

No. 626,400.

Patented June 6, 1899.

W. B. WEISS.
CAR REPLACER.

(Application filed Jan. 14, 1899.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1.

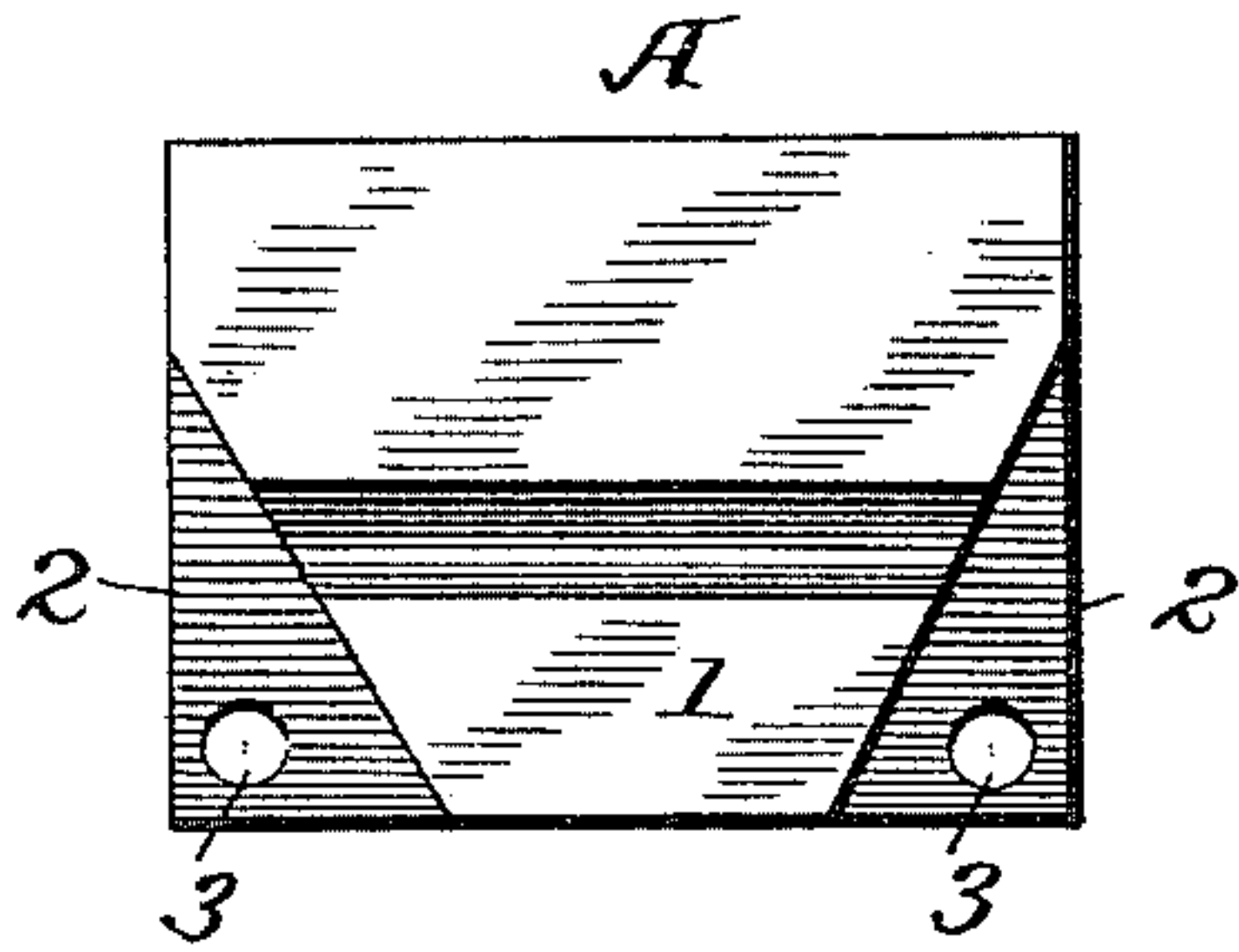


Fig. 2.

