

(No Model.)

R. B. HAWKINS.
CAR REPLACER.

No. 554,512.

Patented Feb. 11, 1896.

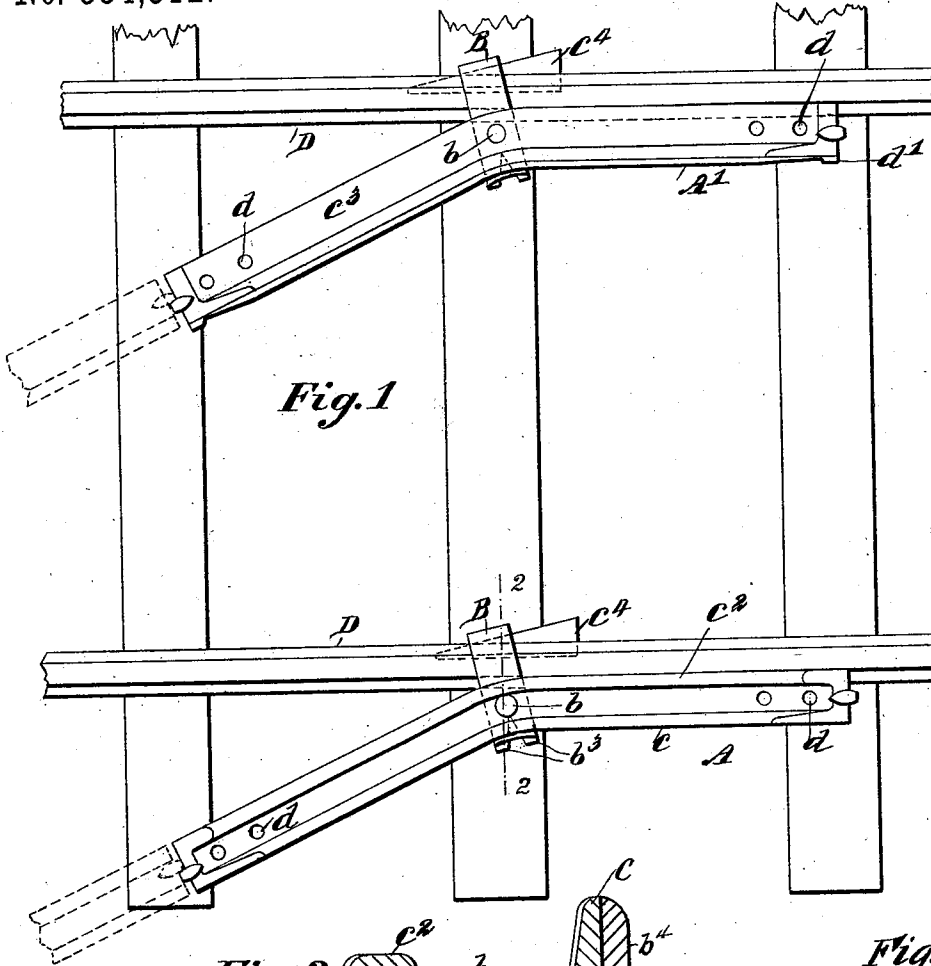


Fig. 1

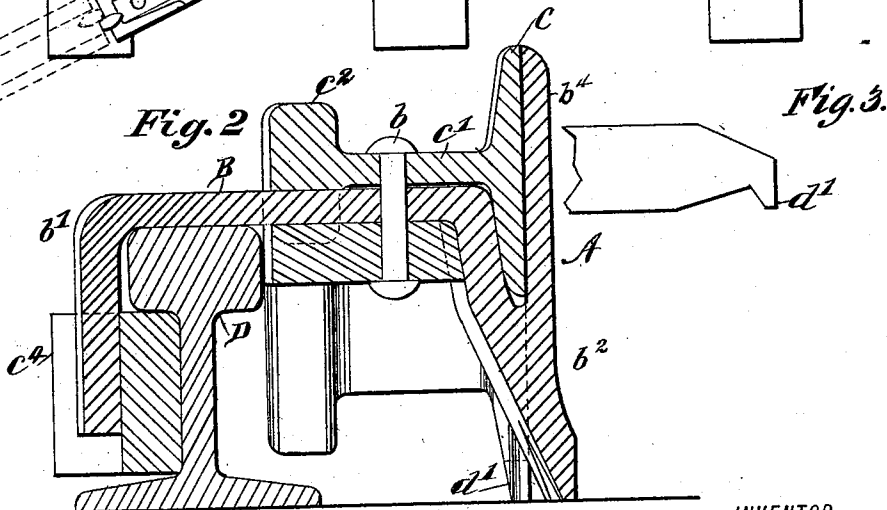


Fig. 2

Fig. 3

WITNESSES:

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ROBERT B. HAWKINS, OF CLARENDON, TEXAS.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 554,512, dated February 11, 1896.

