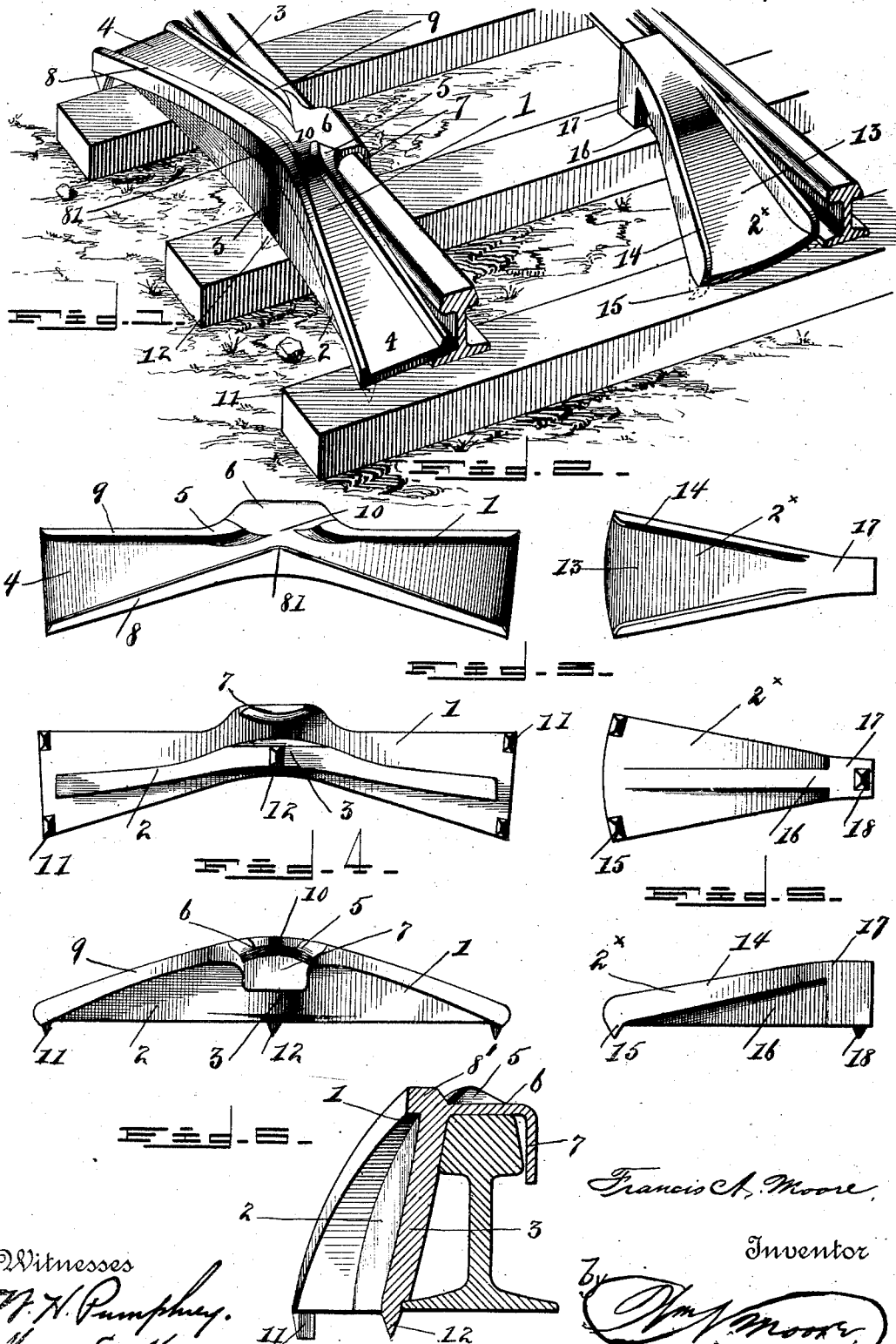


(No Model.)

F. A. MOORE.  
CAR REPLACER.

No. 489,187.

Patented Jan. 3, 1893.



Witnesses  
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May E. Moore.

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By *[Signature]*  
Attorney

# UNITED STATES PATENT OFFICE.

FRANCIS ASBERRY MOORE, OF TYLER, TEXAS.

## CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 489,187, dated January 3, 1893.

Application filed August 16, 1892. Serial No. 443,199. (No model.)

