

E. S. STOTTS.

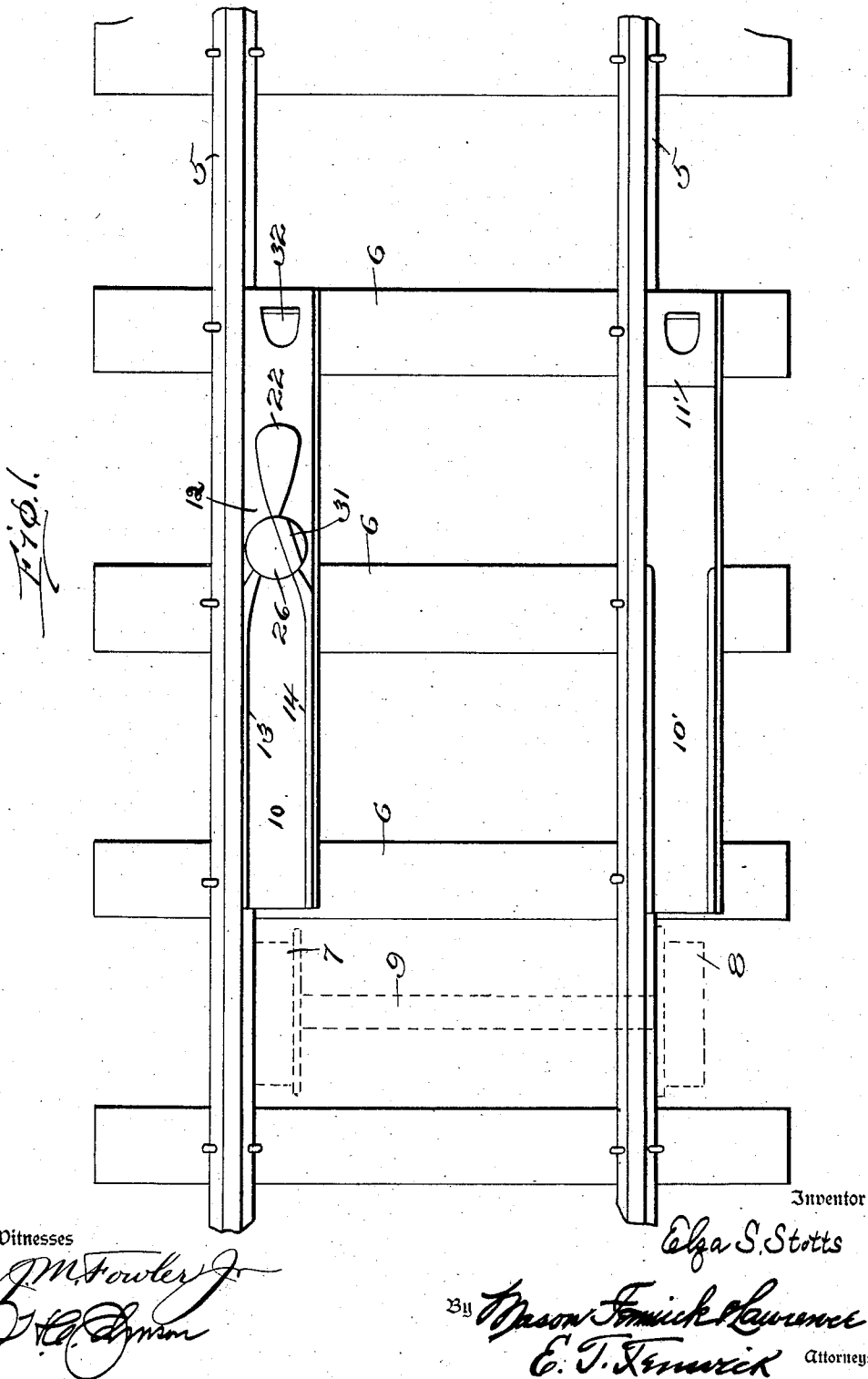
CAR REPLACER.

APPLICATION FILED OCT. 21, 1910.

1,010,973.

Patented Dec. 5, 1911.

3 SHEETS—SHEET 1.



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3 SHEETS-SHEET 2.

Fig. 2.

