E. BEST & D. A. SCOTT.

CAR REPLACER.

APPLICATION FILED JULY 8, 1909.

957,405. Patented May 10, 1910.

2 SHEETS—SHEET 1.

FIG. 1.

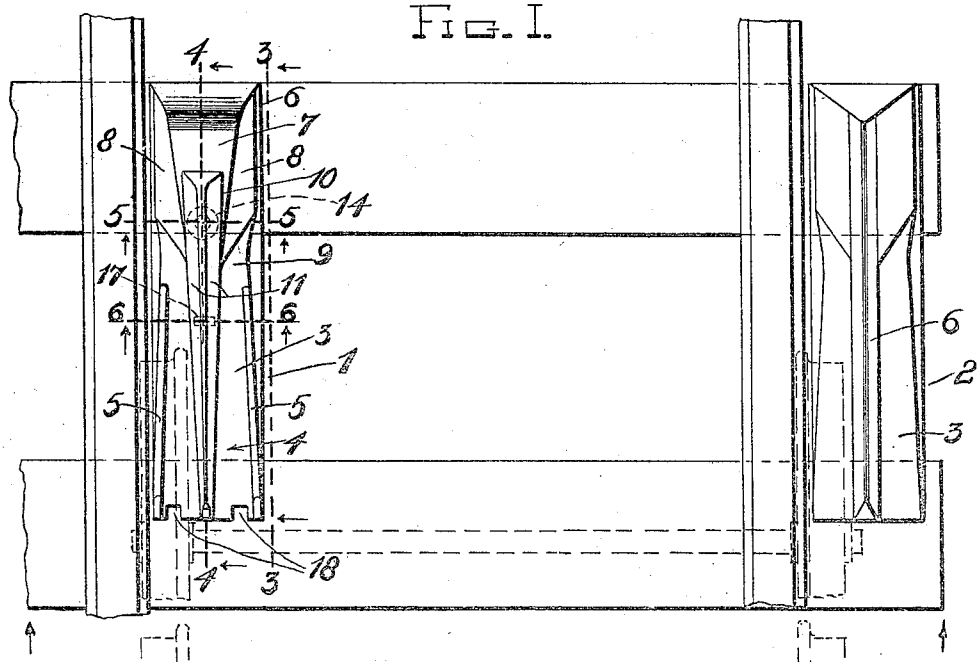


FIG. 2.

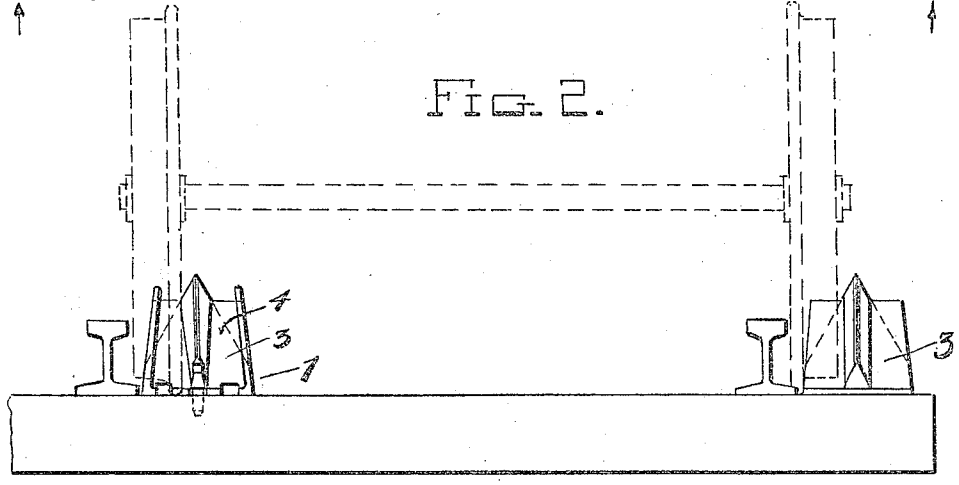


FIG. 3.

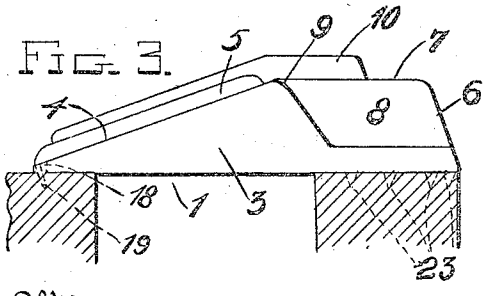
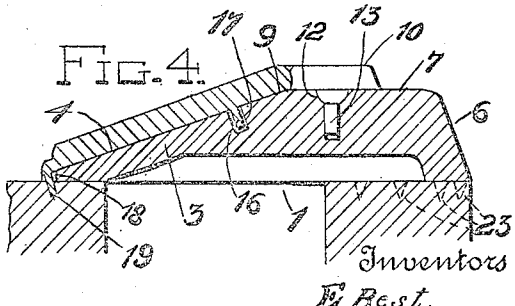


FIG. 4.



