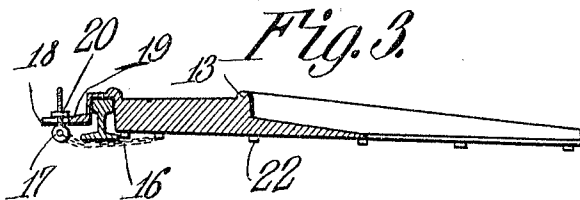
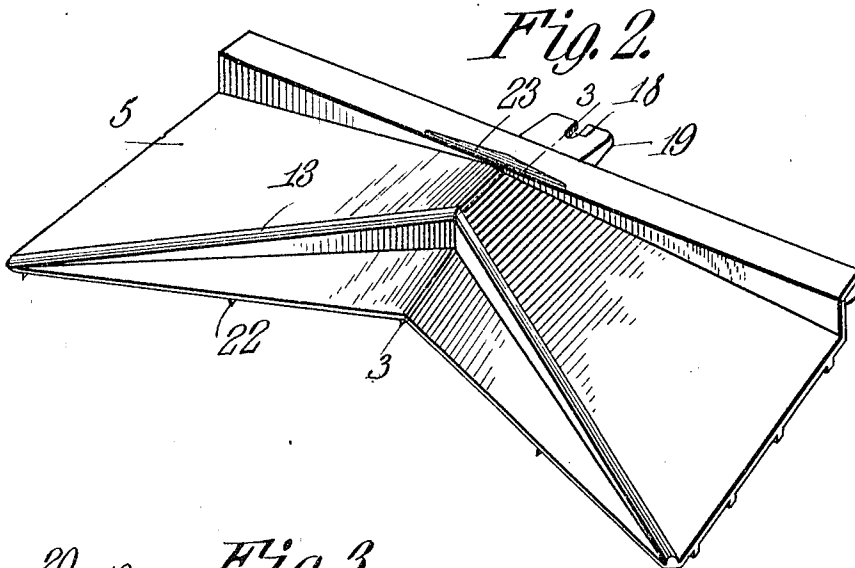
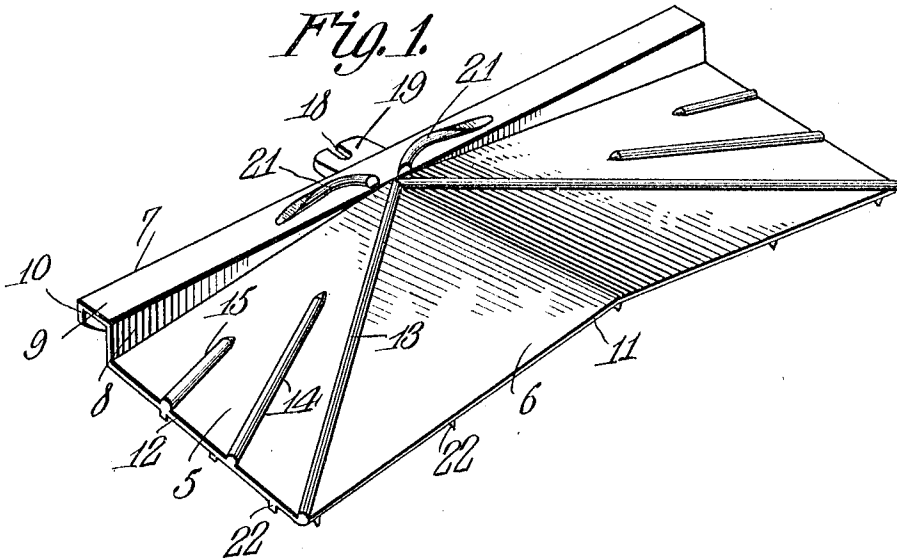


W. H. BUSSABARGER.
CAR REPLACER.
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CAR-REPLACER.

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To all whom it may concern:

Be it known that I, WILLIAM H. BUSSABARGER, a citizen of the United States, residing at Corydon, in the county of Harrison and State of Indiana, have invented a new and useful Car-Replacer, of which the following is a specification.

