(No Model.)

P. J. SCHMIDT & G. WEBER.

CAR REPLACER.

No. 515,620 Patented Feb. 27, 1894.

Fig. 1

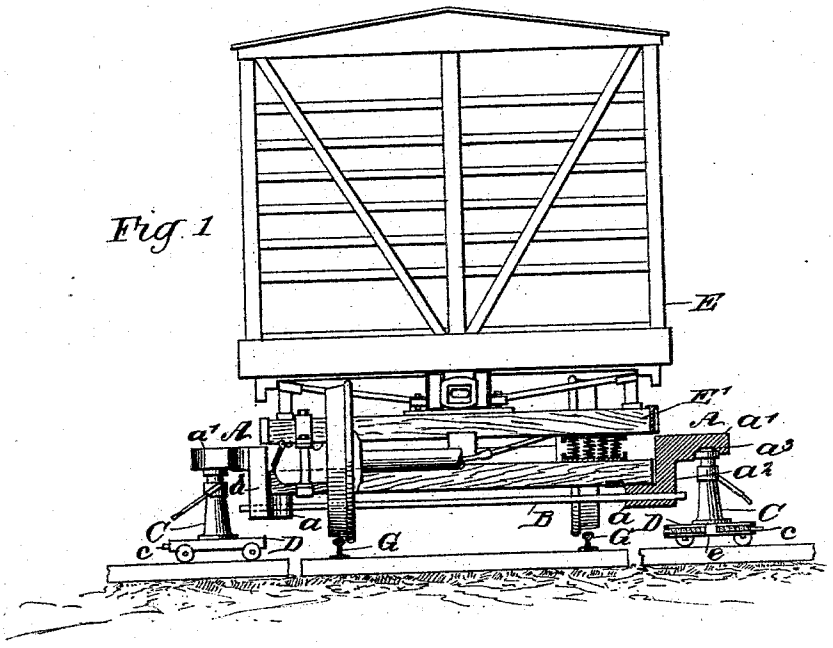


Fig. 2

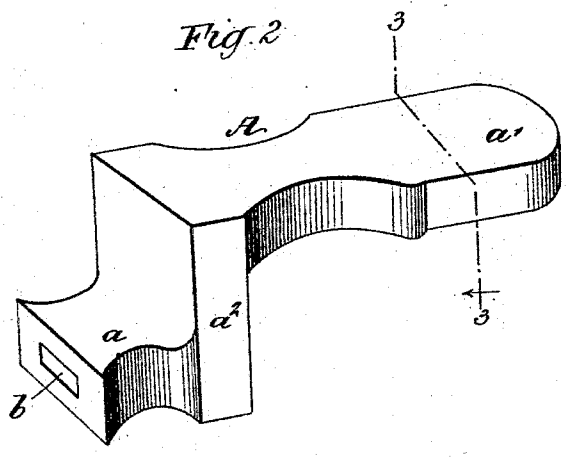
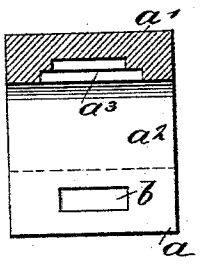


Fig. 3



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PHILIP J. SCHMIDT AND GEORGE WEBER, OF HOBOKEN, NEW JERSEY.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 515,620, dated February 27, 1894.

Application filed June 12, 1893. Serial No. 477,295. (No model.)

To all whom it may concern:

Be it known that we, PHILIP J. SCHMIDT and GEORGE WEBER, of Hoboken, in the county of Hudson and State of New Jersey, have invented a new and useful Improved Car-Replacer, of which the following is a full, clear, and exact description.

This invention relates to an improved device for the replacing of a railroad car upon a track from which it has been accidentally removed, the object being, to provide a simple and effective adjustable support for the car and its truck that has been derailed, which will afford convenient means to apply opposite lifting jacks that are of any approved make, and by proper manipulation replace the car.

