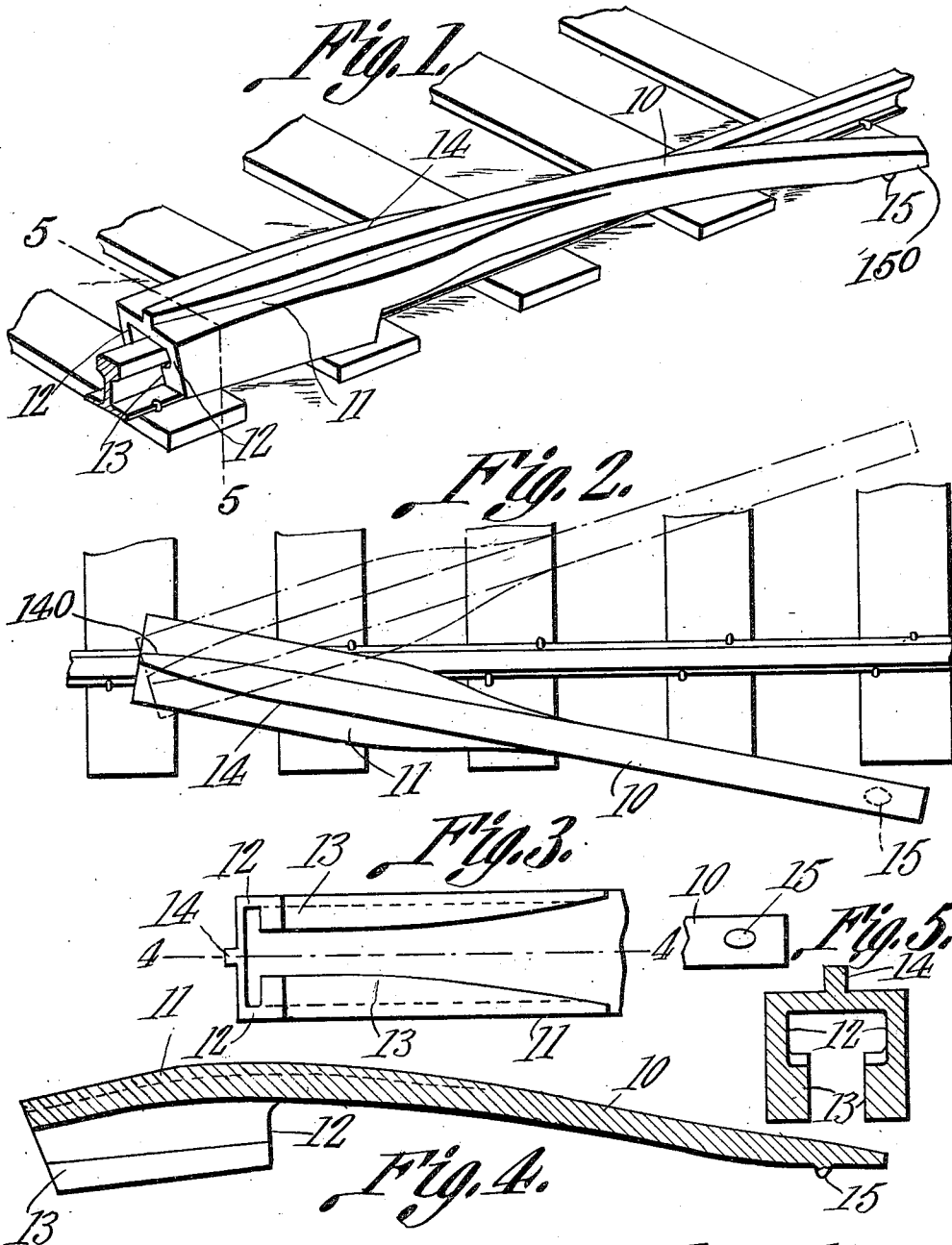


A. Z. FREED.
CAR REPLACER.
APPLICATION FILED JULY 18, 1910.

993,358.

Patented May 30, 1911.



