

S. WHEELER.
CAR REPLACER.
APPLICATION FILED AUG. 21, 1911.

1,032,523.

Patented July 16, 1912.

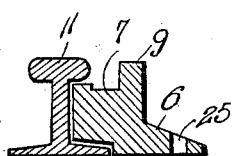
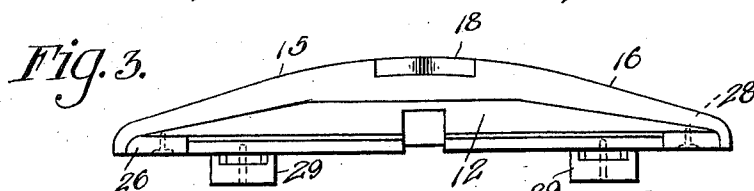
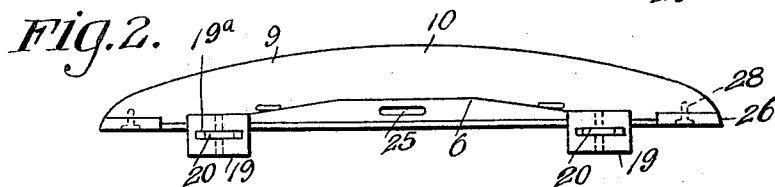
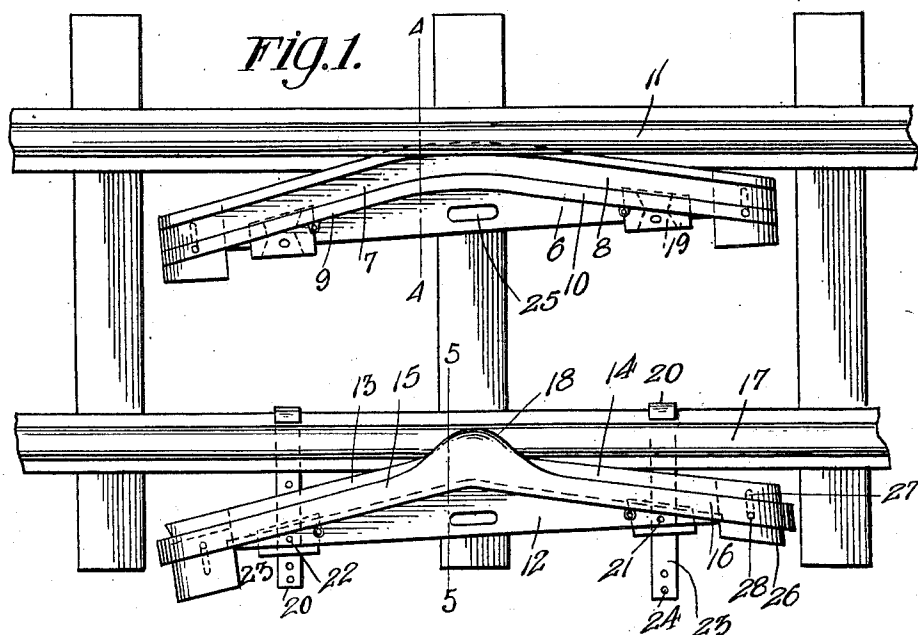


Fig. 4.

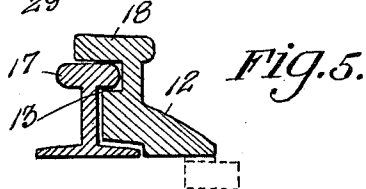


Fig. 5.

WITNESSES
S. M. Spring.
H. C. Buckley.

INVENTOR
Solomon Wheeler,
by Frankmann & Co.,
Attorney

UNITED STATES PATENT OFFICE.

SOLOMON WHEELER, OF DENVER, COLORADO.

CAR-REPLACER.

1,032,523.

Specification of Letters Patent.

Patented July 16, 1912.

Application filed August 21, 1911. Serial No. 645,263.

To all whom it may concern:

Be it known that I, SOLOMON WHEELER, a citizen of the United States of America, and resident of Denver, in the county of Denver and State of Colorado, have invented certain new and useful Improvements in Car-Replacers, of which the following is a specification.

This invention relates to devices for replacing cars and other railway rolling stock on the rails of tracks, and an object of this invention is to provide novel means for raising the flanges of the wheels of such rolling stock clear of the top surfaces of the rails and in the provision of novel means for effecting a movement of the wheels into position on the inside of the said rails.

