

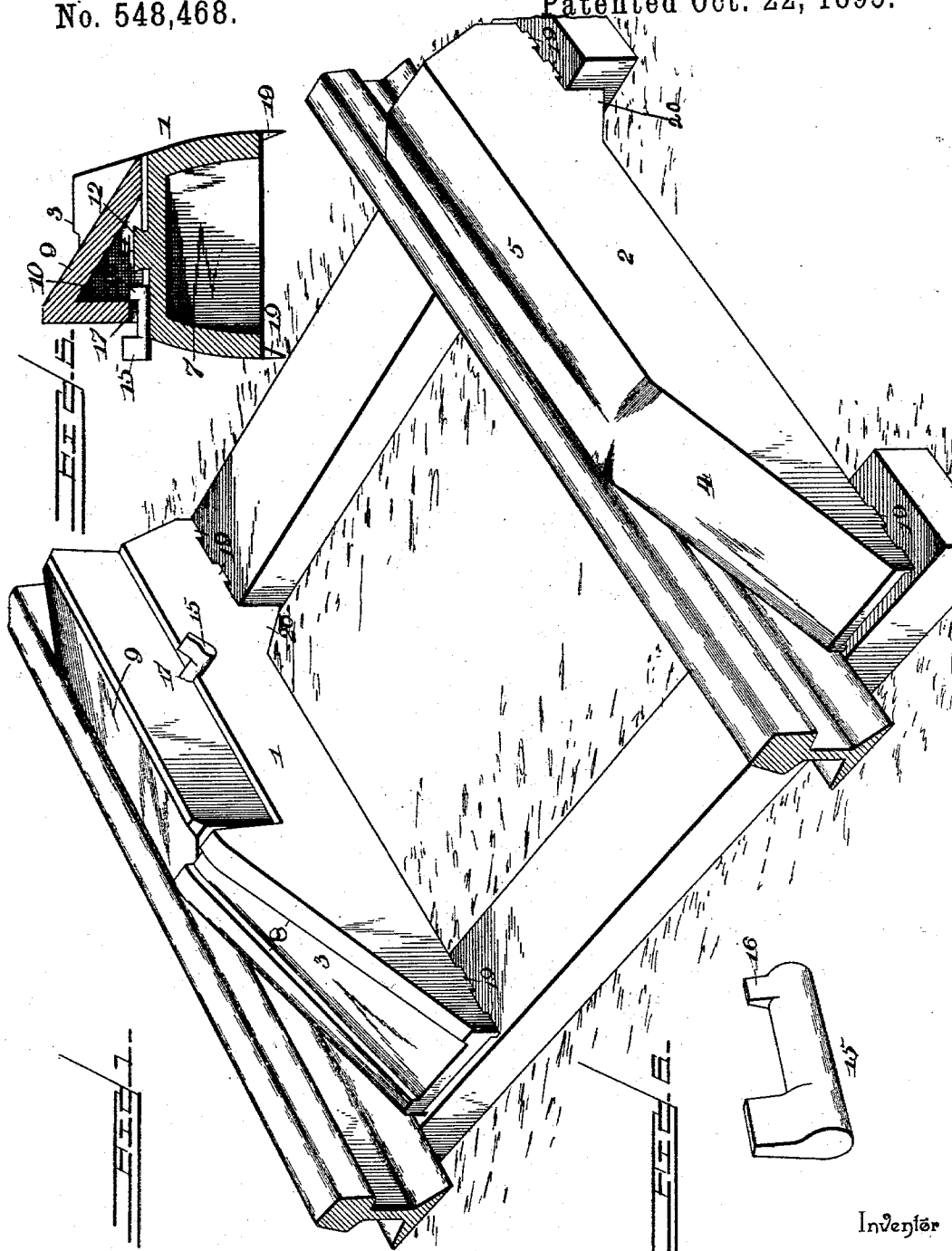
(No Model.)

2 Sheets—Sheet 1.

W. A. SELTS.
CAR REPLACER.

No. 548,468.

Patented Oct. 22, 1895.



Inventor

William A. Seltz.

