

(No Model.)

R. W. AFRICA.
CAR REPLACER.

No. 405,143.

Patented June 11, 1889.

Fig. 1.

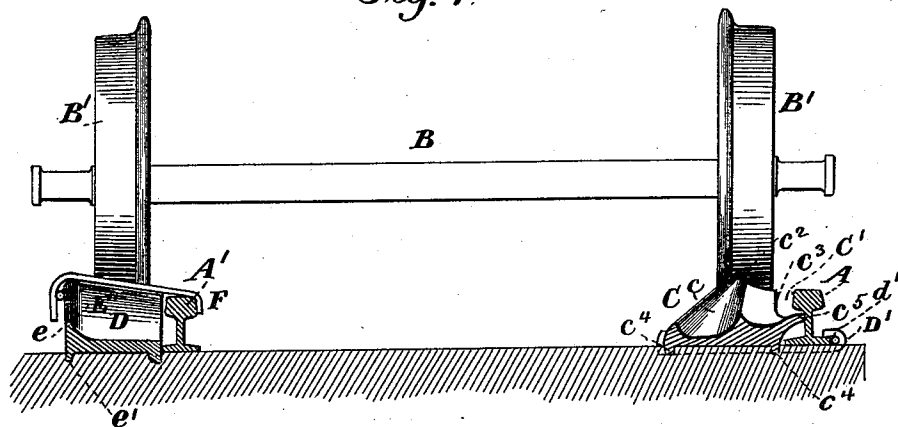


Fig. 2.

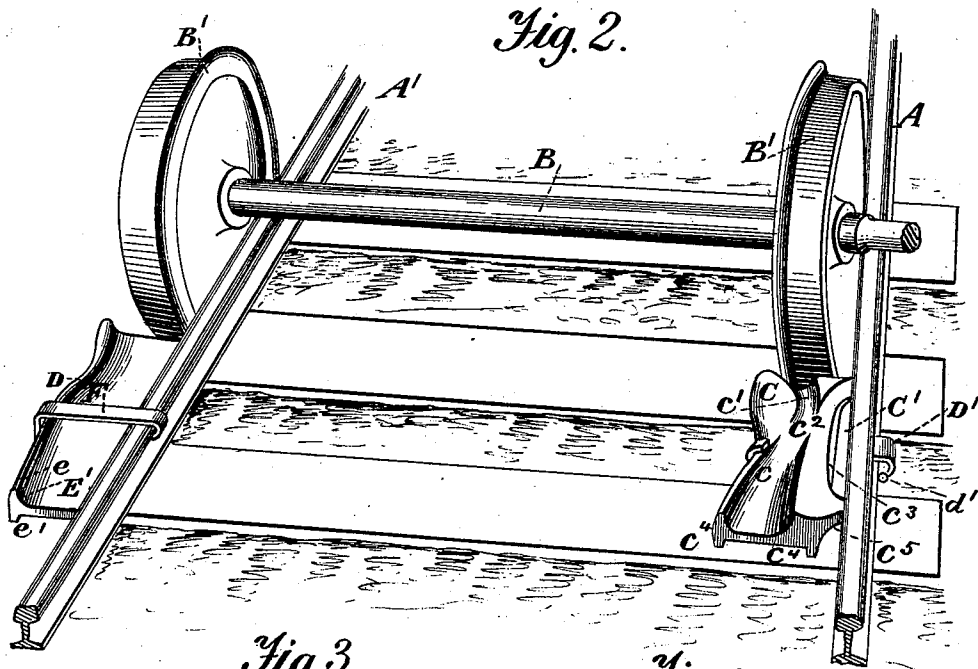


Fig. 3.

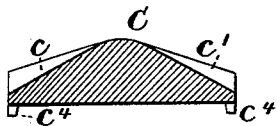
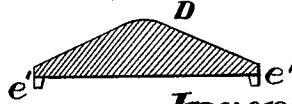


Fig. 4.



Witnesses.
A. Ruppert.
V. L. Mason.

Inventor:
Robert Wesley Africa
by Franklin H. Hough

UNITED STATES PATENT OFFICE.