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2 SHEETS—SHEET 2.

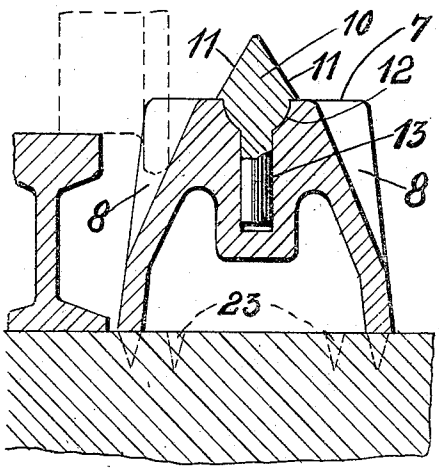

FIG. 5.

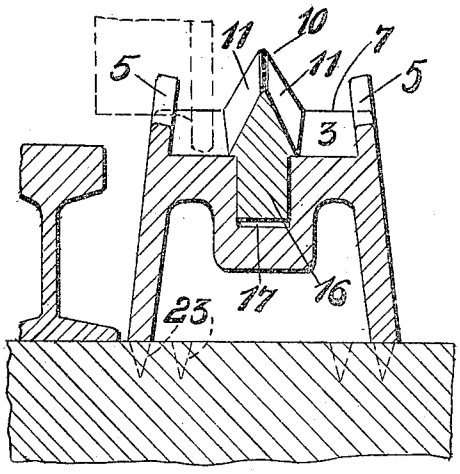

FIG. 6.

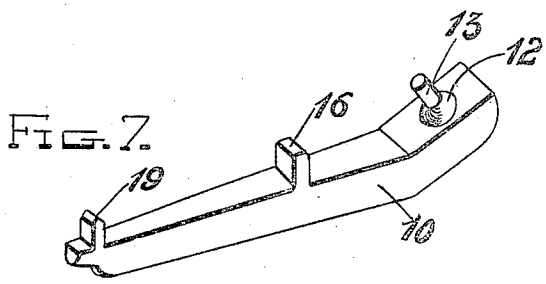

FIG. 7.

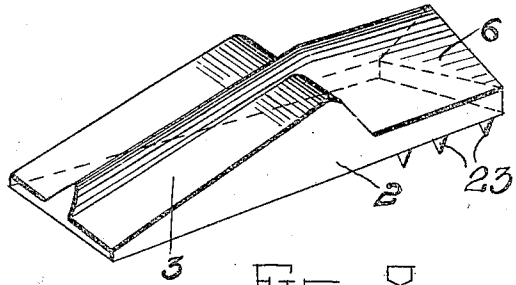

FIG. 8.

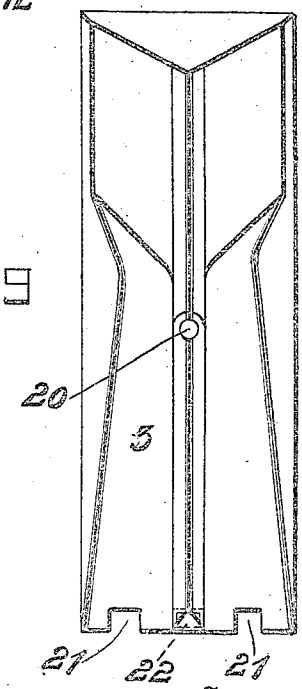

FIG. 9.

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UNITED STATES PATENT OFFICE.

EDWARD BEST, OF LONDON, ONTARIO, CANADA, AND DAVID A. SCOTT, OF OSHKOSH, WISCONSIN.

CAR-REPLACER.

957,405. Specification of Letters Patent. Patented May 10, 1910.

Application filed July 8, 1909. Serial No. 506,560.

To all whom it may concern:

Be it known that we, EDWARD BEST, a subject of the King of Great Britain, residing at London, Province of Ontario, county of Middlesex, Dominion of Canada, and DAVID A. SCOTT, a citizen of the United States, residing at Oshkosh, in the county of Winnebago and State of Wisconsin, have invented certain new and useful Improvements in Car-Replacers; and we 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.

This invention relates to a car replacer and has for its object to provide a device of this class by means of which the derailed wheels may be readily guided back upon the rails irrespective of the angle which they may form therewith.