Witnesses

W. F. Doyle
J. F. H. P. Day

By *W. S. Attorneys.*

C. A. Snow & Co.

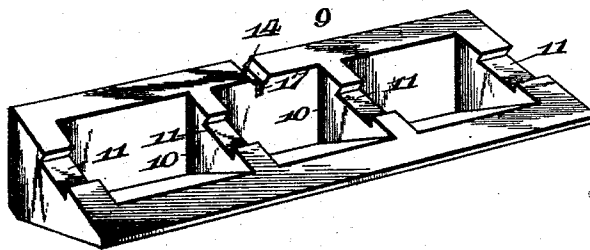
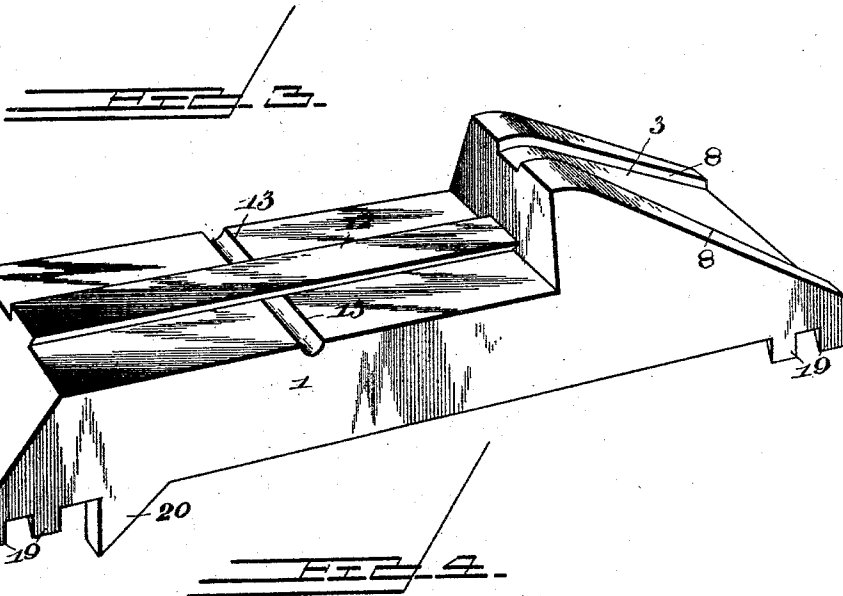
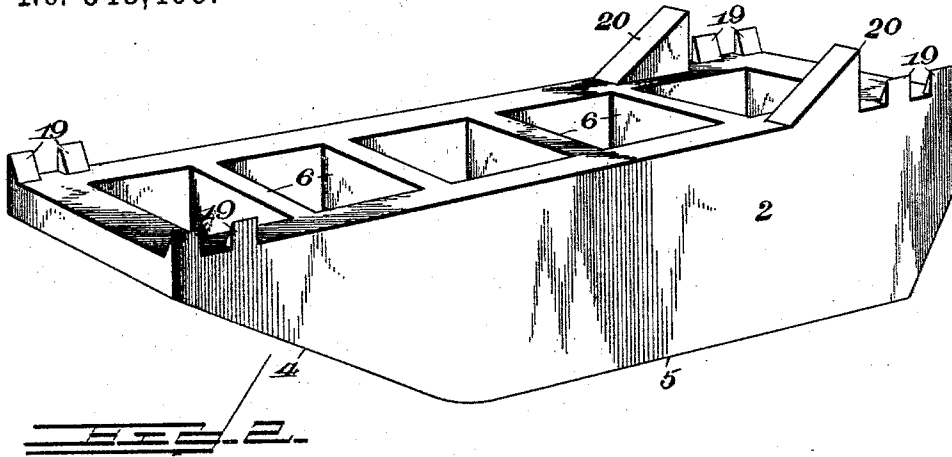
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UNITED STATES PATENT OFFICE.

WILLIAM A. SELTS, OF JERSEY SHORE, PENNSYLVANIA.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 548,468, dated October 22, 1895.

Application filed May 28, 1895. Serial No. 551,016. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM A. SELTS, a citizen of the United States, residing at Jersey Shore, in the county of Lycoming and State of Pennsylvania, have invented a new and useful Car-Replacer, of which the following is a specification.

The invention relates to improvements in car-replacers.

10 The object of the present invention is to provide a simple and inexpensive device adapted for readily replacing cars, locomotives, and the like, and capable of being readily arranged to accommodate itself to the position of the wheels to be retracked.

15 A further object of the invention is to provide such a device which will possess the requisite strength and durability, and which when placed in position will not slip out of place in wet or frosty weather when subjected to the strain incident to the replacing of a car or locomotive.

20 The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claims hereto appended.

25 In the drawings, Figure 1 is a perspective view of a portion of a track, showing car-replacers constructed in accordance with this invention and arranged in position for use. Fig. 2 is a perspective view of the outer replacer, showing the bottom thereof. Fig. 3 is a perspective view of the inner replacer, the reversible laterally-beveled upper portion being removed. Fig. 4 is a detail perspective view of a reversible laterally-beveled upper portion, showing the bottom thereof. Fig. 5 is a transverse sectional view of the inner replacer. Fig. 6 is a detail view of the removable key.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

35 1 and 2 designate inner and outer car-replacers constructed of suitable material, preferably cast steel, and designed to be arranged adjacent to the rails of a track, as illustrated in Fig. 1 of the accompanying drawings, and having their front portions beveled or provided with inclined upper faces 3 and 4 to

receive the wheels to be replaced and to direct them toward the rails.

The outer replacer 2, which operates to carry the flange of a wheel across a rail, has a plain 55 inclined front portion or face, and the upper face 5 is slightly laterally inclined at opposite sides of the longitudinal center. This outer replacer is cored or hollowed out at its lower face, and is provided with transverse 60 supporting-flanges 6, which insure the necessary strength, while the hollowed or cored portion renders the replacer as light as possible consistent with the necessary strength required by such a device. 65

The inner replacer, which receives the flange of the wheel between the rails, is hollowed out or cored at the bottom, similar to the outer replacer, and is provided with transverse webs or flanges 7, and the upper face of 70 its front portion 3 is recessed to provide upwardly-converging side shoulders 8, forming a narrow groove at the top.

