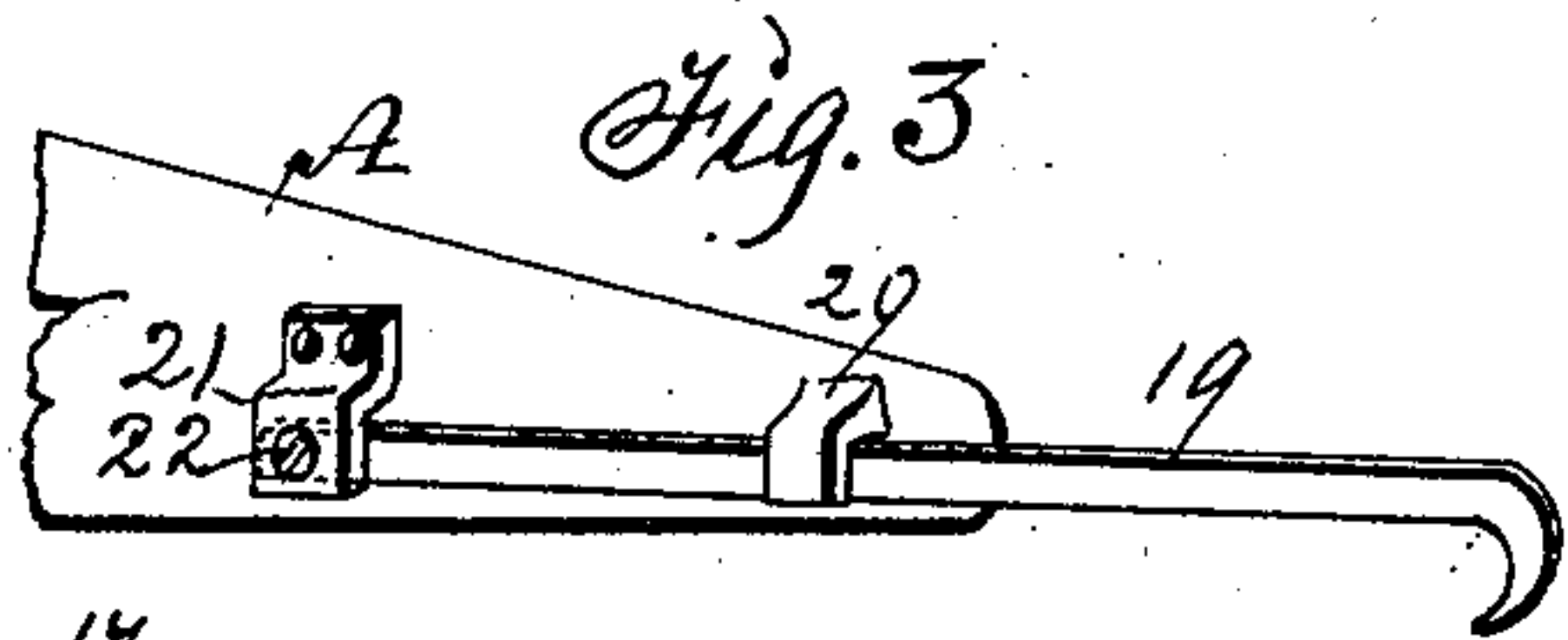
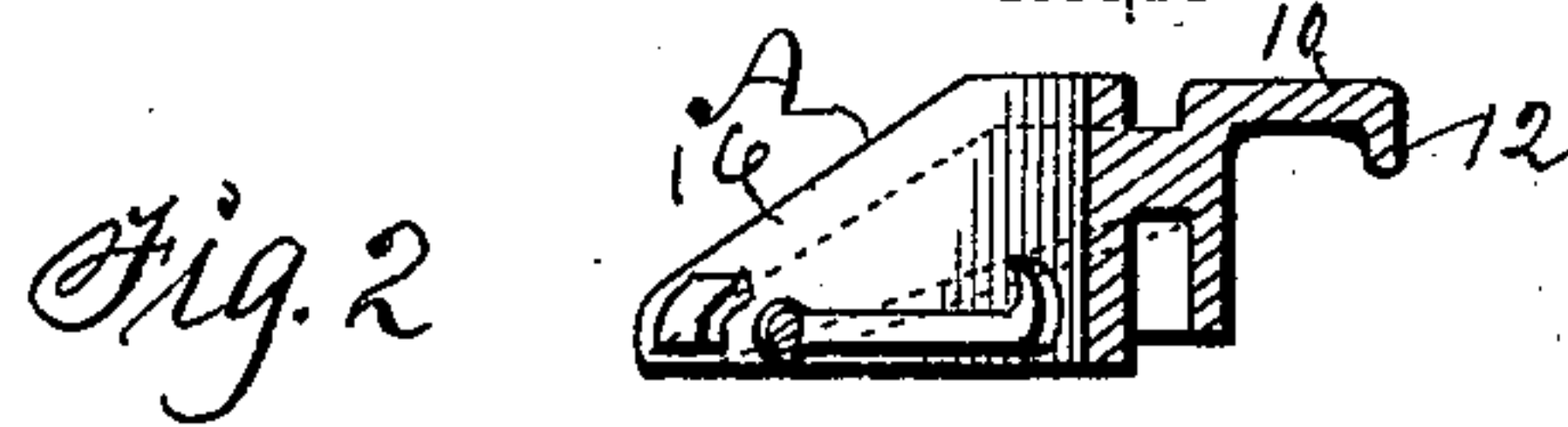
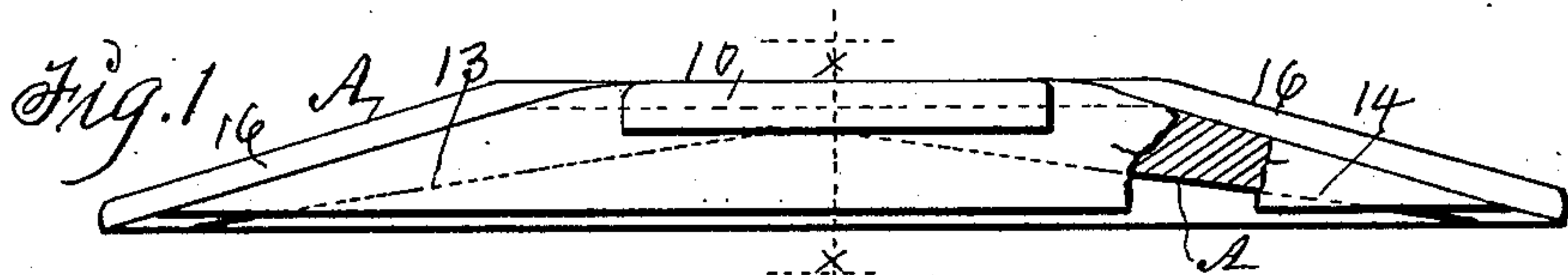