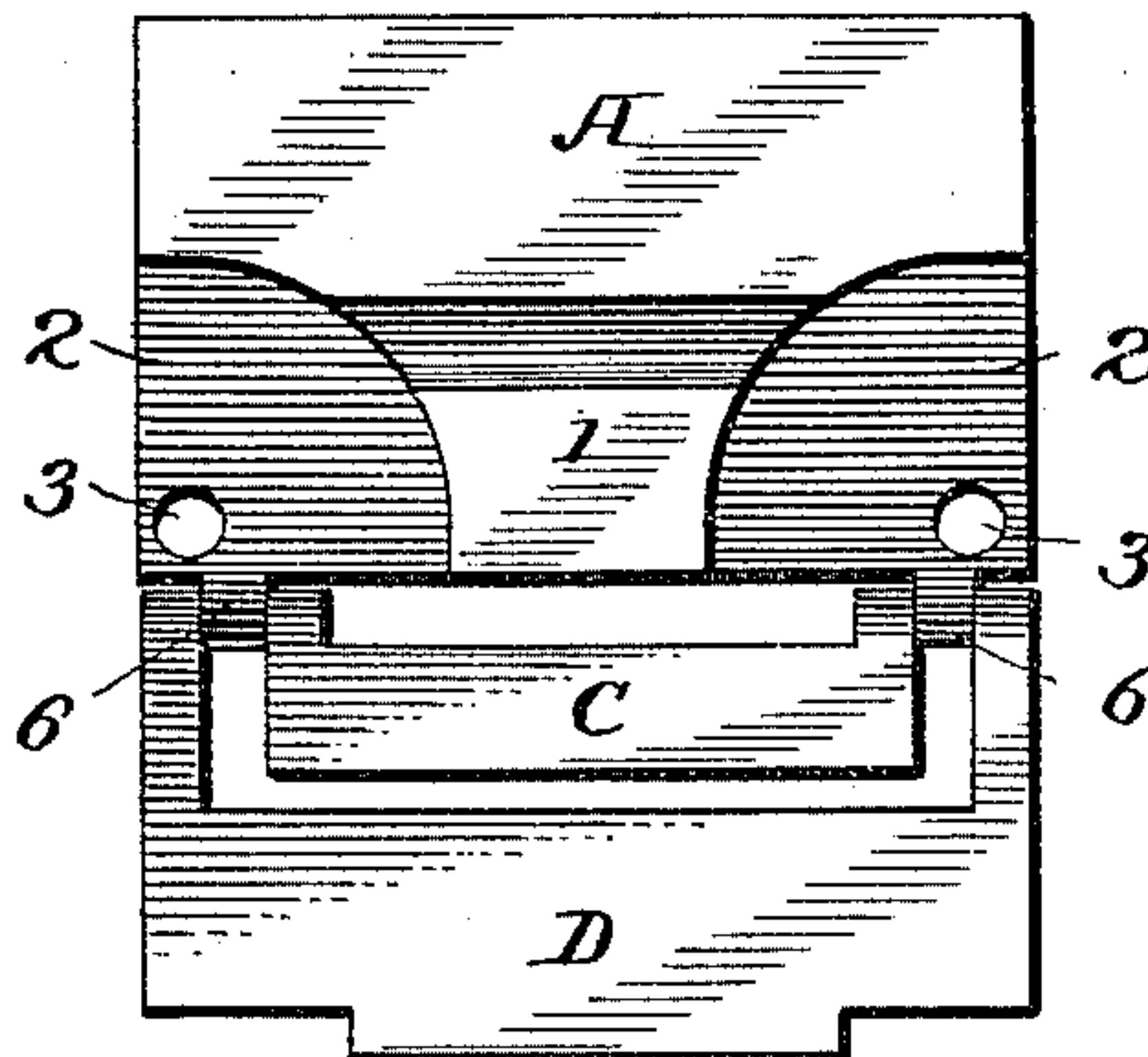
