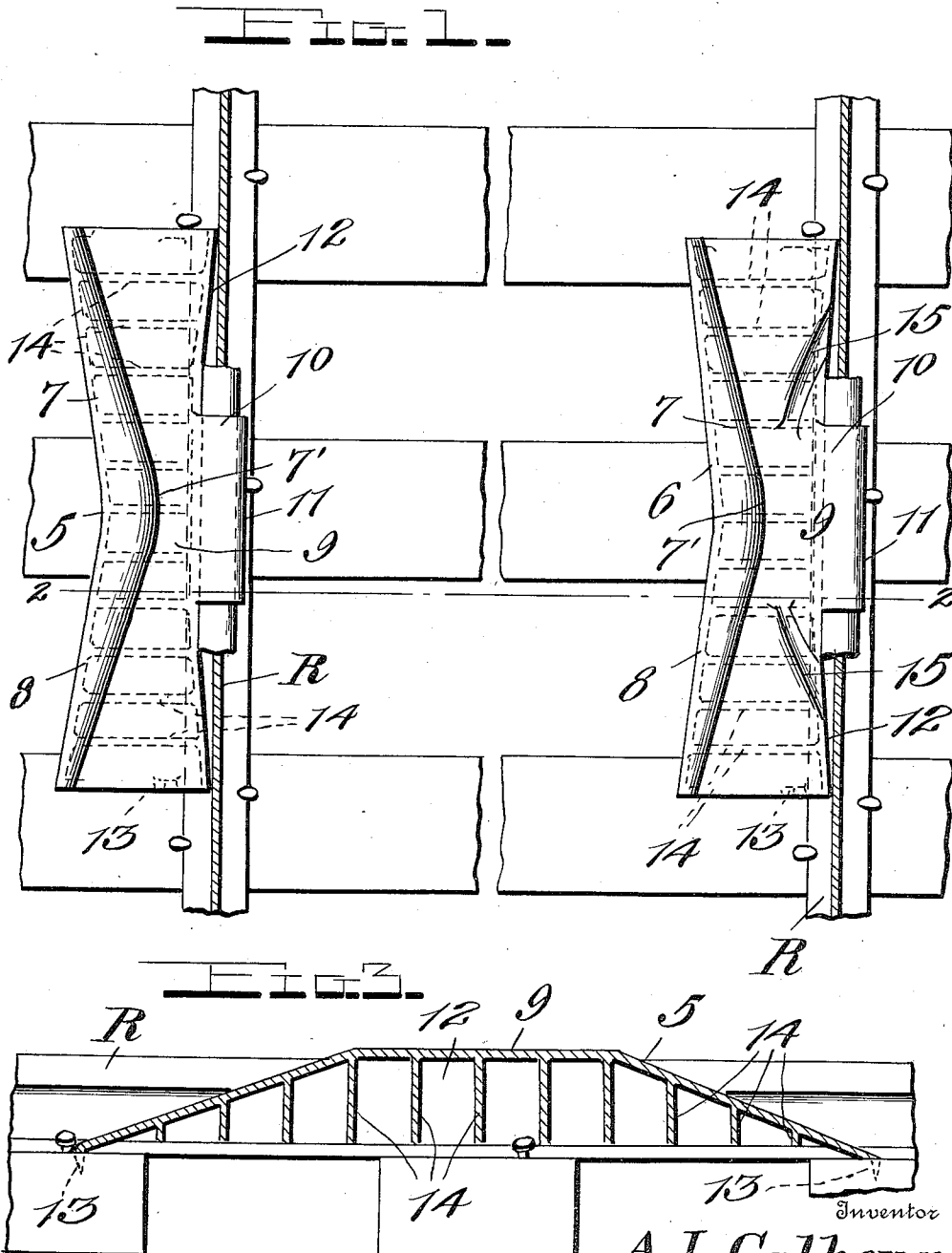


A. L. CALHOUN.
CAR REPLACER.
APPLICATION FILED SEPT. 17, 1910.

1,060,584.

Patented May 6, 1913.

2 SHEETS—SHEET 1.



Witnesses
Chas. L. Griebauer.
M. F. Peck.