Witnesses

J. D. Gordon
Markham

Albanas Z. Freed, Inventor

by *C. A. Snow & Co.*
Attorneys

UNITED STATES PATENT OFFICE.

ALBANAS Z. FREED, OF QUAKERTOWN, PENNSYLVANIA.

CAR-REPLACER.

993,358.

Specification of Letters Patent.

Patented May 30, 1911.

Application filed July 18, 1910. Serial No. 572,614.

To all whom it may concern:

Be it known that I, ALBANAS Z. FREED, a citizen of the United States, residing at Quakertown, in the county of Bucks and State of Pennsylvania, have invented a new and useful Car-Replacer, of which the following is a specification.

This invention relates to devices for replacing derailed cars, and it has for its object to provide a device of this kind which can be quickly and easily applied to the rail in position for use, and which can be adjusted to either side of the rail, as required.

The invention also has for its object to provide a replacer which will be firmly held in place on the rail while in use.

With these objects in view, the invention consists in a novel construction and arrangement of parts to be hereinafter described and claimed, reference being had to the accompanying drawing forming a part of this specification, in which drawing:

Figure 1 is a perspective view showing the replacer in position for use. Fig. 2 is a plan view thereof. Fig. 3 is a bottom plan view of the replacer. Fig. 4 is a longitudinal section on the line 4—4 of Fig. 3. Fig. 5 is a transverse section on the line 5—5 of Fig. 1.

As shown in the drawing, the replacer comprises a bar 10 of suitable length, said bar being widened at one extremity as indicated at 11, from the side edges of which depend flanges 12 having inturned ends 13. The bar is slightly curved in the direction of its length, and has on top a longitudinal rib 14 which is of a width to form a continuation of the other or small extremity of the bar, and terminates in a taper 140, as clearly shown in Figs. 1 and 2. The inturned ends 13 of the flanges 12 are gradually reduced in width, or tapered, in the direction of the small end of the bar, so as to merge with the inner faces of the flanges, and thus form a flared space between the inner edges of said inturned portions, as clearly shown in Fig. 3, and the inner faces of the flanges are beveled from the point where the inturned ends

merge therewith. This structure enables the device to be readily swung so as to extend from either side of the rail, as will be presently described.

The space between the inner edges of the ends 13 is slightly greater than the width of the rail head, so that the device may be slipped over the rail from the top thereof. When in position on the rail, the head thereof is located in the space between the flanges 12, and the ends 13 extend on opposite sides of the rail web. The device fits sufficiently loose over the rail so that its small end may be swung to either side of the rail, thus enabling the car to be replaced from either the inner or the outer side of the rail. On the bottom of the small end of the bar, near its terminal, is a lug 15 which is adapted to be forced into the road bed, and which serves to hold the device firmly in place when in use.

In operation, the device is placed on the rail as herein described, and shown in Figs. 1 and 2. The wheel of the derailed car travels up the small end of the bar, and along the rib 14, and passes off the same onto the rail. To facilitate the entry of the wheel on the bar, the end which rests on the road bed is beveled on its under side, as at 150, so that its top may come close to the road bed. One of the inturned ends, at the forward end of the device, is in engagement with the rail web, and the flange on the opposite side of the device, at the rear portion thereof, engages the side of the rail head, thereby binding or clutching the rail, and preventing the device from slipping forwardly when the wheel enters the same.

What is claimed is:

A car replacer comprising a bar curved upward slightly within its length and having one comparatively narrow extremity adapted to rest upon the support at either side of a rail and its other extremity widened, a centrally disposed rib rising from the widened extremity and mainly of the same width as and forming a continuation of the narrow extremity, but tapered at the

widened extremity of the bar, flanges depending from the edges of said widened extremity, and intumed ends at the lower edges of said flanges with their adjacent
5 faces spaced apart a greater distance than the width of the head of the rail.

In testimony that I claim the foregoing as

my own, I have hereto affixed my signature in the presence of two witnesses.

ALBANAS Z. FREED.

Witnesses:

ALBERT H. KITTELMAN,

H. XERXES BARTHOLOMEW.

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