H. C. HARRISON.

CAR REPLACER.

APPLICATION FILED JAN. 7, 1910.

954,800. Patented Apr. 12, 1910.

Fig. 1.

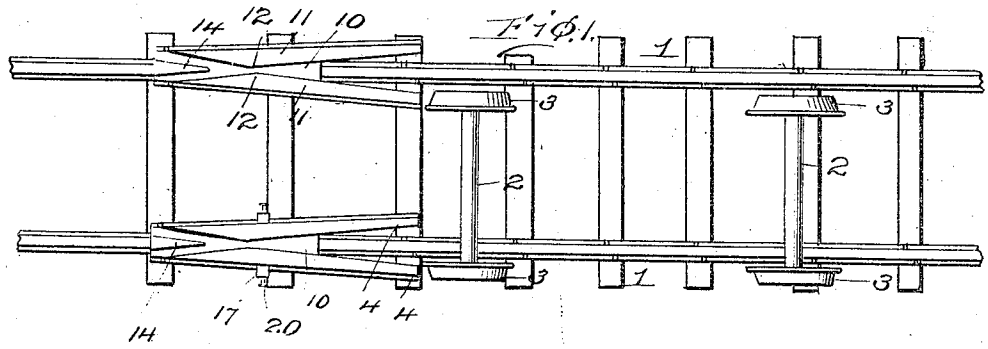


Fig. 2.

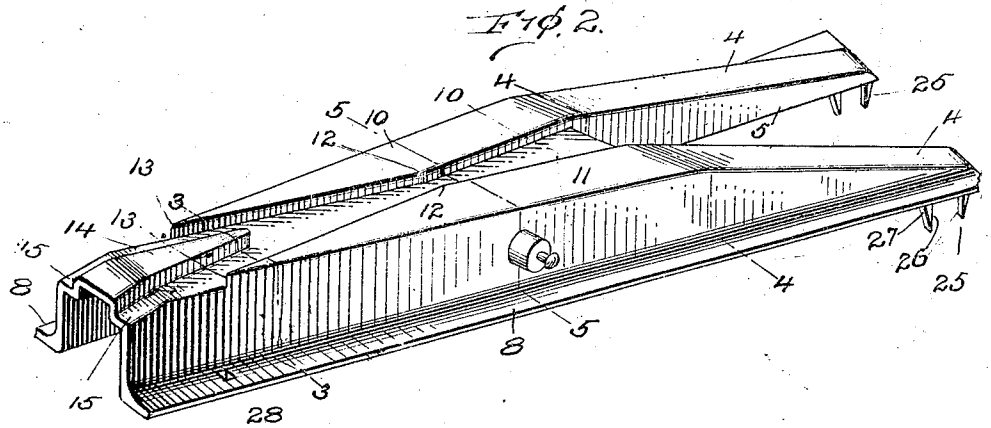


Fig. 3.

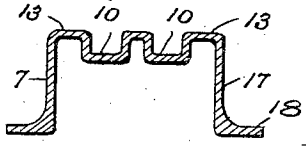


Fig. 4.

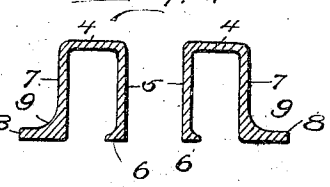
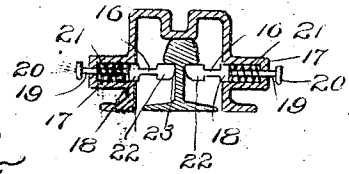


Fig. 5.



Witnesses

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UNITED STATES PATENT OFFICE

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CAR-REPLACER.

954,800. Specification of Letters Patent. Patented Apr. 12, 1910.

Application filed January 7, 1910. Serial No. 536,843.

To all whom it may concern:

Be it known that I, HOLMES C. HARRISON, a citizen of the United States, residing at Buffalo Junction, in the county of Mecklenburg and State of Virginia, have invented certain new and useful Improvements in Car-Replacers, of which the following is a specification.

This invention relates to car replacers, and one of the principal objects of the invention is to provide a simple, reliable and efficient device for replacing derailed cars upon the track rails.

Another object of the invention is to provide a car replacer which may be quickly connected to the rails and placed in position for guiding the wheels onto the track rails.

Still another object of the invention is to provide a car replacer with spring actuated holding devices adapted to engage the underside of the head of the track rails in order to prevent the replacer from rising up or moving sidewise when placed in position for use.

Another object of the invention is to provide a car replacer of the required contour to fit over a rail and to form a guide for the wheel to direct said wheel up and into position to run off upon the track rail, spring actuated means being provided for holding the replacer in position upon the rail, and means being also provided for preventing the replacer from longitudinal movement upon the track when in use.