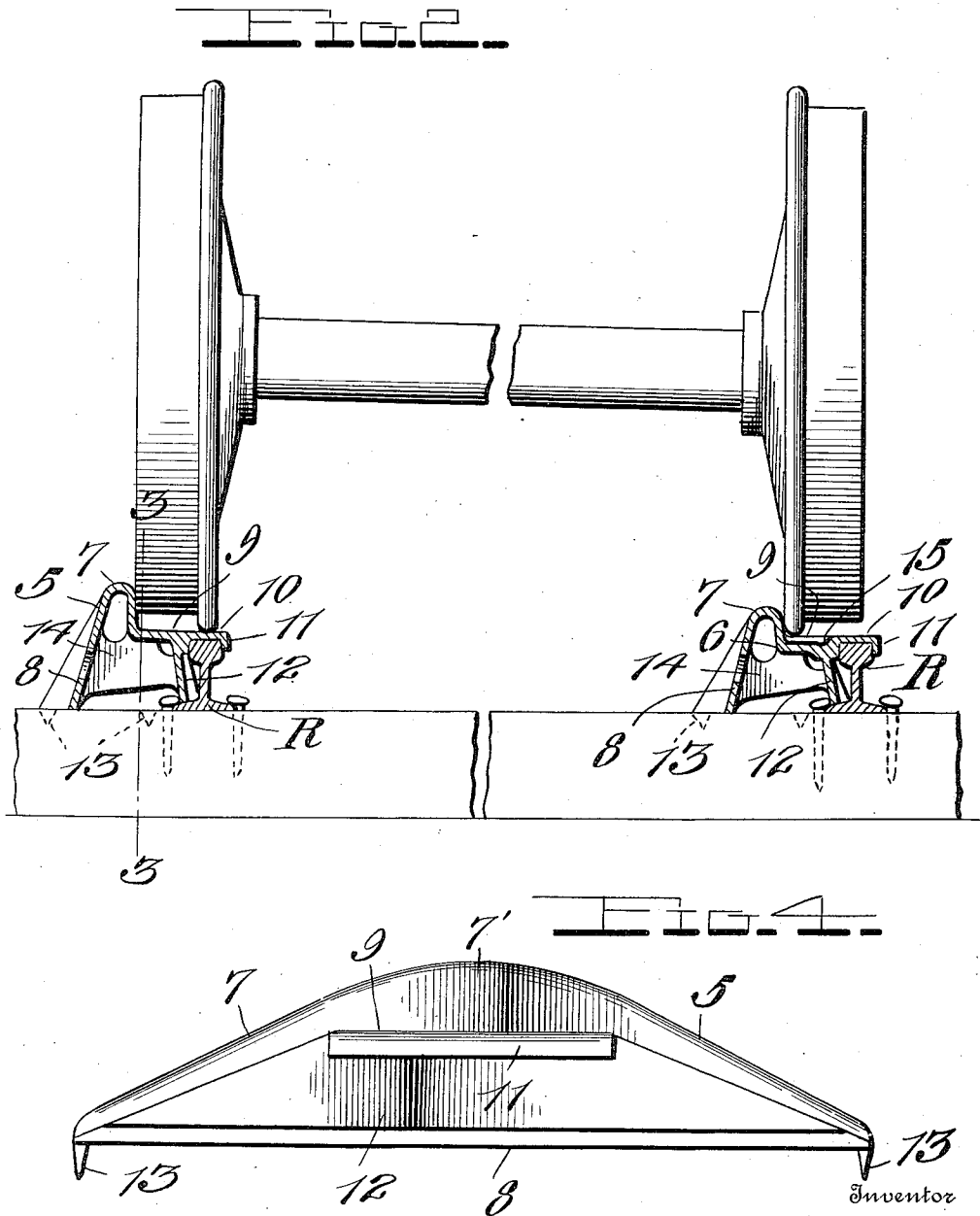
Inventor
A. L. Calhoun,
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UNITED STATES PATENT OFFICE.

ARCHIE L. CALHOUN, OF ROCKWELL, FLORIDA.

CAR-REPLACER.

1,060,584.

Specification of Letters Patent.

Patented May 6, 1913.

Application filed September 17, 1910. Serial No. 582,562.

To all whom it may concern:

Be it known that I, ARCHIE L. CALHOUN, a citizen of the United States, residing at Rockwell, in the county of Marion and State of Florida, have invented certain new and useful Improvements in Car-Replacers, of which the following is a specification, reference being had to the accompanying drawings.

This invention relates to car replacers of that character used for replacing the derailed cars upon the track.

The primary object of my invention is the provision of a set of car replacers of simple, durable and rigid construction which may be easily, quickly and securely arranged upon the track rail and the supporting ties, no spikes, bolts, clamps or other analogous fastening devices being necessary.

With these and other objects in view the invention resides in the novel features of construction and the combination and arrangement of the parts hereinafter fully described and particularly claimed and illustrated in the accompanying drawings in which,

Figure 1 is a top plan view of a set of car replacers constructed in accordance with the present invention. Fig. 2 is a transverse section on the line 2—2 of Fig. 1; Fig. 3 is a vertical section on the line 3—3 of Fig. 1; Fig. 4 is an elevation of one of the replacing members viewed from the rail side.

Referring more particularly to the drawings the outer replacing member of the set is indicated by 5 and the inner replacing member of the set by 6. These members are of the same general conformation and comprise cast iron or steel plates formed upon one of their edges with an upstanding rib 7.