The flange of a wheel when received by the front portion 3 of the inner replacer 1 is directed by one or the other of the upwardly-converging shoulders in the direction of the rail until it reaches the narrow groove between the upper terminals of the shoulders. 75 After leaving the inclined front portion 3 of the replacer, the wheel is received by a laterally-beveled upper portion 9 of the replacer and is caused by the same to slide downward to its proper position on the rail. The impetus received from this downward movement is sufficient to pull the outer wheel 85 across the rail to its proper position. The removable laterally or transverse beveled upper portion 9 is constructed separate from the body portion of the inner replacer 1, and is cored or hollowed out and provided with transverse webs or flanges 10, in which and the ends of the laterally-beveled portions are provided dovetail recesses forming a longitudinal groove or way. These dovetail 95 recesses 11 interlock with a longitudinal rib 12 of the upper face of the body portion of the replacer 1, the rib 12 being provided with inwardly-beveled side edges and the inner end of the front portion 3 forming a shoulder 100 against which abuts the inner end of the removable upper portion 9. The upper portion

9 is removable and reversible to change the direction of the slant of its upper face, in order that the inner replacer may be employed at either side of a track and arranged in either direction.

The outer replacer is adapted to be used at either side of the track in either direction and does not require any reversible construction, its upper face being oppositely beveled at its rear portion to facilitate the sliding of the wheel in either direction, the inner replacer drawing or forcing the wheels laterally.

The rear portion of the inner replacer is provided at opposite sides of the rib 12 with curved or semicylindrical grooves 13, disposed transversely of the replacer and co-operating with a similarly-curved groove 14 of the upper portion 9 to receive a key 15, which is rounded and which is provided at its inner end with a lug and at its outer end with a finger-piece. The lug 16 is adapted to be introduced through a notch or recess 17, located at the top of the groove 14, and after being passed through the notch or recess 17 it is turned down and carried away from the notch or recess 17 to prevent the key from becoming accidentally displaced. The key locks the upper portion 9 against longitudinal movement, and it is adapted to be transferred from one side of the replacer to the other to suit the position of the reversible upper portion 9.

In order to prevent the inner and outer replacers from slipping, each is provided at opposite sides of each end with teeth 19, adapted to be embedded in the supporting cross-ties upon which the replacer is supported, and each replacer is further provided at opposite sides, adjacent to its rear end, with depending pointed stops 20, having straight vertical rear edges adapted to rest against the side face of an adjacent cross-tie, whereby any longitudinal movement of the replacer is prevented. The teeth which are forced into the cross-ties by the weight of a car effectually prevent any lateral movement of the replacer, and they have vertical outer faces flush with the side faces of the replacers and their inner faces are beveled.

It will be seen that the car-replacer is exceedingly simple and inexpensive in construction, that it is positive and reliable in operation, and that the inner replacer may be readily arranged for operation at either rail of a track. Furthermore, it will be seen that the inner and outer replacers possess the necessary strength and that they are comparatively light and are prevented from slipping accidentally while replacing a car or locomotive.

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.

What I claim is—

1. In a device of the class described, a replacer provided at its bottom adjacent to its ends with depending teeth, adapted to be embedded in the upper faces of the cross ties, said replacer being provided in advance of its rear teeth with depending stops 20, of much greater size than the teeth and extending a considerable distance below the upper face of the cross tie, which is engaged by the rear teeth, and bearing against the front edge of the same, whereby the replacer is prevented from slipping longitudinally, substantially as described.

2. In a device of the class described, a replacer, provided with a removable laterally inclined upper portion, capable of reversal to change the direction of its slant from one side of the replacer to the other, substantially as described.

3. In a device of the class described, a replacer, comprising a body portion having an inclined or beveled face at its front, and forming a shoulder in rear of the same, and a removable reversible upper portion fitting against the said shoulder, and having its upper face laterally inclined, and adapted to be changed to direct its slant from one side of the replacer to the other, substantially as described.

4. In a device of the class described, a replacer, comprising a body portion having a front inclined or beveled face and provided in rear of the same with a longitudinal rib, inwardly beveled at its side edges, and the removable reversible upper portion having a laterally inclined upper face, and provided at its bottom with a dove-tail groove or way interlocking with said longitudinal rib, substantially as described.

5. In a device of the class described, a replacer, comprising a body portion, having a front inclined or beveled face, and provided in rear of the same with a longitudinal rib, and having transverse grooves at opposite sides of the rib, the reversible removable upper portion having its upper face laterally inclined and provided at its bottom with a groove or way interlocking with said rib, said upper portion being provided at its bottom with a groove and a notch adapted to register with either of the grooves of the body portion, and a key fitting in said groove and locking the upper portion against longitudinal movement and provided at its inner end with a lug, substantially as described.

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

WILLIAM A. SELTS.

Witnesses:

JOHN H. SIGGERS,
HAROLD H. SIMMS.