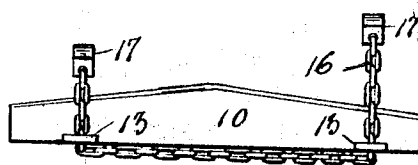
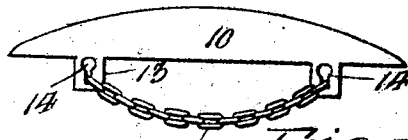
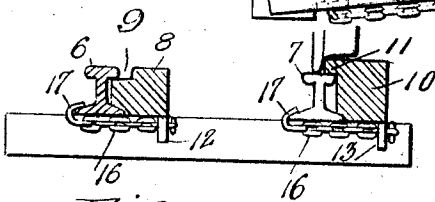
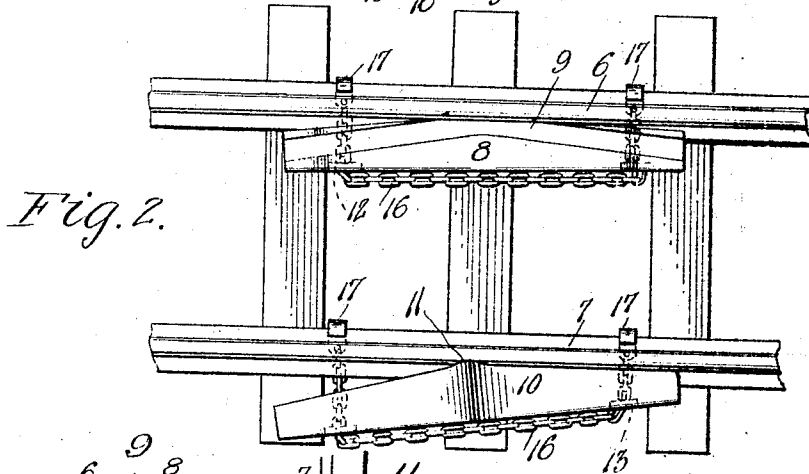
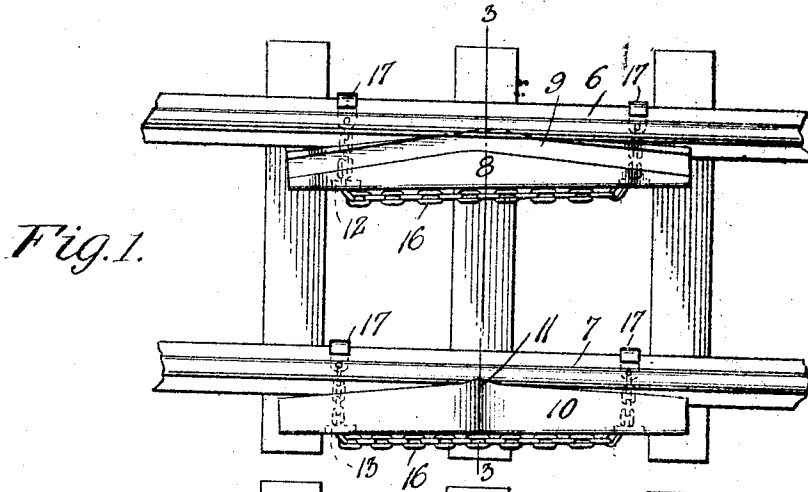


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CAR REPLACER.
APPLICATION FILED APR. 2, 1912.

1,046,919.

Patented Dec. 10, 1912.



WITNESSES.

G. M. Spring
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Fig. 5. Solomon Wheeler,
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UNITED STATES PATENT OFFICE.

SOLOMON WHEELER, OF DENVER, COLORADO.

CAR-REPLACER.

1,046,919.

Specification of Letters Patent.

Patented Dec. 10, 1912.

Application filed April 2, 1912. Serial No. 687,948.

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 car replacers and particularly to members designed to coact with rails of a railway track, the said members having novel means for anchoring or securing the said members in operative relation to the rails and furthermore, for holding the ends of the members in different positions of adjustment with relation to the said rails.

It has been found in practice that it is desirable to have the re-railing members close to or remote from the rails, depending upon the distance that the wheels of the rolling stock which have become derailed are located with respect to the rails, the object of the invention being to provide securing devices which may be readily adjusted with respect to the members and the rails to which they are applied in order that the ends of the members may be made to project for a greater or less extent, within predetermined bounds, so that the wheels may be engaged by the said members and guided toward the rails.

