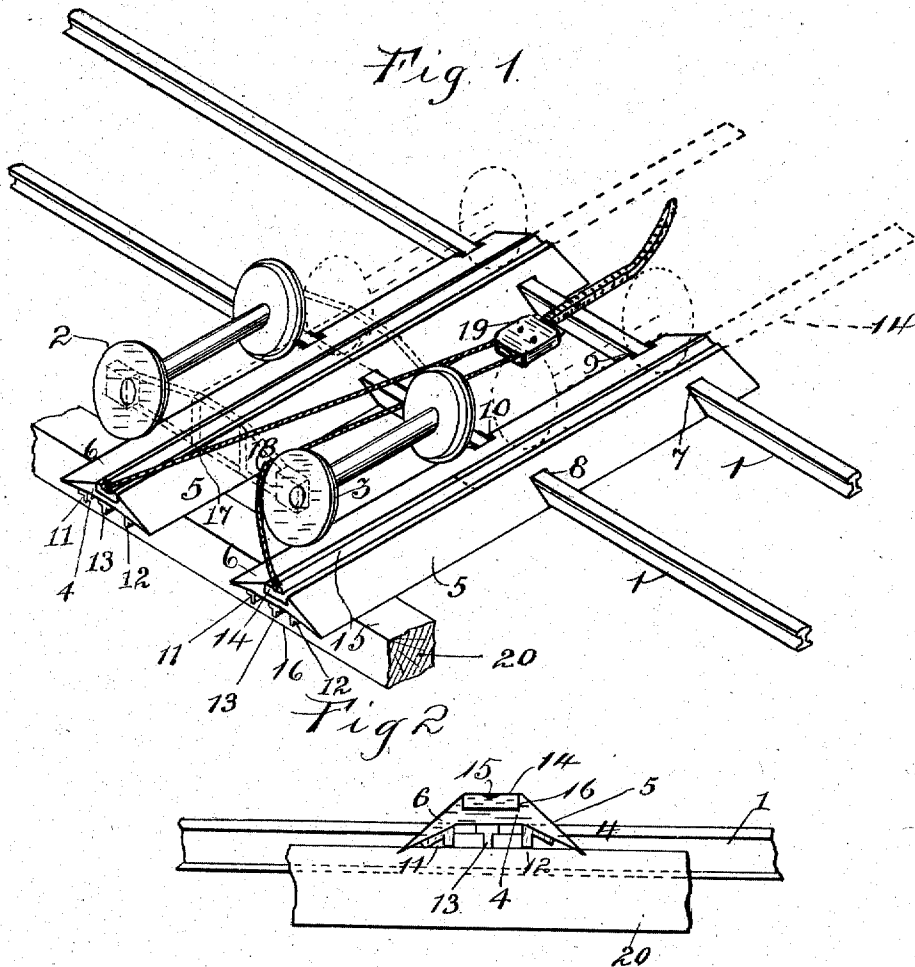


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CAR REPLACER.
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983,983.

Patented Feb. 14, 1911.



Witnesses
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UNITED STATES PATENT OFFICE.

EMANUEL DEROSA, OF SAN FRANCISCO, CALIFORNIA.

CAR-REPLACER.

983,983.

Specification of Letters Patent.

Patented Feb. 14, 1911.

Application filed February 15, 1910. Serial No. 543,965.

To all whom it may concern:

Be it known that I, EMANUEL DEROSA, a citizen of the United States, residing in the city and county of San Francisco, in the State of California, have invented a new and useful Improvement in Car-Replacers, of which the following is a specification.

My invention relates to devices for replacing derailed cars on the tracks; and has for its object to provide means for elevating derailed trucks, for shifting the same to their track position, and for lowering the same to the track.

I attain my object by the means illustrated in the accompanying drawing, of which—

Figure 1 is a perspective view of my device in position on a track; and Fig. 2 an end view of my device.

In the drawings similar characters of reference indicate corresponding parts in the several views.

My invention consists, in general terms, in a pair of blocks having inclined planes, such blocks being adapted to fit a track and extend thereover a suitable distance, there being a slidable plate mounted at the top of each block.

In Fig. 1, 1 is a car track, and 2, 3, two pairs of wheels, which have become derailed. I provide a pair of blocks 4 of any suitable material, as iron or steel, having inclined planes 5 and 6. The blocks are notched at 7, 8, 9, 10, to fit the track, and may have the lugs 11, 12 and 13, to give additional stability. The blocks are made of any suitable length, so as to extend beyond the track for any desired distance, as shown in Fig. 1, where the blocks extend far enough to engage the derailed wheels. At the top of each block and about level with its surface is a slidable plate 14, in which a longitudinal groove 15 is cut to engage the wheel flange. The plate sets in a channel running longitudinally along the top of the block, at 16, which must be kept well lubricated.

In operating my device, it is placed on the track as shown in Fig. 1, the extended

portion being placed near the derailed wheels. The wheels mount the blocks up their inclined planes driven by the car's own power, and come to rest in the grooves 15. Thereupon the plates 14 are slid longitudinally along the blocks, carrying the wheels with them, any suitable means for sliding the same being employed, as the cables 17, 18, suitably attached, and the tackle 19, the power being supplied by any convenient means. The sliding plate is stopped when the wheels are in their proper position over the track, as shown in dotted lines in Fig. 1, and the wheels are made to descend the inclined planes either forward or backward to the track, by the car's own power. When the blocks 4 are in their projected position upon the rails 1 they can be supported on a longitudinal block beam 20 if desired.

Having described my invention, what I claim as new and desire to secure by Letters Patent of the United States is:

1. A car replacer comprising a pair of blocks engageable with the track and extending transversely beyond the same, each of said blocks having planes inclined from their longitudinal bottom edges to their top, a longitudinal channel in the top of each block, and a plate longitudinally slidable in each of said channels.

2. A car replacer comprising a pair of blocks engageable with the track and extending transversely beyond the same, each having planes inclined from their longitudinal bottom edges to their top, a longitudinal channel in the top of each block, and a plate longitudinally slidable in each of said channels and having a groove for partially staying the rotation of car wheels.

In testimony whereof, I have hereunto signed my name, in the presence of two witnesses, in the city and county of San Francisco, State of California, this 1st day of February, 1910.

EMANUEL DEROSA.

In the presence of—
FRANK P. MEDINA,
ELMER WICKES.