No. 856,192.

PATENTED JUNE 4, 1907.

W. F. BRANN.  
CAR REPLACER.

APPLICATION FILED MAR. 7, 1907.



Witnesses:  
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Inventor: William F. Brann,  
By Thomas G. Orwig, Attorney.



# UNITED STATES PATENT OFFICE.

WILLIAM F. BRANN, OF DES MOINES, IOWA.

## CAR-REPLACER.

No. 856,192.

Specification of Letters Patent.

Patented June 4, 1907.

Application filed March 7, 1907. Serial No. 361,622.

*To all whom it may concern:*

Be it known that I, WILLIAM F. BRANN, a citizen of the United States, residing at Des Moines, in the county of Polk and State of Iowa, have invented a new and useful Car-Replacer, of which the following is a specification.

My object is to provide simple, strong, durable and portable devices in pairs adapted to be placed on a railway track for elevating derailed cars as required for replacing them on the track rails by means of the power utilized for moving a locomotive and cars on a track.

My invention consists in the metal blocks shaped and described as hereinafter set forth, pointed out in my claims and illustrated in the accompanying drawings, in which—

Figure 1 is a view of the inner side of one of the blocks designed to be placed on the side of a track rail so that its inner and central portion will extend over the rail. Fig. 2 is a transverse central section on the line *xx* of Fig. 1. Fig. 3 is an enlarged end portion of the opposite side of Fig. 1 and shows two lugs for securing a hook thereon in place of only one lug as shown in Fig. 2. Fig. 4 shows the inside face of the second block of the pair of blocks and Fig. 5 is a transverse sectional view thereof on the line *zz* and shows the inner end of the lateral extension projecting upward in place of downward as shown in Fig. 2. Fig. 6 is a top view of a railway track and shows my invention applied as required for practical use.

