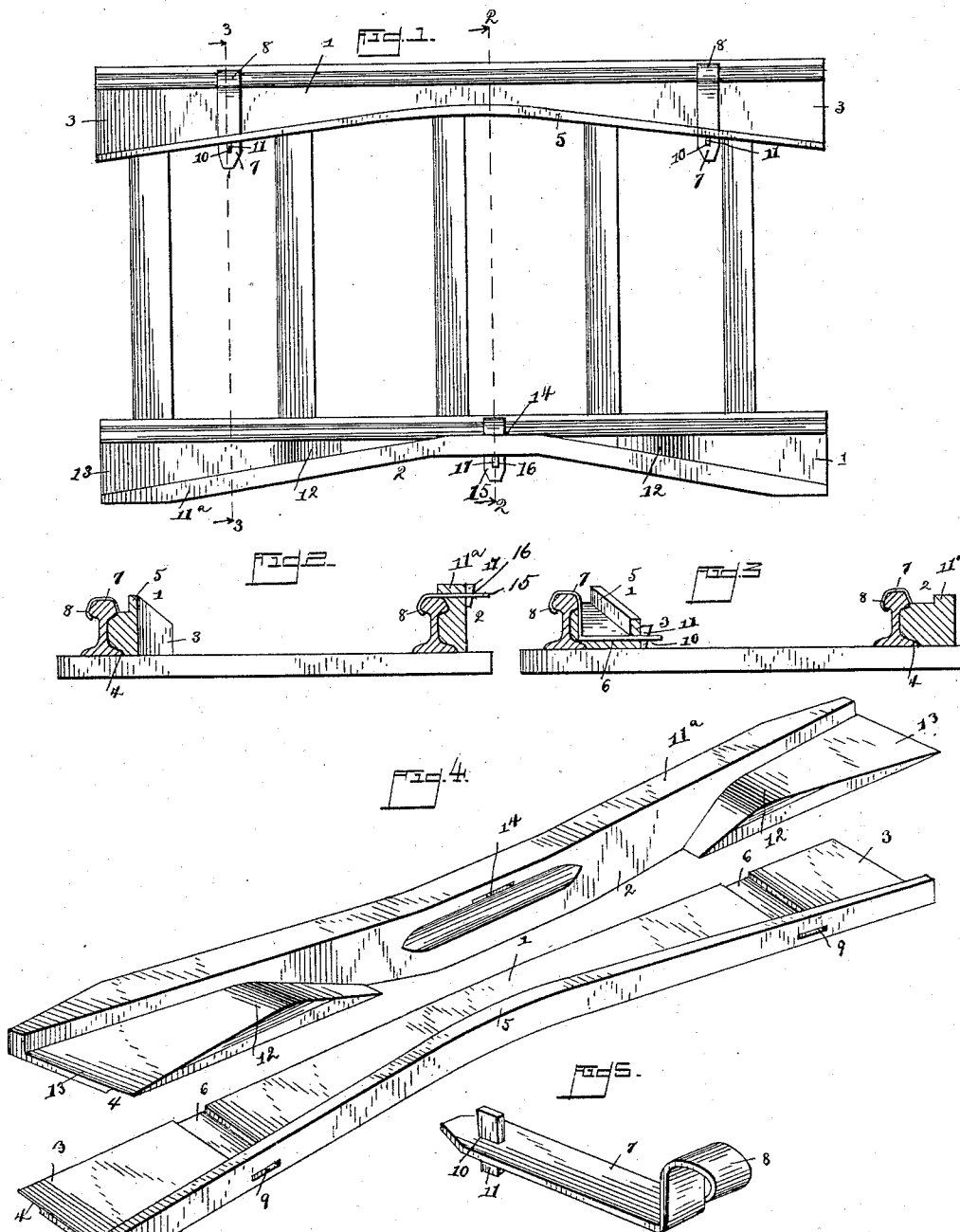


(No Model.)

J. M. MORRIS & S. J. HARKNESS.
CAR REPLACER.

No. 473,587.

Patented Apr. 26, 1892.



Witnesses

Chas. A. Ford

W. S. Duval

By their Attorneys,

Calhoun & Co.

Inventors

James M. Morris and
Sumner J. Harkness

UNITED STATES PATENT OFFICE.