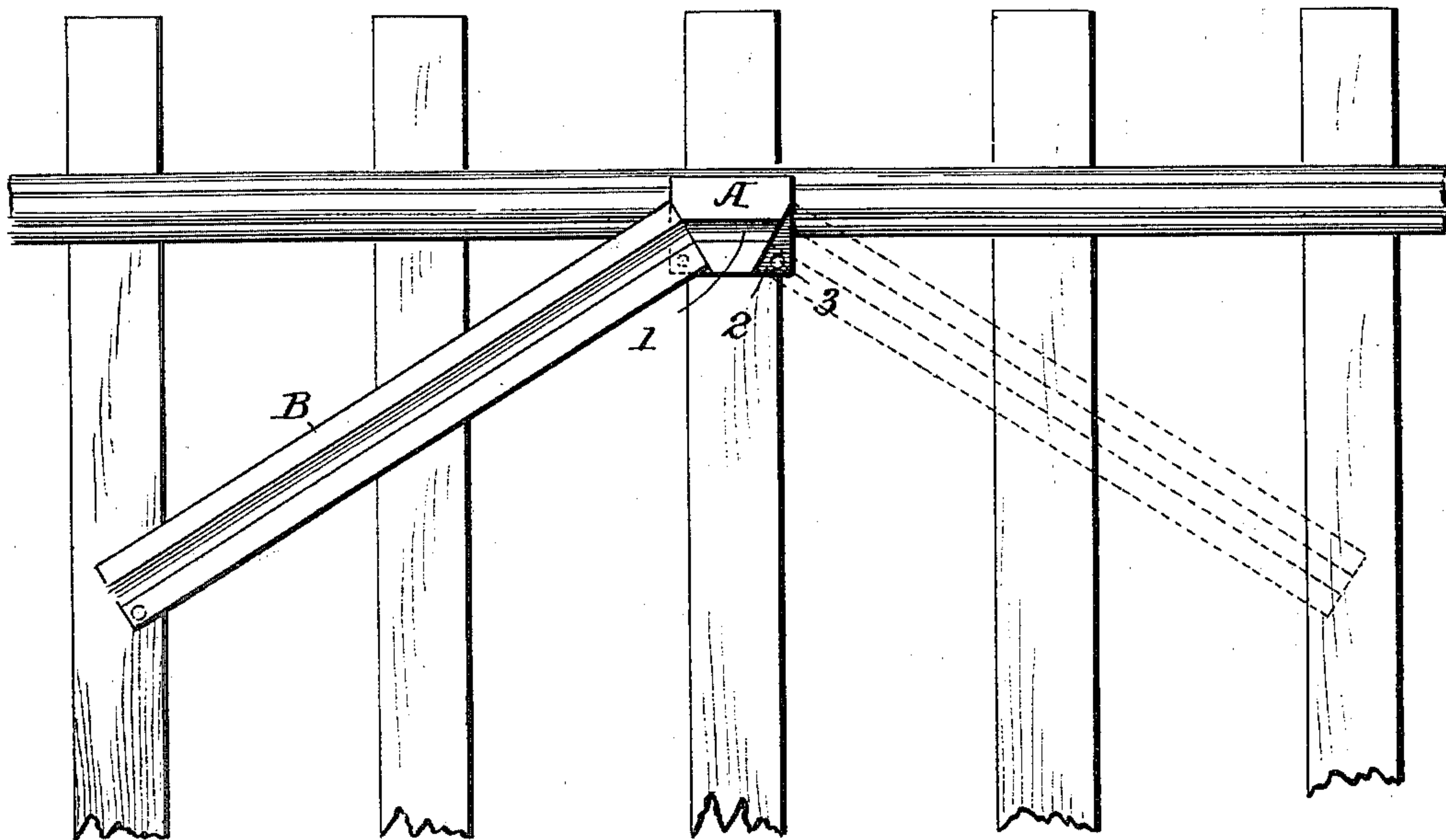