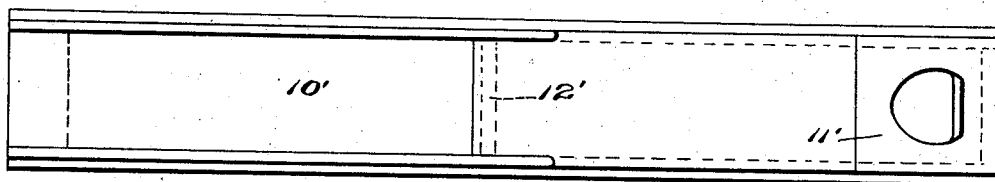


Fig. 3.

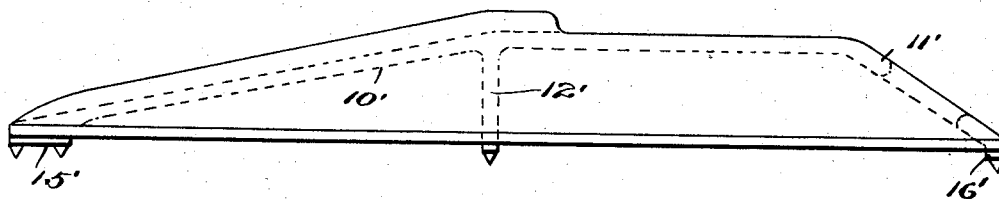


Fig. 4.

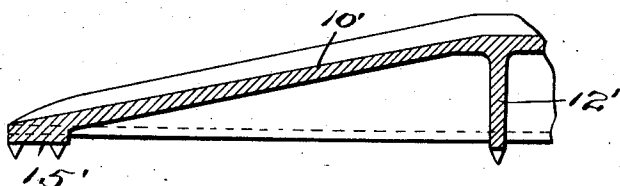
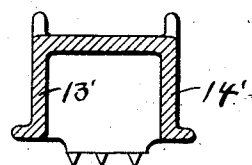


Fig. 5.



Witnesses

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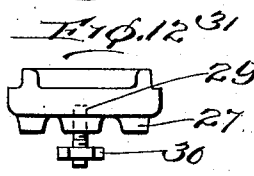
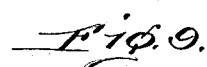
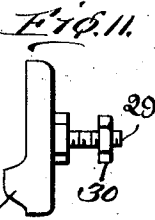
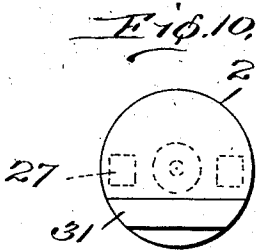
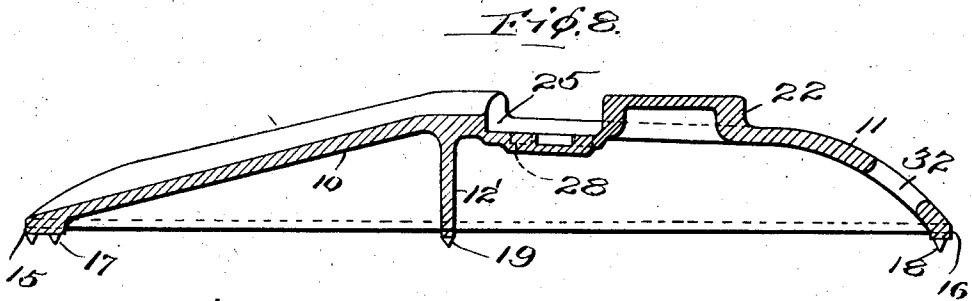
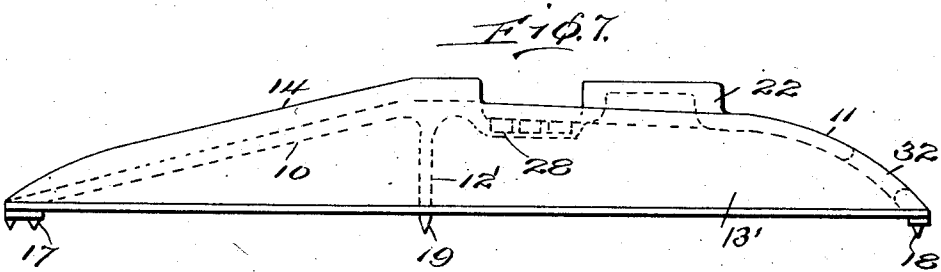
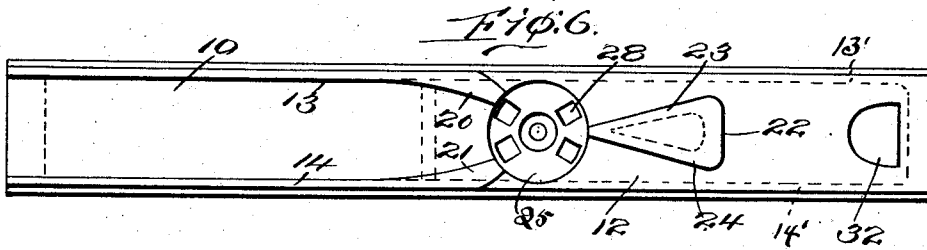
CAR REPLACER.

