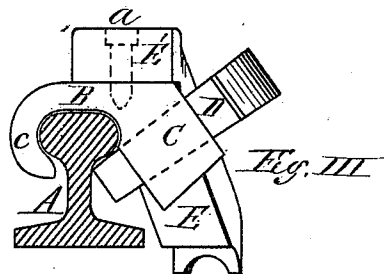
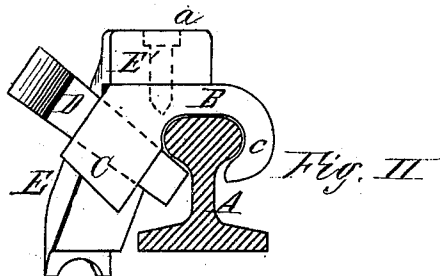
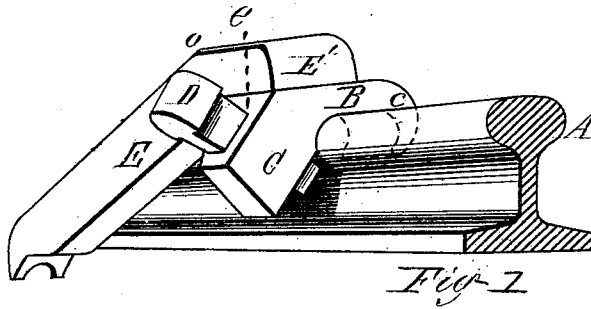


T. B. PURVES.

CAR-REPLACER.

No. 180,062.

Patented July 18, 1876.



Witnesses,

H. S. Hall

C. E. Buckland

Inventor,

Thomas B. Purves

By T. A. Curtis,
his atty.

UNITED STATES PATENT OFFICE.

THOMAS B. PURVES, OF GREENBUSH, NEW YORK.

IMPROVEMENT IN CAR-REPLACERS.

Specification forming part of Letters Patent No. **180,062**, dated July 18, 1876; application filed March 23, 1876.

To all whom it may concern:

Be it known that I, THOMAS B. PURVES, of Greenbush, in the State of New York, have invented a new and useful Improvement in Car-Replacers; and that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing making a part of this specification, and to the letters of reference marked thereon.

My invention has for its object the arrangement of the switch-rail of a car-replacer with a chair to be hooked on and secured to the main rail of a railway-track to guide the wheels of a displaced car to their position upon the track.

To this end my invention consists of a chair, one side of which is made to hook over the rail of the track, and the other side having a projecting ear, provided with a hole through which is inserted a key, the lower end of which, when in place, bears against the lower side of the upper part of the rail.

Figure 1 is a perspective view of my invention as applied to a railway-track to guide the wheels of a displaced car thereon. Fig. II is a transverse section of a track-rail, showing the replacer attached to one side of the track-rail; and Fig. III is a similar transverse section, showing the replacer attached to the other side of the track-rail.

In the drawings, A represents the track-rail of a railway, and B represents a chair, one side of which is made in the form of a hook,

c, to be hooked over and upon the upper part of the track-rail, and the chair is provided upon the other side with an ear, C, projecting downward and outward from the chair, and which is provided with a hole, e, preferably of a prismatic form, and somewhat tapered, into which is fitted the key D, so that when the chair is in place upon the track-rail, the lower end of the key just extends beneath, and bears against, the upper projecting part of the rail. The switch-rail E is bent at o, so that when in place the part E' extends in a horizontal direction, and is pivoted at a to the chair, and the main part of the switch-rail is inclined from the point o down to the base of the track-rail at a point, say three feet, more or less, from the chair.

It is obvious that the chair B may be hooked over the rail from either side, and the switch-rail E swung into any desired position to replace a displaced car.

Having thus described my invention, what I claim as new is—

The combination of the switch-rail E, the chair B, provided upon one side with the hook c, and upon the opposite side with the perforated ear C, and the key D, all constructed and operating substantially as herein described.

THOS. B. PURVES.

Witnesses:

CHARLES H. ALLING,
BENJ. F. MORRILL.