*To all whom it may concern:*

Be it known that I, FRANCIS ASBERRY MOORE, a citizen of the United States, residing at Tyler, in the county of Smith and State of Texas, have invented certain new and useful Improvements in Car-Replacers; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in car replacers, and one object of my invention is the provision of a replacer which can be easily applied to a track or rail which will quickly and easily cause the car to enter upon the track and which cannot possibly become displaced by the weight and strain of the car.

Another object of my invention is the provision of a car replacer which will have a broad wheel way or tread for the wheels, which will be rounded off properly at the connection with the track to cause the wheels to slide easily off upon the track and which will be comparatively light in weight but properly braced or strengthened to withstand the weight and strain.

Another object of my invention is the provision of a car replacer which will be the embodiment of simplicity and cheapness; which will obtain a firm hold upon the surface and cannot possibly slip and which will be thoroughly efficient.

To attain the desired objects my invention consists of the car replacer embodying novel features of construction and arrangement of parts for service as will appear from the drawings and description.

Figure 1 represents a perspective view of my improved device applied for use. Fig. 2 represents a top plan view of the replacer detached. Fig. 3 represents a bottom plan view thereof. Fig. 4 represents a side elevation of the part of my device having the double tread surface. Fig. 5 represents a similar view of the part having a single tread surface, and Fig. 6 represents a transverse sectional view through the center of the part having the double tread surface.

Referring by numerals to the drawings in which similar numerals denote corresponding parts in the several figures; the numeral 1 designates the part of the replacer adapted for the wheels which are outside the track and 2<sup>x</sup> the part of the replacer for the wheels inside the track. The part 1 consists of the longitudinal slightly curved vertical rib 2 which is broadened at the center 3 to give increased strength at that point; the double tread way 3 on the rib having the broad surfaces 4, which diverge or taper toward the center, where they have the rounding face 5 formed on the offset 6, which is provided with a hook 7, for fastening on the tread of the rail. The tread way surfaces are provided with the ridges or guides 8, which terminate at the center or highest point in the rounded face or edge 8', and the ridges or guides 9 which are separated at their free ends and leave an open space 10 into which the point 8' directs the wheels and from thence they pass off over the round faced offset and upon the track, as is evident. The broad ends of the tread way on the underside are provided with barbs or spurs 11 and the rib at the central part thereof is also provided with a barb or spur 12 the said barbs or spurs entering the wood or surface and firmly holding the device and preventing slipping or displacement thereof.

The part 2<sup>x</sup> of my device which is placed within the tracks and is adapted to guide the inner wheels upon said track consists of the broad tread way 13, having the guides or ridges 14, the spurs 15 on the underside and the rib 16 having the enlargement 17 and provided with a spur 18 the spurs 15 and 18 serving to hold the device firmly in position.

The manner of applying or using my device for replacing a car which has been derailed will be readily understood from the drawings and description, and I will merely state that the device is applied as clearly shown in Fig. 1, and the outside wheels of the car and the inside wheels thereof are placed upon the tread ways of the two parts and the wheels are guided up to the highest point or center of the part 1 which guides the outside wheels onto the rounded offset and from thence they fall upon the track and the part 2<sup>x</sup> also

guides the inside wheels upon the track as will be readily understood, and further comment is deemed unnecessary.

It is evident that I provide a simple, cheap and durable device which will readily and easily and quickly place the car upon the track; which cannot possibly become displaced under the heavy strain and weight; which can be easily transported and which is entirely practical.

I claim as my invention;

1. A car replacer consisting of the two parts, one having the single broad tapering way, the central vertical rib and the spurs at the ends on the underface, the other having the double tapering ways, the offset with hook and rounding face, the vertical rib and the spurs at the ends and center on the underface, substantially as described.

2. In a car replacer, the part or member having the double tapering ways, the ridges meet-

ing in a point, the ridges separated to form an opening at the said point, the hooked offset having the upper face adjacent to said opening between the ridges, the central longitudinal vertical rib, and the spurs, all arranged and adapted to serve in the manner described.

3. A car replacer, consisting of the two parts, one having the single broad tapering way, the other having the double tapering way, the ridges meeting in a point, the other ridges separated to form an opening opposite the point, and the hooked offset having the upper face adjacent to said opening, for the purpose described.

In testimony whereof I affix my signature in presence of two witnesses.

FRANCIS ASBERRY MOORE.

Witnesses:

C. H. LATHAM,

A. P. BALDWIN.