The object of the present invention is to provide an improved construction of car replacer and the invention contemplates the provision, in a device of this character, of two members one to be disposed between the rails of a trackway and the other outwardly of one rail, the members being so constructed as to positively direct a car or engine upon the rails, it having been previously derailed by wreck or otherwise, and to provide against dropping of the wheels upon the rails and thereby obviate injury to the rails and the wheels.

Further, the invention aims to provide, in a car replacer, means for positively holding the replacer against relative movement with respect to a rail against which it is disposed and to provide means to positively engage over the tread of a rail against which the replacer is disposed whereby to positively prevent lateral displacement of the device with respect to the rail.

In the accompanying drawings, Figure 1 is a perspective view of the outside member of the car replacing device embodying the present invention. Fig. 2 is a view similar to Fig. 1 but of the inside member of the replacing device. Fig. 3 is a vertical transverse sectional view through the member shown in Fig. 2 of the drawings, the said view being taken on the line 3—3 of the said Fig. 2, there being also shown in this figure of the drawings, a rail with which the member is engaged.

In the drawings, there are shown two car replacing members which are embodied in the present invention one of the members, illustrated in Fig. 1 of the drawings being adapted to be disposed outwardly of one of the rails of a trackway, and the other member, shown in Figs. 2 and 3 of the drawings, being adapted for disposal between the rails of the trackway. In general, these two members are similar in construction but they differ in certain structural features which render them better suited to their respective uses and in use, the two members being de-

signed to cooperate with one another whereby to secure the best results.

The replacer shown in Fig. 1 of the drawings comprises a body having anticlinal tread surfaces indicated by the numeral 5 and a web 6 which is substantially triangular in outline and extends between the two anticlinal tread surfaces of the body portion. The replacer shown in Fig. 1 of the drawings further embodies an inverted rail receiving channel 7 the inner vertical wall of which is indicated specifically by the numeral 8, the upper or connecting wall by the numeral 9, and the outer vertical wall by the numeral 10, and this rail-receiving channel extends along one longitudinal edge of the body portion or in other words forms a junction with the corresponding longitudinal edges of the tread surfaces 5 of the replacer. As heretofore stated, the web portion 6 of the replacer shown in Fig. 1 of the drawings is substantially triangular in form and has a substantially right line outer edge 11 and inner angularly disposed edges which merge with or form a junction with the adjacent edges of the tread surfaces 5, and as clearly shown in the said Fig. 1 of the drawings, this web portion 6 is inclined upwardly from its edge 11 to the rail receiving channel 7. Also, the anticlinal tread surfaces 5 are inclined upwardly from their end edges 12 to the upper end or apex of the web 6, the vertical inner wall 8 of the channel 7 being in this manner gradually decreased in height as it approaches the middle of the channel. As will be apparent, by providing the two surfaces 5 arranged in anticlinal relation with respect one to the other, the device is adapted for use upon either rail of a trackway.

Formed upon the upper face of the body of the replacer shown in Fig. 1 of the drawings and extending continuously in the line of junction of the edges of the web 6 with the edges of the anticlinal tread surfaces 5, is a tread rib 13. In addition to the tread rib 13, there are formed upon the anticlinal tread surfaces 5 other ribs 14 and 15, the ribs 14 being located between the ribs 13 and the corresponding rib 15, and being of a length less than the length of the rib 13 but of a length greater than that of the rib 15.

It will be observed from Fig. 1 of the

drawings that each rib 14 lies at an acute angle to the adjacent portion of the rib 13, and that each rib 15 lies at an acute angle to the corresponding rib 14 or in other words the ribs 14 and 15 upon each anticlinal surface 5 together with that portion of the rib 13 which extends along the edge of such surface extend in lines converging toward the apex of the web portion 6 of the body of the replacer.

As heretofore stated, the channel 7 is designed to receive the tread of a rail against which the replacer is disposed and in order that the replacer may be held positively against displacement in a direction longitudinally of the rail and with respect to the rail, there is provided a chain or other flexible element 16 secured at one end to the under side of the body of the replacer and has attached at its other end a threaded bolt 17 which is engageable in a notch 18 formed in a boss 19 which projects laterally from the lower edge of the vertical wall 10 of the rail receiving channel 7, there being a nut 20 threaded upon this bolt 17 whereby the bolt may be drawn upwardly to tighten the chain 16, it being passed beneath the base flanges of the rail which is received in the rail receiving channel 7.