These and other objects may be attained by means of the construction illustrated in the accompanying drawing, in which,

Figure 1 is a diagrammatic plan view of a pair of replacers in position upon the track rails, and the rolling stock of a derailed car being shown in position to be replaced upon the track rails. Fig. 2 is a perspective view of one of the car replacers disconnected from the track, and shown upon a larger scale than Fig. 1. Fig. 3 is a transverse sectional view on the line 3—3 of Fig. 2. Fig. 4 is a sectional view on the line 4—4 of Fig. 2. Fig. 5 is a similar section on the line 5—5 of Fig. 2, showing the replacer secured to the rail, the latter being shown in section.

Referring to Fig. 1 of the drawing the numerals 1 designate the track rails, 2 are the axles of a derailed car and 3 are the wheels on said axles.

My car replacer comprises a hollow structure adapted to fit over the track rail, said replacer comprising rearwardly diverging hollow legs 4, said legs being upwardly inclined from their outer ends to their junction with the top of the replacer and provided each with a vertical inner flange 5 having an enlarged rib 6 at its lower end. The outer sides of the legs 4 are provided with downwardly extending side walls 7, each having an outwardly extending flange 8 provided with a thickened reinforcement 9 at the point of juncture of the side walls 7 and the flanges 8, as shown more clearly in Fig. 4. A centrally disposed top wall or web 10 extends from the inner ends of the legs 4 to the opposite end of the replacer, said web 10 being depressed below the upper surface 11 of the replacer. The inner walls of the upper surface 11 upon opposite sides of the web 10 converge to the points 12 and from thence said walls diverge to the points 13, thus forming a guideway for the wheels to direct them onto the track. A V-shaped projection or frog 14 extends from the end of the replacer inwardly, the point of said frog being disposed between the points 13. At the outer sides of the frog 14 inclined walls 15 are provided.

The replacer is hollow underneath and is adapted to be placed over a rail with the flange 8 resting upon the ties. For holding the replacer down in position and to prevent the same from becoming displaced in use, I have provided a pair of plungers 16 mounted in housings 17 upon opposite sides of the replacer, said plungers each being provided with an enlargement 18 and a shank 19 extending from said enlargement, said shank having a head or button 20 on the outer end thereof. A spiral spring 21 surrounds the shank within the housing 17, one end of said spring bearing against the enlargement 18. The head of each of the plungers is provided with a rounded beveled lower side 23, which is adapted to ride over the head of the rail and to engage the underside of said head at opposite sides of the web of the rail, as shown more particularly in Fig. 5. The diverging legs 4 may be provided with downwardly projecting prongs 25 designed to be forced into one of the ties to prevent longitudinal movement of the replacer in use, said prongs having parallel inner sides 26 and inclined outer

sides 27, the result of which structure is to prevent a sliding movement of the replacer when connected to the track.

Suitable spike holes 28 may be provided at suitable points in the flanges 8 for spiking the replacer to one of the ties.

The operation of my invention may be briefly described as follows: One of the replacers is positioned over each track rail, and when pushed down in place the heads 22 of the spring holding devices will ride over the head of the rail and engage the opposite sides of the web, thus preventing the upward movement of the replacer in use. The prongs 25 may be driven into the tie and a spike may be driven through the spike hole 28 to prevent longitudinal movement of the replacer in use. As the wheels 3 are passed up the inclined portions of the legs 4 the flange of one of said wheels is carried inside of one of the legs 4 and up over the web 10, said flange being guided onto the track, while the flange of the other wheel is guided to its proper position on the track by the opposite replacer, as will be understood.

From the foregoing it will be obvious that a car replacer made in accordance with my invention can be quickly placed in position for use upon the track rails and when so placed cannot be readily moved out of position by the weight of the car upon the replacer. My car replacer can be manufactured at comparatively low cost, cannot readily become injured in use, can be quickly placed in position for use and can be readily disconnected from the track rails whenever required.

Having thus fully described the invention what is claimed as new is:

1. A car replacer comprising diverging inclined legs, a depressed central web, an end frog providing oppositely disposed guide ways, and a spring actuated holding device for securing the replacer in position upon the rail.

2. A car replacer comprising diverging inclined legs, a V-shaped frog, a depressed web, spring actuated plungers for engaging the underside of the head of the track rail, said legs being provided with means for preventing the longitudinal movement of the replacer while in use.

3. A car replacer provided with diverging inclined legs, spring holding devices extending inwardly from opposite sides of said replacer, said devices having beveled or curved heads to ride over the head of the rail.

4. A car replacer provided with inclined diverging legs, a depressed central web, a frog at the end of the replacer opposite the legs, spring actuated means to prevent the upward movement of the replacer, prongs formed upon the legs, said prongs each having a vertical side and an inclined side, said replacer being provided with spike holes for securing the replacer to a rail tie.

5. A car replacer comprising inclined diverging legs, a central depressed web, a V-shaped frog disposed centrally of the web, and an inclined portion upon opposite sides of said frog in said web, said replacer being provided with spring actuated means for preventing vertical movement and means for preventing longitudinal movement.

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

HOLMES C. HARRISON.

Witnesses:

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