The letter A designates the block that has a lateral extension 10 at its top and center that terminates in a flange 12 that projects downward and is adapted to engage and cover the top of a rail as shown in Fig. 6. The end portions, 13 and 14, of the block are wider than at its center 15 that is slightly convex on its top surface and they incline downward therefrom to serve as inclined planes upon which car wheels can ascend and to be directed to track rails by the flanges 16 at their inclined edges.

The block B is shaped the same as block A excepting that the lateral extension 10 is lower and wider and terminates in a vertical flange 17 and a groove 18 on the inside of the flange that will direct the flange of a car wheel to the inside of the track rail when the wheel rises on the inclined plane to the top 15 between the inclined plane 13 and 14.

To the inclined side faces and end portions of the blocks A and B are pivotally connected

hooks 19 to engage ties in a railway track, as shown in Fig. 6 and as required to retain the blocks stationary when a derailed car is moved upon the inclined planes and replaced on the track rails by being directed to the rails by means of the flanges 16. Hook-shaped studs 20 on the ends and side faces of the blocks prevent the hooks from rising and slipping off from the ties. Stud 21 provided with screw holes can be advantageously used for pivoting the hooks to the blocks by means of screws 22 extended through the studs and seated in the blocks so as to prevent the pivotal screws from being broken when subjected to great pressure transmitted to them by the hooks from a car when it engages the inclined planes to ascend thereon. When the hooks 19 are not in use they can be folded backward as shown in Figs. 2 and 6. It is obvious a car may be replaced from either side of the track by reversing the positions of the blocks A and B relative to the track rails.

Having thus set forth the purpose of my invention and its construction and manner of application the practical operation and utility thereof will be obvious.

What I claim as new and desire to secure by Letters-Patent, is:

1. A block for replacing a derailed car comprising a center portion having a flat top, inclined planes extending downward from the top and wider at their lower ends than at their tops, flanges projecting upward at the outside edges of the inclined planes, a lateral extension at the top and inside face of the block having a flange projecting downward at the end of the extension and means for detachably fastening the block to a cross tie.

2. A block for replacing a derailed car comprising a center portion having a flat top, inclined planes extending downward from the top and wider at their lower ends than at their tops, a flange projecting upward at the outside edges of the inclined planes, a lateral extension at the top and inside face of the block, a flange projecting downward at the edge of the extension and means to fasten the block on a cross tie and a rail.

3. A block for replacing a derailed car comprising a center portion having a flat top, inclined planes extending downward from the top and wider at their lower ends than at their tops, a flange projecting upward at the outside edges of the inclined planes, a lateral extension at the top and inside face of the block having a flange projecting downward



at the edge of the extension, a hook pivoted to the outside face of the block to fasten the block on a railway track aside of a rail.

4. A block for replacing derailed cars comprising a center portion having a flat top, inclined planes extending downward from the top and wider at their lower ends than at their upper ends, a flange projecting upward at their outside edges, a lateral extension at the top having a vertical flange at its edge and a groove in the top surface of the extension at the side of the flange and a hook pivotally connected with the block, to operate as set forth.

5. A block for replacing derailed cars comprising a center portion having a flat top, inclined planes extending downward from the top and wider at their lower ends than at their upper ends, a flange projecting upward at the outside edge of the inclined planes, a lateral extension at the top of the block having a vertical flange at its edge and a groove in the top surface of the extension at the side of said flange and adjustable means to fasten the block to a cross tie and a track rail.

6. A block for replacing derailed cars comprising a center portion having a flat top, inclined planes extending downward from the top and wider at their lower ends than at their upper ends, a flange projecting upward

at the outside edges of the inclined planes, a lateral extension at the top having a vertical flange at its edge and a groove in the top surface of the extension at the side of the flange, a stud on the outside face of the end portion of the block, a second stud at some distance from the end provided with a bolt hole, a screw extended through the hole and seated in the block and a hook pivoted under the stud by means of the screw to fasten the block at the side of a track rail.

7. A car replacer comprising a block having an outward extension at its top and central portion and provided with a flange at the edge of the extension projecting downward, an inclined plane extending downward from each end of the central top portion and wider at its lower end than at its top and provided with a vertical flange at its edge, a corresponding block having a lateral extension at its top and center having a vertical flange at the edge of the extension and a groove in the top face of the extension, and means for detachably fastening the blocks to cross ties in a railway track at the sides of the track rails, to operate as set forth.

WILLIAM F. BRANN.

Witnesses:

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