To this end, our invention consists in the peculiar construction and combination of parts, as is hereinafter described and claimed.

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 an end view of a car, and the improvement, shown partly in section, in position supporting the car above a railroad track. Fig. 2 is an enlarged perspective view of a detail of construction of the improvement; and Fig. 3 is a transverse sectional view on the line 3—3 in Fig. 2.

Ordinarily the work of replacing derailed railroad cars, is effected by the use of hydraulic, or screw jacks, that are applied to the lower surface of a metal or wooden beam that has been transversely inserted below the frame of the truck between its pairs of wheels.

The space between the ground at the sides of the track and the under surface of the transverse beam which is to support the truck and car body, being limited, renders it difficult to apply hydraulic jacks at the ends of the beam for its elevation, and as for convenience in movement the ground surface at the sides of the track should be nearly level with the road bed, it is not expedient to excavate holes at the sides of the railroad track to accommodate the lifting jacks.

To remedy the defects incidental to ordinary appliances for the replacing of a derailed car, the present improvement has been devised and will now be described.

Two similar bearing blocks A, are provided, each consisting of a strong metal block having two parallel members a, a', integrally joined by a spacing web a^2, that is preferably made of an equal thickness with the parts it joins together. A sufficient length is given to the members a, a', to adapt them for effective service, the member a, of each bearing block A, having a preferably rectangular aperture b, longitudinally formed in it near the center. An elongated connecting bar B, is furnished, the ends of which are fitted to slide in the apertures b. The lower sides of the bearing block members a', are suitably cupped as at a^3, to receive the upper ends of the jacks C, that may be hydraulic jacks as indicated in Fig. 1, or screw jacks may be employed in connection with the improvement.

A strong and preferably four wheeled transfer frame D, is provided as a supporting base for each lifting jack C, said frames each having a longitudinal slot to receive an elongated adjusting screw c, that is journaled in the ends of the frame D, and occupies the slot, means being provided for a rotation of the screw in each transfer frame. The wide base of each lifting jack C, is seated upon one of the transfer frames D, and a nut e, that projects from the lower surface of each jack body, has a threaded engagement with the screw c, on the frame.

In use, the bearing blocks A, are arranged as shown in Fig. 1, so that their members a, have contact with the lower side of the truck frame E' on the derailed car E, said blocks being connected by the bar B, that is slid into place.

It will be seen, that the disposition of the blocks A and bar B as stated, will project the members a' of the blocks A, upwardly and outwardly, the intervening web portions a^2, of the bearing blocks being proportioned in extent so as to afford ample room for the free introduction of the jacks C, and their supporting frames D, the latter being preferably placed on a temporary planking base.

By manipulating the jacks C, the bearing blocks A and bar B, together with the car truck and car body engaged by them, will be elevated a sufficient distance to permit a lateral movement of the car truck and car thereon, which may be produced by the movement of

the frames D on their wheels, or by the use of the screws *c*, if the frames cannot be conveniently moved, and when the car has been shifted in position, so that the wheels of the car truck E', are directly above the railroad track rails G, the jacks C may be lowered, and complete the operation of replacing the car on the track rails.

Having thus described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. A car replacer, comprising two substantially Z-shaped bearing blocks, a connecting bar loosely engaging said blocks, a lifting device for each bearing block, and means to move said devices, substantially as described.

2. In a car replacer, two similar bearing blocks each comprising two parallel members spaced apart by an intervening web portion, one member longitudinally apertured, the other member cupped on its lower side, and a connecting bar loosely engaging the apertured members, substantially as described.

3. In a car replacer, the combination with two bearing blocks each having two parallel members spaced apart by an intervening web, one member longitudinally apertured and the other member cupped in its lower surface, and an elongated connecting bar engaging the apertured members, of two transfer frames, and a lifting jack on each frame that engages the cupped members of the bearing blocks and is adjustable on its supporting frame, substantially as described.

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