It will be understood from the foregoing description of the invention that the replacer is to be so disposed as to permit of the car wheels running up upon one or the other of its anticlinal tread surfaces 5 and that the wheel flanges will engage with one of the several tread ribs 13, 14 or 15 and will be guided, by reason of such engagement, toward the track rail upon which they are to be replaced, there being formed upon the upper or connecting wall 9 of the rail receiving channel 7, other tread ribs 21 which are extended in a curve which is substantially a continuation of that portion of the tread rib 13 which the inner end of the said tread rib 21 opposes. In other words, the tread ribs 21 are oppositely curved or are extended in opposite directions and have their inner end portions extending in lines intersecting the angularly extending or related portion of the tread rib 13, it being understood that a rail flange engaging with either of the tread ribs 21 upon the upper wall 9 of the rail receiving channel 7 will be deflected directly to proper position against the outer vertical wall 8 of the said channel 7 and that further travel of the car will result in the wheels assuming their proper position upon the track rails. Formed along the edges 11 and 12 of the body of the device, at intervals, are downwardly projecting spurs 22 which are designed to bite into the ties upon which the rails are secured whereby to hold the device against longitudinal displacement with respect to the rails.

The form of replacer shown in Fig. 2 of the drawings and designed for disposal between the rails is substantially identical in construction with the replacer shown in Fig. 1 except that the tread ribs 14 and 15 are omitted and in place of the tread ribs 21 upon the upper wall 9 of the rail receiving channel 7, there is provided a single continuous rib 23 which is of greater height at its middle than at its ends and is gradually decreased in height from its middle toward each end, this rib extending for a short distance to each side of the transverse middle of the said rail receiving channel. In this form of replacer however, the web 6 is only approximately triangular in form and does not merge into the tread surfaces 5 but has its upper surface located in a plane below the said tread surfaces as is clearly shown in Fig. 2 of the drawings.

What is claimed is:—

1. A car replacer comprising a body having anticlinal tread surfaces, rail engaging means at one side of the body, and tread ribs upon the said means, the said ribs being oppositely curved and decreased in height in the direction of their outer ends.

2. A car replacer comprising a body having anticlinal tread surfaces, rail engaging means at one side of the body, an integral reinforcing web extending between the anticlinal tread surfaces, a continuous tread rib extending between the said surfaces and the said reinforcing web, and tread ribs formed upon the rail engaging means.

3. A car replacer comprising a body formed at one side with an inverted rail engaging channel, a boss upon one wall of the channel, and means connected with the under side of the body and extending across the channel and beneath a rail seated therein and engageable at its other end with the boss upon the wall of the channel.

4. A car replacer comprising a body having anticlinal tread surfaces, an inverted rail receiving channel formed at one side of the body, means adapted to extend across the channel whereby to confine a rail therein, and a continuous tread rib formed upon the upper face of the body and extending gradually inwardly from each end toward the rail receiving channel.

5. A car replacer comprising a body having anticlinal tread surfaces, an inverted rail receiving channel at one side of the body, a tread rib formed upon the upper face of the body and extending along one edge of each of said surfaces, the rib gradually approaching toward its middle the rail receiving channel, and means adapted to extend across the channel whereby to confine a rail therein.

6. A car replacer comprising a body, an inverted rail receiving channel formed in one side of the body, a notched boss formed

upon one wall of the channel and projecting outwardly therefrom, a chain connected at one end to the under side of the body, a bolt connected at the other end of the chain, and a nut threaded upon the bolt, the said chain being adapted to be passed beneath a rail received in said channel and the bolt being adapted for engagement in the notch in the boss whereby to confine the rail in the channel.

7. A car replacer comprising two bodies having each anticlinal tread surfaces, each of the said bodies being formed at one side

with a rail receiving channel, a tread rib formed upon each body along one side of the tread surfaces thereof, one of these bodies being formed with a plurality of tread ribs between the rail receiving channel and the first mentioned tread rib.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

WILLIAM H. BUSSABARGER.

Witnesses:

SMITH ASKREN,

AMOS LEMMON.