JAMES M. MORRIS AND SUMNER J. HARKNESS, OF SCOFIELD, UTAH TERRITORY.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 473,587, dated April 26, 1892.

Application filed June 3, 1891. Serial No. 394,989. (No model.)

To all whom it may concern:

Be it known that we, JAMES M. MORRIS and SUMNER J. HARKNESS, citizens of the United States, residing at Scofield, in the county of Emery and Territory of Utah, have invented a new and useful Car-Replacer, of which the following is a specification.

This invention relates to devices for replacing derailed cars upon the track; and it has for its object to provide a device of this class which shall be simple in construction and thoroughly efficient in operation, which may be used without injury to the track or rolling-stock, and which shall admit of the passage of cars over the rails while in position without danger of injury either to the track, the rolling-stock, or the replacing device.

With these several ends in view the invention consists in the improved construction of the said replacing device, which will be hereinafter fully described, and particularly pointed out in the claim.

In the drawings hereto annexed, Figure 1 is a plan view showing a section of a railroad-track to which our improved replacing device has been applied in position for operation. Fig. 2 is a vertical transverse sectional view taken on the line 2 2 in Fig. 1. Fig. 3 is a vertical transverse sectional view taken on the line 3 3 in Fig. 1. Fig. 4 shows in perspective the replacer claimed and the inner replacer preferably used in conjunction therewith detached from the rails. Fig. 5 is a perspective view showing the keys by means of which the replacers are secured to the rails in position for operation.

Like numerals of reference indicate like parts in all the figures of the drawings.

Our improved car-replacer is adapted to be secured to the outer sides of the rails and used in connection with an ordinary replacing block or piece secured to the inner sides of the track, as illustrated in the drawings, and specified. The inside piece 1 has downwardly-inclined ends 3 3, which are spread or widened to any desired distance from the rail. The said piece 1 is provided with a longitudinal groove 4 in its under side adjacent to the rail, adapted to be seated upon the flange of the latter. The said piece 1, the inner side of which at its central portion extends to the

under side of the head of the rail, is provided at its outer edge with a flange 5, extending along its entire length. The said piece 1 is also provided in its upper side with grooves or recesses 6 6 to receive the binding clamps or keys 7, which are provided with hooks 8, adapted to take over the head of the rail to which the device is to be secured. The flange 5 has openings or perforations 9 to admit of the passage of the ends of the clamps 7, which at their inner ends are provided with slots 10 to receive the keys or wedges 11, by means of which the said clamps are secured and the piece 1 firmly attached to the rail in position for operation. Such specified construction merely defines a preferable form of replacing-block to be used on the inside of the track in conjunction with the outside block claimed and which I will now proceed to describe. The piece 2, which is attached to the outside of the track, as above noted, is composed of a flange 11^a, connecting the independent oppositely-inclined end pieces 12 12, which have downwardly-inclined ends and which are spread outwardly at their outer ends, as at 13, said end pieces being also fitted between the top and the flange of the rail to which the device is attached. The flange 11 has at its center a slot 14 to admit of the passage of the clamp 15, which takes over the head of the rail and which is provided with a slot 16 to receive a key or wedge 17, by means of which the device is firmly secured to the rail.

The operation of this device will be readily understood. The wheels of the derailed car are guided by the inclined ends of the replacing devices so as to clear the heads of the rails and to become properly seated upon the latter.

The device is very simple in construction and may be readily attached to the track in position for operation, the construction being such as to admit of the passage of cars over the track, while the replacing device is in position without injury to the latter.

Cars may be replaced from either end of the device, and the general construction is simple, durable, effective, and inexpensive.

Having thus described our invention, we claim—

In a car-replacing device, the replacer having the independent oppositely-inclined end

pieces connected by a longitudinal flange
raised above the level of the rail or track and
provided with the longitudinal grooves or re-
cesses along their inner edges, adapted to fit
5 over the flange of the rail, the intermediate
slot between said end pieces, and the hook-
clamp secured in said slot and clamping over
the rail, substantially as set forth.

In testimony that we claim the foregoing
as our own we have hereto affixed our signa- 10
tures in presence of two witnesses.

JAMES M. MORRIS.

SUMNER J. HARKNESS.

Witnesses:

T. J. LEWIS,

W. H. SHERMER.