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 plan view of a fragment of a track with the invention applied thereto; Fig. 2 illustrates a view similar to Fig. 1 except that one of the members is shown in a position of adjustment different from that shown in Fig. 1; Fig. 3 illustrates a transverse sectional view taken centrally of the members along the line 3—3 of Fig. 1; Fig. 4 illustrates a view in side elevation of the outside member; and Fig. 5 illustrates an underneath plan view of the outside member.

In these drawings 6 and 7 denote the rails of a track having members for guiding wheels of rolling stock to the rails, the member 8 having a groove 9 therein extending along the inner edge of said member and adapted to guide the flange of a wheel to the head of the rail. The member 10 has a lip 11 at its upper inner edge which forms a cam for flanges of wheels, the tread surfaces of the wheel, it being understood, engaging the upper surface of the member 10, whereas the flange of the same wheel is guided by the inner edge of said member until it reaches the lip 11 whereby it is cammed to pass across the head of the rail, it being understood that the thickness of the lip vertically is approximately equal to the depth of the flanges of car wheels from the tread surfaces thereof to the outer edges of the flanges.

The members 8 and 10 have lugs 12 and 13 respectively, the said lugs being duplicates of each other, so that a description of the lugs and securing device of one member will be understood as applying to like parts accompanying the other member. The lugs of each member have button hole slots 14 therein, the reduced portions of which are preferably toward the lower edges of the lugs. The button hole slots of each member are designed to receive a chain 16 having hooks 17 on its ends, which hooks are adapted to interlock with the base flange of the rail to which the member is to be applied. By adjusting the chain into the enlarged portion of the button hole slot, the chain may be moved longitudinally to cause one end or the other to project a greater or less extent beyond the inner edge of the member. As shown in Fig. 1, the ends of the chain project approximately the same distance and therefore the member 10 is held approximately parallel with the rail 7 whereas in Fig. 2 one end of the chain projects beyond the inner edge of the member a greater distance than the other end and therefore the member is clamped to the rail in a position diagonal to the length of the rail, thus holding the member with its one end a greater distance from the rail than is possible where the two ends of the chain project a corresponding distance from the member. The chain is held at the different positions of adjustment by means of the links thereof engaging the lugs and therefore the

central portion of the chain between the lugs need not be taut but there may be sufficient length of chain between the lugs to permit the interposition of wheel supporting devices between the member and the rail. For instance, if the wheels of the rolling stock were so far away from a rail as to be outside of the reach of the end of the member, a cross tie or some like device may be interposed between the member and the rail and the said device could be clamped between the member and the rail by the chain, so that the efficiency and practicality of the device would be augmented.

Another object of the present invention is the provision of the retaining means which interlock with the lugs in a way to prevent disengagement of the anchoring device with relation to the lugs so that each member presents what might be termed a unitary structure of parts which cannot become disengaged unless parts thereof are broken.

I claim—

1. In a car replacer a guiding member, apertured lugs depending from the guiding member, a chain having a hook member on each of its ends, the hook members being adapted to engage the base of a rail, the intermediate portion of the chain being adapted to engage one side of the guiding member and hold the guiding member in engagement with the rail, and the chain being adjustably held in the said apertures in the lugs.

2. In a car replacer, a guiding member, depending lugs on said guiding member, each of said lugs having a key hole slot, a chain extending through the slots, the chain being adapted to be inserted in the con-

tracted portion of the slots and hold the guiding member in position on a rail.

3. In a car replacer, a guiding member, apertured lugs depending from the guiding member, a chain extending through the apertures, means for securing the chain in the apertures to allow the guiding members to be adjusted at various angles with relation to a rail.

4. In a car replacer, a guiding member having beveled rail-engaging faces, a chain, and means for securing the chain to the guiding member to allow the guiding member to be adjusted at various angles with relation to a rail.

5. In a car replacer, a guiding member having beveled rail-engaging faces, a chain for holding the guiding member into engagement with a rail, means for securing the chain to the guiding member to allow the guiding member to be adjusted at various angles with relation to the rail, and means for temporarily locking the guiding member in its position of adjustment.

6. In a car replacer, a guiding member having beveled rail-engaging surfaces, a chain having a rail-base engaging member on each of its ends and means adjacent the respective ends of the guiding member for adjustably securing the chain thereto, said means being adapted to lock the chain in its position of adjustment.

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

SOLOMON WHEELER.

Witnesses:

EDWARD J. BOUGHTON,
U. G. DANFORD.