A further object of this invention is to provide novel means for anchoring the car replacer near a rail and to permit an adjustment of the ends of the car replacer with relation to the said rails in order that one or the other of the said replacers may extend a greater or less distance from the rail according to the distance that the wheels of the car are located with relation to the track.

A still further object of this invention is to provide supports for the ends of the replacer and means for adjustably retaining the supports and the replacer in operative relation.

With the foregoing and other objects in view, the invention consists in the details of construction and in the arrangement and combination of parts to be hereinafter more fully set forth and claimed.

In describing the invention in detail, reference will be had to the accompanying drawings forming part of this specification wherein like characters denote corresponding parts in the several views, and in which—

Figure 1 illustrates a top plan view of a track with the replacers applied thereto; Fig. 2 illustrates a side elevation of one of the replacers; Fig. 3 illustrates a side elevation of the replacer shown in Fig. 2 looking from the opposite side; Fig. 4 illustrates a sectional view on the line 4—4 of Fig. 1; and Fig. 5 illustrates a sectional view on the line 5—5 of Fig. 1 with the cross tie omitted.

In these drawings 6 denotes the body of one of the replacers which has flanged tread surfaces 7 and 8 extending at angles from the straight line of the rail, said surfaces being guarded by the shoulders 9 and 10 respectively which are designed to be en-

gaged by the flanges of a car wheel in order that the said flanges may act as guides for directing the car wheel toward the track, it being obvious that the shoulders 9 and 10 are diagonally disposed with relation to the line of the rail 11 to which the replacer is applied.

The companion replacer consists of a body 12 having angularly disposed surfaces 13 and 14 inclined in opposite directions from the center to the end thereof, the said surfaces 13 and 14 being guarded by flanges 15 and 16 respectively which are designed to engage the flanges of the car wheel for the purpose of forcing the said car wheel toward the rail 17 to which the replacer is connected. The flanges 15 and 16 terminate at their point of merger in a lug 18 extending horizontally over the surface of the top of the rail 17, the said lug 18 being of a height equal or preferably slightly greater than the depth of a flange of a wheel, and the said lug furthermore extends across the top surface of the rail in order that the tread surface of the wheel may travel over the lug 18 while the flange of said wheel is being cammed along the edge of said lug in order to force the flange to the inside of the rail 17 so that the flange may clear the rail and permit the tread surface of the wheel to engage the head of the rail; the provision of the lug is an important feature in this replacer as the inner edge of the lug is in alinement with the inner edge of the rail head and thus the flanges of the wheel are forced across the rail as stated so that they may be in proper position when the wheel leaves the lug and descends on to the rail.

Each of the replacers is provided with means for adjustably connecting the same to the rail and the sections are such that one end or the other of each replacer can be held nearer to or farther away from the rail according to the positions of the car wheels which are to be engaged by the replacers. To that end, therefore, each of the replacers is provided with lugs 19 provided with slots 19^a, which slots are flared outwardly in opposite directions from the center as shown in plan in Fig. 1, thus permitting oscillation of the anchoring books 20 in the said slots. The replacers are also provided with apertures 21 extending approximately vertically therein, the said apertures 21 intersecting the slots 19^a and being designed for the reception of pins 22

which extend through the shanks 23 of the hooks and through the apertures in the replacers, the said shanks 23 having apertures 24 therein for the reception of the pins 22 in order that the shanks may be adjusted in the car replacers for the purpose of holding the car replacers in different positions of adjustment with relation to the rail. The hooks 20 are shown in Fig. 1 as being in engagement with the base flange of the rail 17 and it will be obvious that the hooks may be applied to the replacers in the manner stated for the purpose of holding them in the different positions of adjustment. The replacers are further provided with apertures 25 forming hand holds by which the replacers may be carried.

Blocks 26 having slots 27 therein are adjustably connected to the ends of the replacers by means of the pins 28 so that the ends of the replacers may slide in the blocks and be held at different positions of adjustment as shown in Fig. 1 of the drawings wherein the block at the left hand end of the replacer has the securing pin 28 at one

end of the slot whereas the block 26 at the opposite end of the replacer 12 has the pin in the opposite end of the slot and it is obvious that these pins may move in the slots to any position intermediate the lengths of the slots.

I claim—

In combination with the rails of a car track, a car replacer having inclined surfaces, flanges on said surfaces, a lug at the junction of said flanges, said lug extending horizontally over said rail, blocks supported on the under side of said replacer, each of said blocks having a slot horizontally there-through, the walls of said slots being flared outwardly from a common center and means for adjustably securing the said replacer to said rail.

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

SOLOMON WHEELER.

Witnesses:

P. C. WRIGHT,
EMMA Z. DREW.