Fig. 3.



Witnesses

J. H. Hinkel
Harry E. Hay.

Inventor

William B. Weiss

by Louis Freeman

Attorneys

No. 626,400.

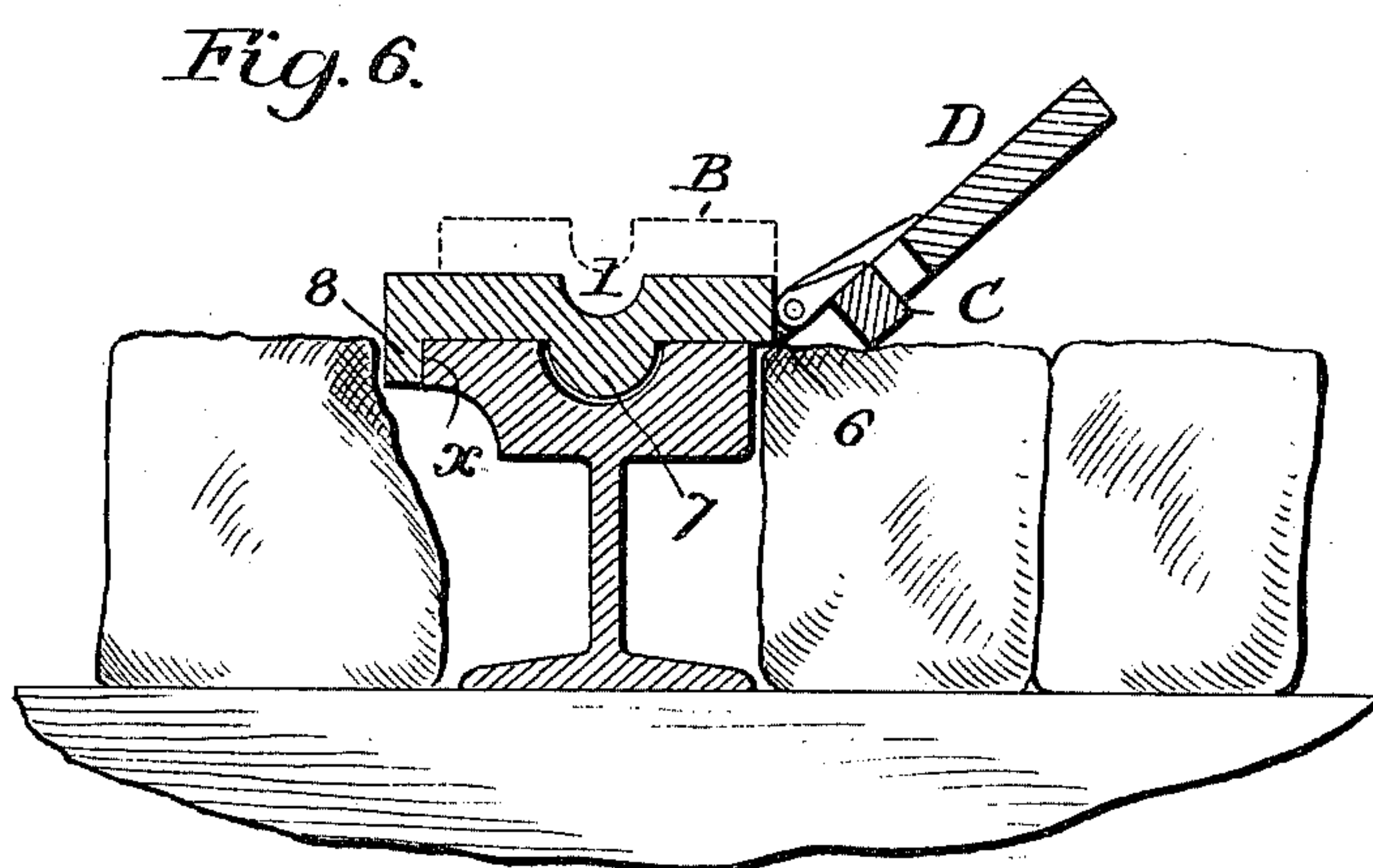