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Witnesses

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ELZA S. STOTTS, OF MARION, IOWA.

CAR-REPLACER.

1,010,973.

Specification of Letters Patent.

Patented Dec. 5, 1911.

Application filed October 21, 1910. Serial No. 588,327.

To all whom it may concern:

Be it known that I, ELZA S. STOTTS, a citizen of the United States, residing at Marion, in the county of Linn and State of Iowa, have invented certain new and useful Improvements in Car-Replacers; and I do hereby 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 car replacers, and the object is to provide a rigid, substantial and durable device for guiding the wheels of a derailed car to their proper position on the rails.

A further object is to provide a device which may be used on the inner side of either rail for replacing a wheel moved from either direction.

A further object is to provide a device in which a rotatable guiding member is pivoted adjacent to portions extending upwardly from such device, in order that the wheel may be guided toward either side, as circumstances may require.

With these and other objects in view, the invention consists in the novel construction hereinafter described and claimed, it being understood that minor changes may be made within the scope of the claims, without departing from the spirit of the invention.

In the accompanying drawings forming part of this application, Figure 1 is a top plan view of a section of track showing means for guiding the inside and outside wheels of a derailed car to their proper position on the rails. Fig. 2 is a similar view of the device for replacing the outside wheel. Fig. 3 is a side elevation of the device shown in Fig. 2. Fig. 4 is a vertical longitudinal section of one end of the device shown in Fig. 3. Fig. 5 is a vertical, transverse section thereof. Fig. 6 is a top plan view of the device used for replacing the inside wheel and showing the socket for receiving the rotatable member hereafter described. Fig. 7 is a view in side elevation of the device body with the rotatable member removed. Fig. 8 is a longitudinal, sectional view of the body with the rotatable member removed. Fig. 9 is a top plan view of the central portion of the device shown in Fig. 6. Fig. 10, is a plan view of the rotatable member. Fig. 11 is a side elevation thereof, and Fig. 12 is also a side ele-

vation taken at right angles to the direction in which the view shown in Fig. 11 is taken.

The device for replacing the outside wheel is shown in Figs. 2 to 5, but as it requires no detailed description after the device for replacing the inside wheel is considered, the latter will receive attention first.

Referring to Fig. 1 of the drawings, the rails are indicated by 5, the ties by 6, and two of the wheels of the derailed car by 7 and 8 respectively, such wheels being carried by the axle 9. The device for replacing the inside wheel consists of a member designed to extend across several of the ties, in order that it may be properly supported, this member comprising an inclined portion 10, a curved portion 11, a substantially flat portion 12 constituting the central part of the device as a whole, and stiffening members or webs 12', 13' and 14'. Web 12' is arranged vertically and extends from the upper surface of the replacing device, at the point where the inclined portion meets the substantially horizontal portion, to a point on the same horizontal line with the end portions of the replacing device. The end portions are indicated respectively by numerals 15 and 16 and rest on the upper surface of the ties, these members being provided with engaging devices 17 and 18 corresponding with engaging devices 19 carried by the web 12', which devices are designed to enter the body of the tie and prevent lateral or longitudinal displacement of the device under consideration.

Members 13 and 14 on the sides of the inclined portion 10 are formed integrally with such portions, and serve to guide the flanges of the wheels while the wheels are being elevated to the tread of the rails. These flanges or members 13 and 14 are curved inwardly at 20 and 21, as shown in Fig. 6, and an upwardly extending portion 22, arranged on the substantially horizontal portion of the replacing device, has sides 23 and 24 arranged respectively in line with portions 21 and 20. Member 22 is substantially triangular in form, the point of the triangle extending toward members 20 and 21. Between member 22 and members 20 and 21 a circular depression 25 is formed, for the purpose of receiving the rotatable member 26, which serves to guide the wheel toward either side of the replacing device and therefore toward the rail which either

of said sides may adjoin. The under side of the rotatable member is provided with the lugs 27 designed to engage openings 28 in the upper surface of the stationary member, and member 26 is also provided with a central pivot 29 passing through an aperture formed in the stationary member and secured by a nut 30. The rotatable member may be loosened by unscrewing the nut and raised sufficiently to permit of the lugs 27 clearing the openings 28 for the purpose of turning the member 26 to the desired position. The upper surface of the member 26 carries a rib 31 extending along one side thereof and designed to constitute a continuation of the flange formed by the sides of the members 20 and 24, for instance, when the rotatable member is in the position shown in Fig. 9.