It will be noted by reference to Fig. 1 that the replacing members gradually narrow from their ends toward the central portion whereby the upstanding rib 7 and also the longitudinal downwardly flanged edge 8, which latter comprises what might be designated as a supporting leg, extend in opposite oblique directions from the center or diverge from the central axis of the replacing member. The upstanding ribs 7 are preferably of an approximately semi-circular form in cross section to present a rounded face which serves to guide the car wheel in the replacing of the same upon the track as will more fully hereinafter appear.

The central body portion of the replacing

member is horizontally widened in a laterally extending tongue 10 having a downwardly extending flange 11 for engagement over the head of the rail. On each side of the central widened portion 9 the upper face of the replacer is downwardly inclined and gradually widens extending beneath the rail head. It will be understood that the replacing members are properly proportioned with regard to the construction of the track upon which they are to be used so that the horizontally extended portion 10 is disposed a sufficient distance above the lower edge of the supporting leg 8 as to overlie the head of the rail. The inner longitudinal edge of the replacer is also formed as a depending longitudinally extending flange 12 which also extends beneath the horizontal portion 9 of the plate and provides a second supporting leg, said leg resting upon the base flange of the rail indicated by the letter R and abutting against the web of the same.

It will be observed from reference to Fig. 2 that the supporting legs 8 and 12 are oppositely inclined upon diverging lines thereby providing a broad base which will maintain the replacing member in its proper position and prevent its tipping under great pressure. Upon the opposite ends of the plate spaced depending spurs 13 are also provided which embed themselves into the ties under the weight of the car as the wheels move upon the replacer. A plurality of spaced transverse ribs or webs 14 are formed between and integrally join the opposite legs 8 and 12 and further serve to brace and strengthen the entire structure.

In so far as I have above described my invention both the inner and outer replacing members of the set are precisely the same in every respect. The inner replacing member 6, however, is additionally provided with the angularly arranged grooves 15 each in substantial alinement with the inner face of one of the directing ribs 7 and diverging in opposite directions from the longitudinal axis of the replacer. The central body portion or platform 9 of both members is inclined downwardly from the tongue 10 toward the center and it is in this depressed portion of the body 9 of the members 6 that the grooves 15 are formed, said grooves extending beyond the platform 9, downwardly and inwardly toward the side of the rail head.

In the practical application of my inven-

tion, when a car has become derailed the replacing members are arranged upon the ties on that side of the respective rails upon which the car wheels are displaced as shown in Figs. 1 and 2, the member 5 being placed on the outside of the one rail and the members 6 on the inside of the other rail with the inclined ends of the members immediately adjacent the wheels which are then forced upon said members in any desired manner as by the motive power of the engine or by a pinch bar or the like. The face of the car wheel outside the rails engages the inner side of the rib 7 of the member 5, said rib preventing the wheel from leaving the member and guiding the same inwardly toward the rail. The rib 7 of the member 6 acts in a similar manner on the car wheel which is between the rails it being engaged with the wheel flange. After passing the elevated horizontal central portion or platform of the members and entering upon the downwardly inclined end portions thereof, the flange of the inner wheel engages in the inclined groove 15 and is by the same directed upon the rail. This deflection of the car wheel inwardly, is due not only to the oblique disposition of the ribs 7 but also to the gradually widening central portion of the same as indicated at 7' as shown in Fig. 1 and also to the grooves 15 in the members 6 which, it will be observed are substantially in alinement with the inner edges of the rib 7 so that the flange of the inside car wheel will be directed by the rib into the groove for movement onto the rail while the outside car wheel moves over the central platform portion of the member 5 and the tongue 10 thereof on to the ball of the other rail.

From the foregoing it will be seen that I have provided a car replacer set comprising two members which may be easily, quickly and securely adjusted in position along side the rails and the car wheels directed by the

same upon the rails in an expeditious and certain manner. The provision of the oppositely extending inclined supporting legs 8 and 12, the connecting webs between the same and the longitudinal guiding ribs 7 provide an extremely rigid and substantial structure. The spurs 13 and the flange 11 of the tongue 10 prevent any possibility of shifting after it has once been arranged in position. The device is also comparatively inexpensive in construction and is extremely efficient in practical use.

While I have shown and described the preferred embodiment of my invention it will be understood that the device is susceptible of numerous modifications without departing from the essential features or materially sacrificing the advantages of the invention.

Having thus described my invention, I claim:

A car replacer set comprising a pair of members each embodying a central platform with longitudinally arranged inclined approaches bounded on the outer side with an upstanding inclined guide rib diverging in opposite directions from the longitudinal axis of the central platform, the inner side of said platform having a lateral extension arranged to overlie the ball of the rail, means for supporting said members, the inclined approaches of one member being provided each with a groove extending downwardly and inwardly and having their inner ends terminating adjacent the central portion of the central platform and the outer ends thereof terminating adjacent the medial inner edge of the inclined approaches, substantially as described.

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

ARCHIE L. CALHOUN.

Witnesses:

CHAS. G. J. TULLIE,
DAVID WILSON.