

1,011,374.

Fig. 1. Fig. 2. Fig. 4.

Fig. 2.

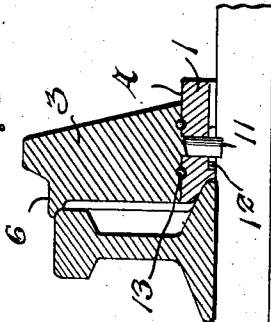


Fig. 4.

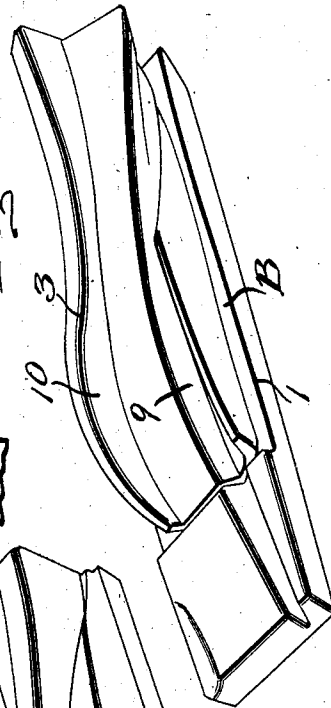
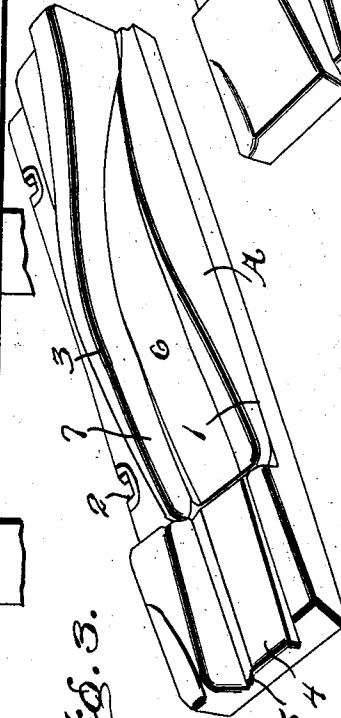


Fig. 3.



Inventor
T.C. Roark.

Witnesses
W. P. Woodson-
Cora K. Handy.

By

H. H. H. H.

UNITED STATES PATENT OFFICE.

TREVER CARDAIL ROARK, OF DODGE, TEXAS.

CAR-REPLACER.

1,011,374.

Specification of Letters Patent.

Patented Dec. 12, 1911.

Application filed June 1, 1911. Serial No. 630,713.

To all whom it may concern:

Be it known that I, TREVER C. ROARK, citizen of the United States, residing at Dodge, in the county of Walker and State of Texas, have invented certain new and useful Improvements in Car-Replacers, of which the following is a specification.

This invention relates to railway car replacers, and has for its object to provide a replacer consisting of members adapted to be applied against the inner and outer sides of railway tracks which members are of substantial structure and have surfaces so disposed that the flanges of the wheels will be elevated and placed against the inner sides of the rails as the truck is moved toward and over the replacing devices.

With this and other objects in view, as will more fully appear as the description proceeds, the invention consists of certain constructions, arrangements and combinations of the parts that I shall hereinafter fully describe and claim.

For a full understanding of the invention, reference is to be had to the following description and accompanying drawing, in which:

Figure 1 is a plan view of a section of track with the replacer applied; Fig. 2 is a sectional view of one of the members of the replacer; Fig. 3 is a perspective view of the said member of the replacer; Fig. 4 is a perspective view of the other member of the replacer.

Corresponding and like parts are referred to in the following description and indicated in all the views of the accompanying drawing by the same reference characters.

The replacer consists of two members A and B, the member A being adapted to be applied to the inner side of one of the track rails and the member B being adapted to be applied to the outer side of the other track rail. Each of these members consists of a base portion 1 which is provided with spike recesses 2, and upon each base portion is mounted a pivoted portion 3. Up to this point the two members resemble each other in general assemblage of parts, but inasmuch as the said members are provided with surfaces, grooves and angles of different relation and disposition, they will now be described separately.

The base portion 1 of the member A is provided at one end with an inclined chan-

nel 4 having in its bottom and at the base of its side walls, grooves 5. The bottom of the said channel 4 is inclined downwardly from the intermediate portion of the member A to the end thereof. The pivoted portion 3 mounted upon the member A is provided upon its upper side with a channel 6 which is approximately spirally disposed with relation to the long dimension of the portion 3, the said channel at one end opening at the end of the portion 3 and at its other end opening at the side of the portion 3 which is adapted to be placed against the side of the track rail. The bottom of the channel 6 is downwardly inclined from a point intermediate the ends of the member 3 toward the ends thereof and the bottom of the channel 6 is provided at its outer portion with a groove 7.

The projecting end portion of the base of the member B is provided with a groove 8 which gradually increases in depth from the intermediate portion of the said base to the end thereof. The pivoted portion 3 mounted upon the member B is provided at one side with a groove 9 which at one end terminates at the end of the said pivoted portion and at its other end terminates at the side thereof. The said pivoted portion 3 mounted upon the member B in which the groove 9 is located, is adapted to be placed adjacent the outer side of a track rail when the replacer is in use. The portion 3 mounted upon the member B is provided at its outer edge with an upstanding flange 10.

Both of the portions 3 are provided upon their under sides with pins 11 which pass down through the base portions 1 and serve as pivots, and suitable securing devices 12 are applied to the lower ends of the said pins. If desired, ball or roller bearings indicated at 13, may be interposed between the base portions 1 and the pivoted portions 3. The advantage gained by having the pivoted portions 3 mounted upon the base portions 1 in the peculiar manner as indicated, and providing the parts with the peculiar disposition of channels, grooves and flanges, is that the replacer may not only be used to advantage upon straight track, but it may be used at curves, switches and other places where replacers without the pivoted portions cannot be used. The base portions may be secured to the ties by passing spikes through the recesses 2 and driving them

into the ties and after the flanges of the car wheels have been forced along the base portions up upon the pivoted portions, the said pivoted portions may be turned slightly by the use of a crowbar or other implement so that the upper ends of the grooves and channels will be properly disposed with relation to the rails to permit the flanges of the wheels to pass from the same over the heads of the rails and allow the wheels to seat at their rims upon the heads of the rails with the flanges against the inner sides thereof.

Having thus described the invention, what I claim as new is:

1. A car replacer consisting of a member having a base portion and a portion pivoted thereon, said portions being provided with registering grooves which extend substantially spirally from one end of the base portion to the side of the pivoted portion.

2. A car replacer comprising a member consisting of a base portion with a portion pivoted thereon, said portions having upon their upper sides registering channels with inclined bottoms which extend approximately spirally along the long dimension of the member, said channels terminating at one end at the end of the base member and

at its other end at the side of the pivoted member.

3. A car replacer consisting of binary members each composed of a base portion and a pivoted portion, one of the members being adapted to be placed against the outer side of a track rail and the other member adapted to be placed against the inner side of the other track rail, the member adapted to be placed against the inner side of the rail having upon the upper surfaces of its portions a groove which extends from the end of the base portion to the side of the pivoted portion, the pivoted portion having at its inner side an upstanding flange, the member adapted to be placed against the outer side of the track rail having upon the upper surfaces of its base and pivoted portions, registering channels which extend from the end of the base member to the side of the pivoted member.

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

TREVER CARDAIL ROARK. [L. S.]

Witnesses:

ROGER ROBBINS,
O. P. INGLIS.