The curved portion 11 is provided with an aperture 32, for the purpose of permitting of the engagement of the replacing device by any suitable implement in handling the same. It will be observed that the portion 11 by reason of its curvature will allow the wheel to settle gradually on to the tread of the rail, and without unnecessary shock.

The rotatable member 26 is turned from the position shown in Fig. 9 to the position shown in Fig. 1, if the car is to be replaced from the direction indicated in Fig. 1, but if the car were to be moved from the opposite direction, the position shown in Fig. 9 would be correct.

The device for replacing the outer wheel is shown in Figs. 2 to 5, and is constructed in the manner described in connection with the device for replacing the inside wheel, except that the upper surface is preferably flat at one side of the stiffening web 12', no rotatable device being provided, inasmuch as the guiding device above described is sufficient to carry both of the wheels mounted on the same axle into position on the rails. In the form shown in Figs. 2 to 5 the inclined portion is indicated by 10', the portion at the opposite end by 11', and the end portions by 15' and 16'.

What I claim is:

1. A car replacer comprising a body designed to extend substantially parallel with one of the rails, flanges projecting upwardly from the outer surface of the body, and an abutment spaced from the ends of such flanges and extending upwardly from the body, such abutment having sides arranged substantially in alinement with the flanges aforesaid, and a rotatable device provided with a rib designed to connect either of the flanges with either side of said abutment.

2. A car replacer comprising a body designed to extend substantially parallel with one of the rails, flanges projecting from the upper surface of the body and having their rear ends deflected toward each other, an

abutment projecting upwardly from the body and spaced from the ends of the flanges, such abutment having sides arranged substantially in alinement with the inwardly turned ends of the flanges, and a rotatable member provided with a rib designed to connect the end of either of the flanges with one of the sides of said upwardly projecting abutment.

3. A car replacer comprising a body having a substantially horizontal upper surface, an inclined portion connected therewith, flanges arranged along the sides of the inclined portion and having their rear ends turned inwardly toward each other, an abutment projecting upwardly from the horizontal portion of the device and spaced from the ends of the flanges, and a rotatable member provided with a rib, such rib connecting the end of one of the flanges with one of the sides of the upwardly projecting abutment.

4. A car replacer comprising a body having a substantially horizontal upper surface, an inclined portion extending downwardly from one end thereof, a downwardly extending portion connected with the opposite end of the horizontal portion, flanges carried by the sides of the inclined portion first mentioned, such flanges being turned toward each other at one end, an upwardly projecting abutment carried by the horizontal portion and spaced from the ends of the flanges and a rotatable member provided with a rib arranged to connect the end of one of the flanges with one of the sides of the abutment.

5. A car replacer comprising a body, one end of which is inclined, guiding devices carried by the upper surface thereof and spaced apart, said body portion being provided with a depression between the guiding devices, and a rotatable member located within such depression, a rib carried by the rotatable member, and means for locking such rotatable member in position so as to cause such rib to lie in alinement with the guiding devices.

6. A car replacing device comprising a body portion, one end of which is inclined, a plurality of guiding means carried by the upper surface thereof and spaced apart, a rotatable member located between the guiding means, a rib carried by the rotatable member and designed to connect such guiding means, the body portion being provided with recesses in its upper surface, lugs carried by the rotatable member and means for holding such rotatable member in position with the lugs engaging the recesses.

7. A car replacer comprising a body portion having side flanges with inturned rear ends, an abutment having its opposite sides in substantial alinement with the inturned ends of the flanges, and a member rotatable

in a horizontal plane and provided with a rib serving as a connection between either of the inturned ends of the flanges and the abutment.

5 8. A car replacer comprising a body having flanges along its opposite sides with their rear ends inturned and a rotatable member journaled adjacent the inturned ends of the flanges and carrying a rib po-

sitioned to serve as a continuation of either 10 of the flanges.

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

ELZA S. STOTTS.

Witnesses:

L. A. DIESKEY,
R. A. STREETER.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
