

(No Model.)

A. S. DEBOSE.
CAR REPLACER.

No. 514,816.

Patented Feb. 13, 1894.

Fig. 1.

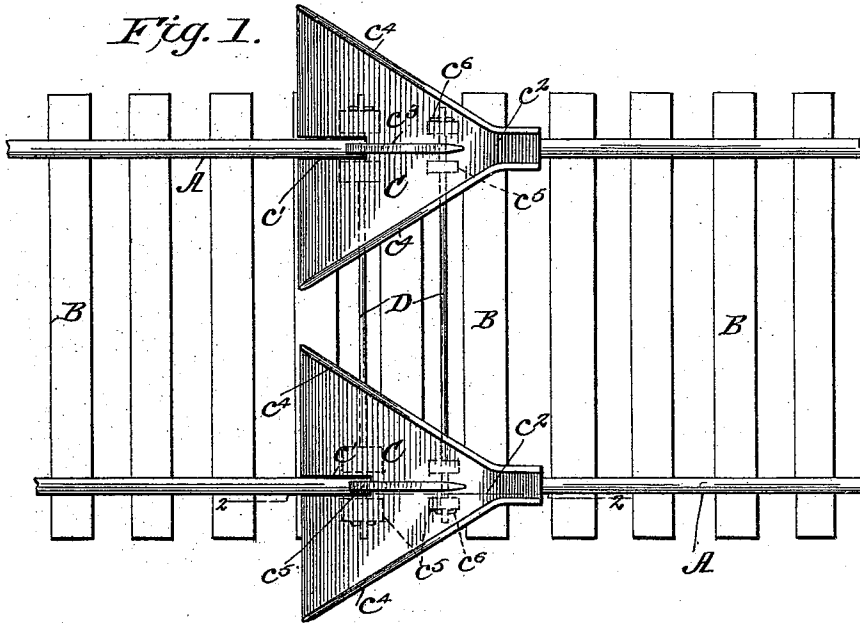


Fig. 2.

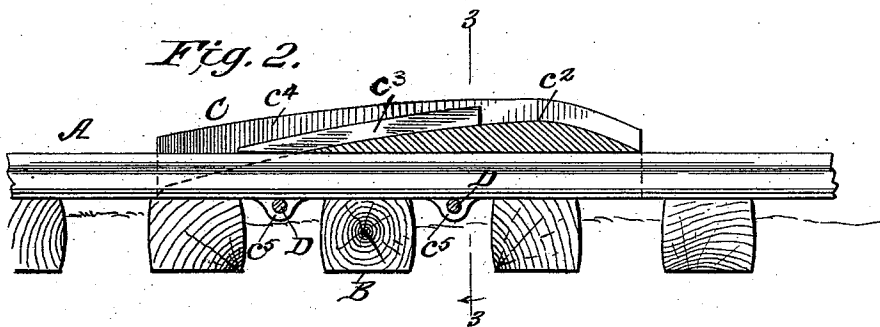
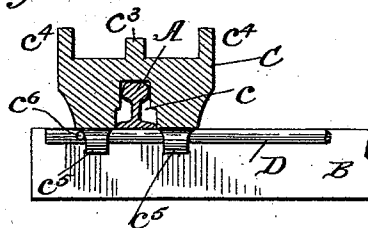


Fig. 3.



WITNESSES:

W. D. Blouet
Jos. A. Ryan

INVENTOR

Albert S. Debose.

BY

Mann L.

ATTORNEYS.

UNITED STATES PATENT OFFICE.

ALBERT S. DEBOSE, OF CUERO, TEXAS.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 514,816, dated February 13, 1894.

Application filed July 18, 1893. Serial No. 480,808. (No model.)

To all whom it may concern:

Be it known that I, ALBERT S. DEBOSE, of Cuero, in the county of De Witt and State of Texas, have invented a new and useful Improvement in Car-Replacers, of which the following is a specification.

This invention is an improved car replacer and is intended for use either upon a road bed or upon a bridge.

The object of the invention is to provide a very cheap and simple device which can be quickly set in place when desired and removed after use.

With these objects in view my invention consists in the peculiar construction of the various parts and their novel combination or arrangement all of which will be fully described and claimed hereinafter.

In the drawings forming a part of the specification, Figure 1 is a plan view. Fig. 2 is a section on line 2—2 Fig. 1, and Fig. 3 is a cross section on line 3—3 Fig. 2.

Referring to the drawings A A indicate two ordinary rails and B B the cross ties.

C C indicate my improved car replacers and they are preferably and usually used in pairs, one upon each rail and connected with each other as hereinafter described. Inasmuch as both replacers are similar in construction a description of one will suffice for both. The replacer C is essentially a triangular or wedge shape block of metal flat upon its under side. A longitudinal groove *c* is formed in the under side, which groove is intended to receive the rail A, and at the broad end of the block C is produced a slot *c'* which slot communicates with the groove *c* and also receives the rail A. The upper surface of the block C is curved as shown at *c²* the surface at the narrow end meeting the rail, while the surface at the broad end extends below the rail on account of the slot *c'*. A longitudinal rib *c³* is formed centrally of the upper face, said rib tapering toward the broad end of the block and projects a short distance into the slot *c'* so that when the block is set in place, the tapered end of the rib will rest upon the tread of the rail. Vertical flanges *c⁴* are formed at

the side of the block for the purpose of guiding the wheel upon the rail.

In order to connect the replacers upon opposite rails I employ tie rods D D which extend beneath the replacer and pass through the ears *c⁵* *c⁵* formed in pairs upon the under side of the block, said rods being held in place by means of pins *c⁶* or other suitable means.

When a car has been derailed and it is desired to replace the same, the replacers are set in position as shown, in close proximity to the derailed wheels. The car is moved toward the replacer and the wheels roll upon the broad end of the block, and as this broad end is below the tread of the rail the car will not have to be elevated. The tie rods will of course prevent the block tipping. The wheel then moves up the face of the block and meeting the center rib is guided out at the contracted end of the block on to the rail.

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

1. A car replacer, comprising two triangular blocks and transverse tie rods which rigidly connect them, each block having side flanges, a curved upper surface, a longitudinal groove in its under surface, a slot at the broad end communicating with the groove, and a central longitudinal rib tapering toward the broad end of the block and projecting into the said slot, substantially as described.

2. The combination with the rails of the wedge shaped blocks having ears, upon their lower sides and the tie rods passing through the ears beneath the rails substantially as shown and described.

3. The combination with the rails of the car replacer blocks, each having a groove in its under side and ears upon said side, the central rib and slot, the side flanges, the rods all arranged substantially as shown and described.

ALBERT S. DEBOSE.

Witnesses:

W. F. HARRIS,
SAM C. LACKEY.