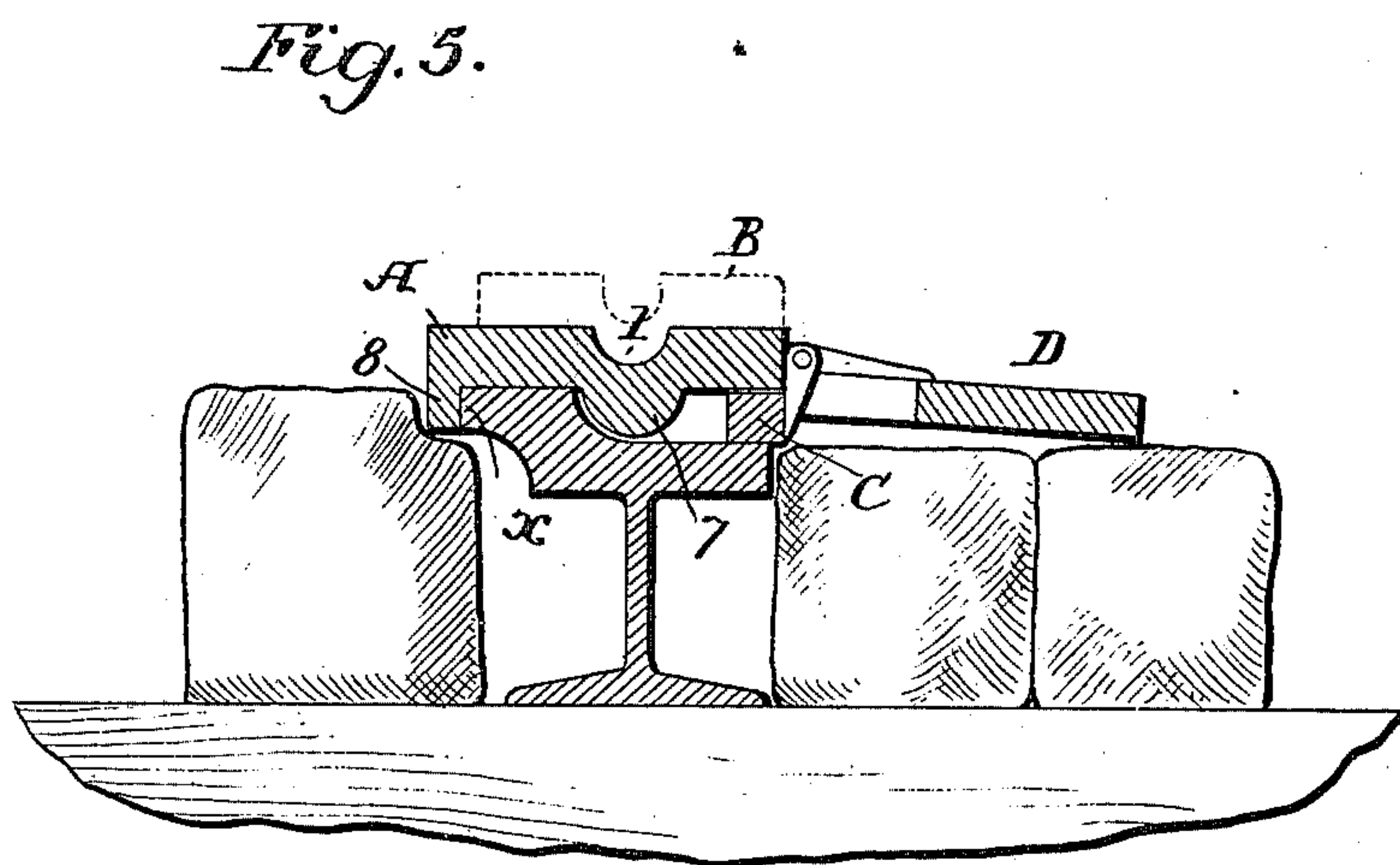
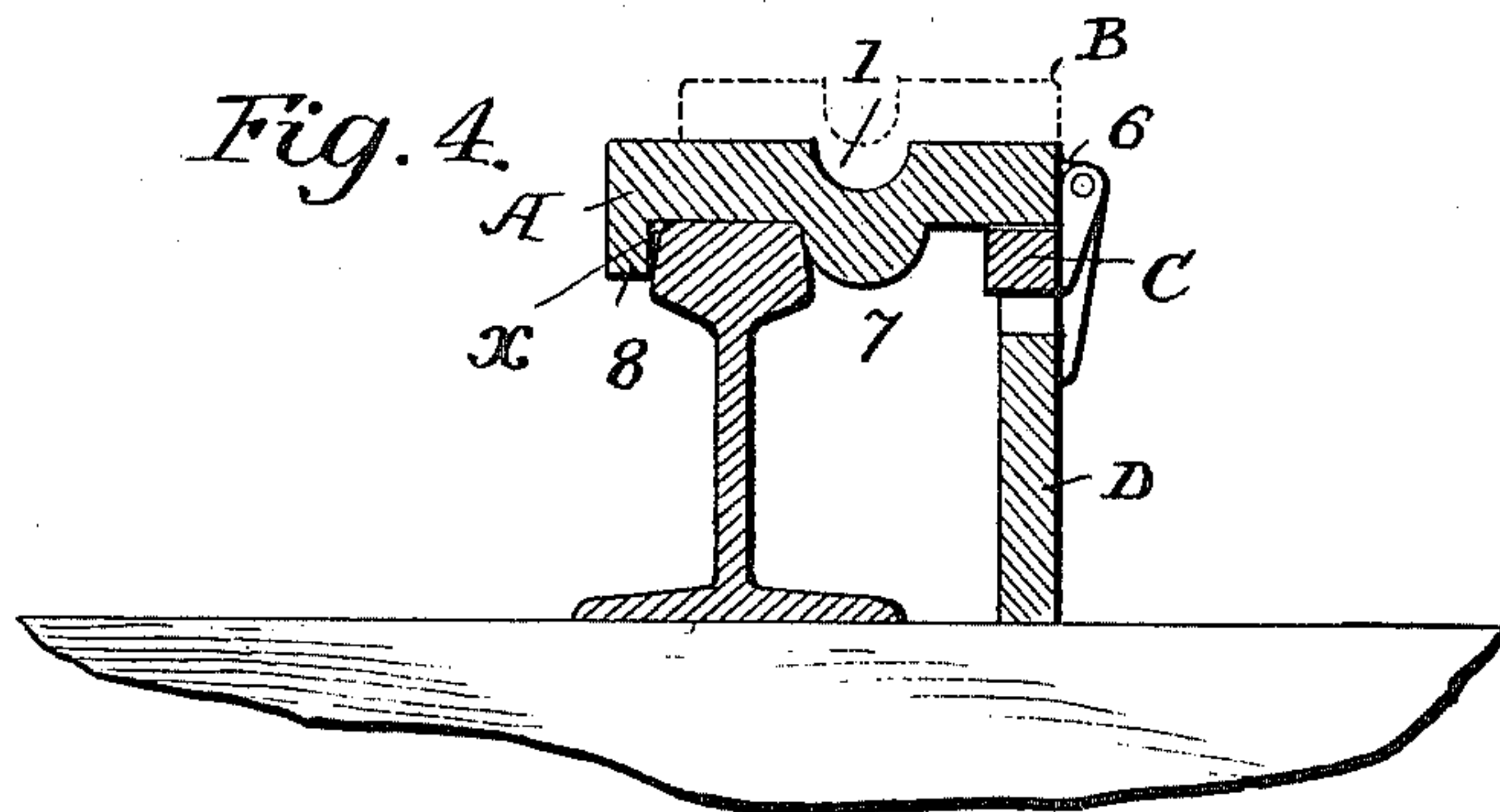
Patented June 6, 1899.