With this and other objects in view, the invention consists of certain novel features of construction, combination and arrangement of parts, as will be more fully described and particularly pointed out in the appended claims.

In the accompanying drawings: Figure 1, is a plan view of the replacer as arranged along a section of the track. Fig. 2, is an end elevation of Fig. 1, looking in the direction indicated by the arrows. Fig. 3, is a longitudinal section on line 3—3 of Fig. 1. Fig. 4, is a similar view on line 4—4 of said figure. Figs. 5 and 6, are transverse sectional views on lines 5—5 and 6—6, respectively, of Fig. 1. Fig. 7, is a detail perspective view of the switch bar. Fig. 8, is a perspective view of the outside replacer on an enlarged scale; and Fig. 9, is a fragmentary plan view of a modified form of the outer replacer.

Referring to the drawings for a more particular description of the invention, the numeral 1, indicates the inside replacer, and 2, the outside replacer. The inside replacer comprises the tapering body portion 3, provided with the flat upwardly inclined top surface 4, provided at opposite edges with the longitudinal flanges or ribs 5, the purpose of which will be presently disclosed. The inner portion 6, of the inside replacer body is of approximately square form in cross-section and is provided with the flat horizontal top 7, and the outwardly and rearwardly inclined side faces, leaving the curved shoulders 9, at the junction of the square and tapering portions of the replacer body. A longitudinal switch bar 10, having inclined sides 11, is pivotally mounted at its inner end upon the top of the inner portion 6, of the replacer body. This switch bar is mounted in position by providing it with the semi-spherical portion 12, having a cylindrical stem or pin 13, and providing the top of the replacer body with a socket 14, to receive said semi-spherical portion and with a vertical socket or recess to receive the stem or pin thereof. The switch bar 10, is also provided with the flat projection 16, which fits in the lateral guide slot 17, formed in the top surface of the tapering portion 3, of the replacer body. The outer end of the tapering portion is provided with a plurality of laterally spaced recesses 18, either of which is adapted to receive a projection 19, at the outer or free end of the switch bar, whereby the latter may be adjusted at the proper angle to properly guide the derailed wheel upon the rail.

In practice, the inside replacer is mounted upon the cross ties adjacent one rail and is secured in position by driving the spur or projection 19, into one of the cross ties. The tread of the derailed wheel passes or rides upon the inner rib 5, which is of sufficient height to elevate the flange of the wheel above the upwardly inclined flat surface 4. When the wheel reaches the adjacent shoulder 9, it rides down upon the same on the rail, said wheel being forced onto the rail by the adjacent inclined side face 8, of the replacer body.

The outside replacer is of the same general form as the inside replacer, with the exception that the top of the inner portion 6 thereof comes more nearly to an edge. Further, the switch bar is either formed integrally with or may be rigidly attached to the replacer instead of being pivoted thereto. If found desired, however, the outer end of the switch bar may be pivoted, as at 20, to the inner portion thereof, and the outer edge of the tapering portion 3, provided with a series of laterally spaced recesses 21, and the free end of the pivoted section of the switch bar with a spur 22.

The inner portions of both the inside and outside replacers are provided with the pins 23, which penetrate into the cross ties as the derailed wheel or wheels are guided upon

the rails, these pins holding the inner portions of the replacers against sliding from position.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention as defined in the appended claims.

Having thus described our invention, what we claim is:

1. A car replacer of the class described, comprising a body having a tapering outer portion having a flat upwardly inclined top surface and an inner portion having outwardly and rearwardly inclined side faces, a longitudinal switch bar pivoted upon the inner portion of the replacer body with means formed upon the free end of the switch bar and in the outer end of the tapering portion of the replacer body for holding the switch bar at the desired angular adjustment.

2. A car replacer of the class described, comprising a body having a tapering outer portion, provided with a flat upwardly inclined top surface, an inner portion having inclined side faces, the inner portion of the body having a socket, and a vertical recess in the bottom of the socket and the top surface of the tapering portion having a transverse recess near its inner end and a plurality of laterally spaced recesses in its outer end, and a switch bar having a semi-spherical portion to seat in said socket, a stem projecting from said semi-spherical portion adapted to seat in said vertical recess, a projection to fit in the guide recess, and a spur at its free end to fit in any one of the recesses of the outer end of the tapering portion.

In testimony whereof we have hereunto set our hands in presence of two subscribing witnesses.

EDWARD BEST.
DAVID A. SCOTT.

Witnesses to the signature of Edward Best:

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R. E. WALKER.

Witnesses to the signature of David A. Scott:

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T. J. BARTON.