

(No Model.)

D. Q. WALKER.
CAR REPLACER.

No. 533,104.

Patented Jan. 29, 1895.

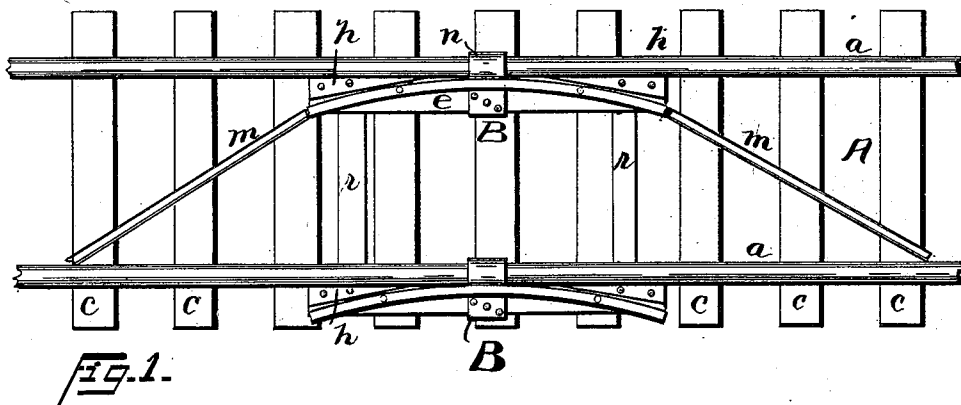


Fig. 1.

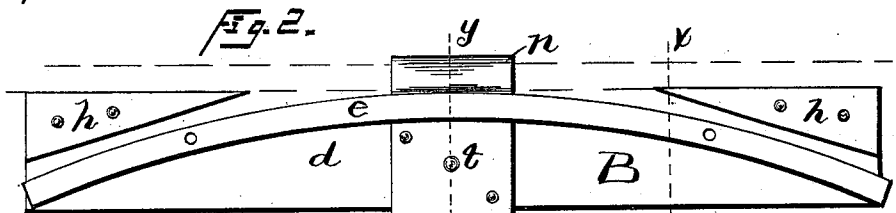


Fig. 2.

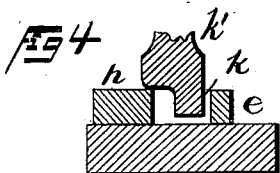


Fig. 4.

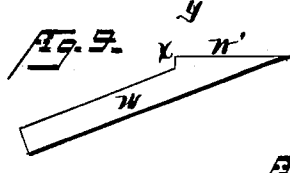


Fig. 5.

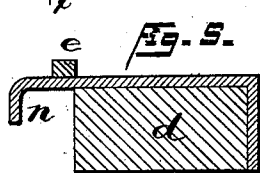


Fig. 5.

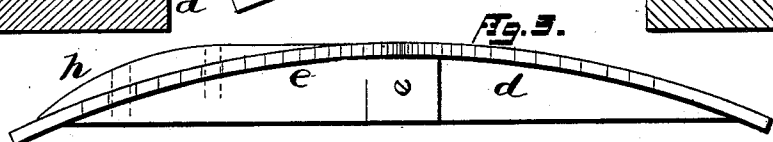


Fig. 6.

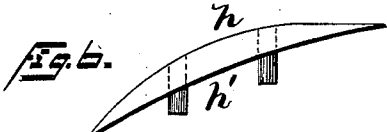


Fig. 7.

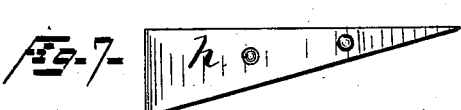


Fig. 8.

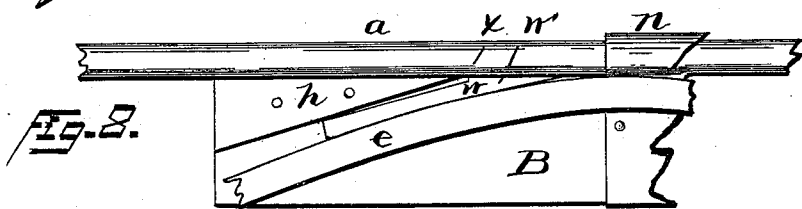


Fig. 9.

WITNESSES:

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UNITED STATES PATENT OFFICE.

DANIEL Q. WALKER, OF UTICA, NEW YORK.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 533,104, dated January 29, 1895.