ROBERT WESLEY AFRICA, OF HUNTINGDON, PENNSYLVANIA, ASSIGNOR OF
ONE-HALF TO ORLANDO GIBSON, OF SAME PLACE.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 405,143, dated June 11, 1889.

Application filed March 7, 1889. Serial No. 302,275. (No model.)

To all whom it may concern:

Be it known that I, ROBERT WESLEY AFRICA, a citizen of the United States, residing at Huntingdon, in the county of Huntingdon and State of Pennsylvania, have invented certain new and useful Improvements in Car-Replacers; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in devices for use in replacing upon the tracks derailed cars and engines or other rolling-stock; and it relates more particularly to that class of devices of this character which are movable and are easily transported.

The object of the present invention is to cheapen and simplify and to render more durable and efficient in operation this class of devices.

The invention consists in the peculiarities of construction of the replacer, and in the combination, arrangement, and adaptation of parts, all as more fully hereinafter described, shown in the drawings, and then particularly pointed out in the appended claims.

The invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this specification, and in which—

Figure 1 is a transverse section of a road-bed, showing the application of my improvement. Fig. 2 is a perspective view of the parts shown in Fig. 1. Fig. 3 is a vertical cross-section through the replacer, designed to be employed upon the inner side of the rail; and Fig. 4 is a like view of the replacer used upon the outside of the rail.

Like letters of reference indicate the same parts throughout the several views.

Referring now to the details of the drawings by letter, A designates one of the rails and A' the other; B, the car-axle, and B' the wheels of the derailed truck.

C designates the replacer adapted to be

placed upon the inner side of one of the rails, and D the replacer designed to be placed upon the outside of the other rail. The replacer C is a block of metal, upon the upper face of which is formed a longitudinal groove *c*, which extends diagonally of the block, said groove extending inward from opposite ends and corners toward the center, and growing gradually less deep as it approaches the center. Upon the opposite side of the center of the block and upon the same face of the block is a groove *c'*, which extends from the opposite corners toward the center, and at the center the two grooves *c* and *c'* unite, as shown at *c*². The sides of the block C, instead of being straight, are concaved, as shown at *c*³, so that when the block is placed against the rail, as shown in Figs. 1 and 2, a space *C'* is left between the rail and the block to receive the flange of the wheel. The under face of the block C is formed with the lugs *c*⁴ to engage the sleepers, and the points *c*⁵ upon the sides are designed to fit between the flange and the tread of the rail.

The blocks above described may be secured to the rail in any suitable manner; but I prefer the form shown in the drawings, in which D' is the clamp-bar, of suitable material and length, one end of which engages the under edge of the rail and the other end engaging the center of the block C. The bar is fastened to the rail in any suitable manner, preferably by means of a pin *d'*, as shown. The block D is placed upon the outside of the rail A', and is formed with a raised outer edge *e*, and upon its under face with the lugs *e'*. Its edges are concaved, as shown at *E'*, and its upper face is beveled from each end toward the center and gradually toward the inner edge. The block D is clamped to the outside of the rail A' by means of a clamp F, which extends over the top of the rail, as shown, but is so arranged as not to interfere with the wheels on the tracks, as the surface of the piece is beveled off sufficiently to force the wheel to the proper place on the track.

The operation is simple and apparent, and a description thereof is not deemed necessary.

The device is simple and cheap, and the blocks are so constructed as to be right and

left combined in the one piece, thus adapting them for use in whichever direction the truck may be moving.

By the use of my blocks it is not necessary to put them under the wheels that are off the track, as I can as well place them under the wheels that are on the track without interfering therewith, as there is no danger of derailing them.

10 What I claim as new is—

1. The car-replacer block C, formed upon its upper face with the inclined grooves *c* and *c'*, extending from opposite ends toward the center, and upon its edge concaved, substantially as shown and described, and for the purpose specified.

2. The combination, with the rails A and A', of the block C, formed with concaved edge, and upon its upper face with the longitudinal grooves *c* and *c'*, and the block D, secured to the outside of the rail A' and formed upon its upper face with the two inclines extending from the ends toward the center and toward the inner edge, substantially as shown and described.

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

ROBERT WESLEY AFRICA.

Witnesses:

O. GIBSON,

WM. H. NOEL.