Application filed September 28, 1895. Serial No. 564,037. (No model.)

To all whom it may concern:

Be it known that I, ROBERT B. HAWKINS, of Clarendon, in the county of Donley and State of Texas, have invented a new and Improved Car-Replacer, of which the following is a full, clear, and exact description.

The invention relates to car-replacers or wrecking-frogs employed for guiding the wheels of a derailed car or locomotive to the rails.

One object of the invention is to produce a replacer of increased efficiency which may be so adjusted relatively to the track as to lie in line with and guide the derailed wheels to the track, whether the wheels are close to the tracks or a considerable distance therefrom. A further object is to provide a replacer that may be composed in the main of old rails, thereby promoting economy in the manufacture of the improvement; and the invention also has for an object the production of a replacer of greatly simplified construction and of great strength and increased durability over devices of its class.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view showing the replacer in position. Fig. 2 is a transverse section on an enlarged scale, the section being taken on the line 2 2 in Fig. 1; and Fig. 3 is a side elevation of one end of a replacer-rail.

The replacer comprises the rails A A', both of which incline in an upward direction from the ends to the center, and also incline laterally from the ends toward the center. The outer rail, A, is in cross-section the shape of an ordinary center bearing-rail, disposed so that the base or flange *c* and the head *c*² are vertical and the web *c*¹ in the horizontal position, as clearly shown in Fig. 2. A clip B is riveted or bolted, as at *b*, to each rail A A', and is provided with a hooked end *b*¹, which projects laterally beyond the replacer-rail for engaging over and at one side of the head of the track-rail D. The opposite end of the clip is formed into a downwardly-inclined member *b*², adapted to bear by its end against a tie, the extreme end being serrated or

toothed, as at *b*³, Fig. 1, for engaging the tie. A portion of the clip may engage the outer side of the rail, as shown at *b*⁴.

A rail A', which is placed at the inside of one rail D, has no projecting head, such as the head *c*² of the rail A, but has its flat surface *c*³ continued to one edge, the opposite edge having the flange *c*, as on rail A.

The hooked ends of the clips are designed to be so formed as to permit the replacer-rails to be so swung relatively to the track-rails as to bring either end of the replacer-rails nearer to or farther from the track-rails, or, in other words, to change the angle of the replacer-rail with the track-rails, according to the position of the derailed wheels. When in the desired position the replacer-rails may be rigidly secured by means of wedges *c*⁴ forced between the web of the rail D and the portion *b*¹ of the clip.

The ends of the replacer-rails are formed with bolt-holes *d* for permitting attachment of an extension-rail which may be an ordinary track-rail, the extension being for the purpose of reaching wheels a considerable distance from the track-rails. As a further means of security, the ends of the rails may have downwardly-projecting points *d*¹ adapted to be driven into the rail-ties.

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

1. A car-replacer, consisting of a section of track-rail curved from its ends to its center, both vertically and laterally, the said replacer-rail having its web portion in a horizontal position and its base flange and head in a vertical position, a clip rigidly secured to the central portion of the replacer-rail and having a downwardly-inclined member toothed at its end, a portion extended upward against the side of the rail and a hook portion extended laterally from the replacer-rail for engaging over a track-rail, and a wedge for engagement between the web of a track-rail and the hook end of the clip, substantially as specified.

2. A car-replacer, comprising a section of a railway-rail bent downward and laterally from its center to its ends and having its web

extended horizontally, a clip secured to the
central portion of the replacer-rail having a
laterally-extended hook portion to engage
over a track-rail and whereby the replacer-
5 rail may be swung relatively to the track-rail,
a portion of said clip engaging the base-flange
and web of the replacer-rail and having a

toothed end to engage a tie, and a fastening-
wedge, substantially as specified.

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Witnesses:

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W. M. STEVENS.