Application filed July 18, 1894. Serial No. 517,841. (No model.)

To all whom it may concern:

Be it known that I, DANIEL Q. WALKER, of Utica, in the county of Oneida, in the State of New York, have invented new and useful Improvements in Car-Replacers, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

My invention relates to car-replacers of the class which are provided with inclined faces and guides thereon, by which the car is raised and the wheels are guided onto the rails.

My object is to construct a car-replacer of this class, in which the guide rib projects beyond the ends of the body, in which means are provided whereby the flange of the wheel is raised out of contact with the body; in which the guide rib projects beyond the side of the body next to the rail, so as to more or less overlap that rail so as to guide the flange of the wheel over substantially, if not actually, to the inner edge of said rail so as to insure said rib coming inside; in which means are provided whereby a guide rail can be connected to the replacer; and in which the replacer is braced in position by transverse beams engaging with it and the opposite rail, means being also provided in the form of a removable and reversible guard, which prevents the wheel flange from being shifted out of the paths, and consisting of a shouldered and bevel pointed block adapted to fill the wheel path not in use and with which the wheel flange engages.

It consists in the several novel features of construction and operation hereinafter described and which are specifically set forth in the claims hereunto annexed.

It is constructed as follows, reference being had to the accompanying drawings, in which—

Figure 1 is a top plan of a section of track, with my replacing apparatus in position ready for use. Fig. 2 is an enlarged top plan of the replacer, the dotted lines indicating a rail. Fig. 3 is a side elevation thereof. Fig. 4 is a vertical transverse section on line *y-y*. Fig. 5 is a like view on line *x-x* showing part of a wheel having its flange raised clear of the body of the replacer. Fig. 6 is a side ele-

vation of the wheel raising attachment, detached: Fig. 7 is a top plan thereof. Fig. 8 is a top plan of part of the replacer showing the removable and reversible guard in the wheel path. Fig. 9 is a top plan of the guard detached.

A— is a railway of ordinary construction comprising the rails *a-b*— and the ties *c*—.

B. B. are the replacers, comprising a body *d*— having doubly inclined faces, upon which a guide rib *e*— is secured in *B*— extending over beyond the inner edge of the body so as to overlap the rail, more or less, while in *D*— it does not. The body is usually of hard wood and provided with a metallic covering. An auxiliary wedge *h*— is provided with pins *h'*— which removably secure it upon the body, said pins fitting in the holes therein; and said wedge being reversible and also thick enough to raise the flange *k*— of the wheel *k'*— clear of the face of the body, or its cover, and thereby prevent said flange from cutting into and through said cover, when the tread is upon said wedge or lifter. The ends of the guide rib *e*— project beyond the ends of said body, so that they sooner engage with a wheel, and also so that they can engage with one end of the auxiliary guide *m*— to hold it, while its other end bears against the opposite rail. When this auxiliary guide consists of a piece of railroad iron, then said extension will lie in the concavity in one side thereof. A hook *n*— may be used to connect said wedge to a rail. Braces *r*— are also placed between the wedge and the opposite rail, or other suitable object, especially when no hook is used. A hole *t*— through the body vertically, permits me to drive a bolt or pin through it into the ground or into a tie to hold the replacer, particularly when no hook is used.

In Fig. 9 I show the removable and reversible guard *w*— and in Fig. 8 I show the same in position in the wheel path so that the flange of a wheel coming from the right will engage with the face *w'*— thereof, and be held in proper alignment with the track and so that said flange cannot take the wrong path, thereby again derailing the truck. The shoulder

—*x*— on said guard engages with the point of the auxiliary wedge —*h*— whether the same is removable or stationary.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. A car-replacer comprising a body having inclined faces, a flange guide thereon having its central portion projecting over beyond the side of the body and a wedge detachably connected to one face of said body in combination.

2. A car-replacer comprising a body having inclined faces a flange guide thereon having its central portion projecting over beyond the edge of said body and its ends projecting be-

yond the ends of said body, and a wedge detachably connected to one of said faces, in combination.

3. In a car-replacer the combination with the body, the flange guide and the auxiliary wedge of a guard removably inserted into the wheel path, between said guide and wedge and closing it.

In witness whereof I have hereunto set my hand this 16th day of December, 1893.

DANIEL Q. WALKER.

In presence of—

C. W. SMITH,

HOWARD P DENISON.