W. B. WEISS.
CAR REPLACER.

(Application filed Jan. 14, 1899.)

(No Model.)

2 Sheets—Sheet 2.



Witnesses
J. G. Hinkel
Harry E. Hay.

Inventor
William B. Weiss
by *Lothar F. H. H. H.*
Attorneys

UNITED STATES PATENT OFFICE.

WILLIAM B. WEISS, OF DOYLESTOWN, PENNSYLVANIA.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 626,400, dated June 6, 1899.

Application filed January 14, 1899. Serial No. 702,177. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM B. WEISS, a citizen of the United States, residing at Doylestown, in the county of Bucks and State of Pennsylvania, have invented certain new and useful Improvements in Car-Replacers, of which the following is a specification.

My invention relates to that class of devices used for replacing cars on tracks; and my invention consists of a car-replacer in which there is a bridge-piece, a replacing-rail section, and certain bearings, as fully set forth hereinafter, whereby I am enabled to replace the cars upon tracks having rails of different characters or upon different portions of the tracks where the car-rails vary in their form.

In the accompanying drawings, Figure 1 is a plan view of the bridge-piece of the replacer of simple construction. Fig. 2 is a plan view showing the arrangement of the bridge-piece in relation to the car-rail as adapted for replacing a car. Fig. 3 is a plan view of a bridge-piece with the connected bearing-pieces. Figs. 4, 5, and 6 are cross-sectional views illustrating the arrangement of the parts in connection with car-rails of different sectional forms.

The replacer consists, essentially, of a bridge-piece, a replacing-rail, and one or more bearings for supporting that side or edge of the bridge-piece which does not rest upon the car-rail. These parts may be differently constructed and connected together.

In the more simple form shown in Figs. 1 and 3 the bridge-piece A has a central groove 1 and at the end two depressions 2 2, with edges at an angle to the edges of the bridge-piece, so as to permit a replacing-rail B, having a central groove, to be inserted at either end in one of said depressions, to be then in position for its groove to lead to and coincide with that in the bridge-piece. For the purpose of securing proper connection between the replacing-rail and the bridge-piece the latter may have at either end or corner an opening 3, corresponding to a similar opening in the rail or to a lug upon the latter and serving as a means of temporary connection. Of course the parts might be bolted together, but in such case two bridge-pieces and rails would be required where one would otherwise do.

In the construction shown in Fig. 2 each recess 2 has a curved edge, the curve coin-

ciding with the hole 3 as a center, so that the replacing-rail when its end is in the recess may be turned at different angles.

In either construction above mentioned the under side of the bridge-piece has a rib 7 or is otherwise constructed so as to form near one edge a longitudinal recess α , adapted to receive the elevated portion or bearing of a rail of a street or other railway, so that the bridge-piece has its bearing upon the rail at this side. It therefore becomes necessary in many instances to support the opposite side or edge of the bridge-piece. This support may be afforded by means of one or more bearing-pieces adapted to be inserted beneath the elevated edge of the bridge-piece or that edge which is not supported otherwise, and preferably these bearing-pieces are connected with the bridge-piece, so that they are carried therewith and cannot be lost and are always on hand ready for use. Preferably they are hinged to the side of the bridge-piece that has to be supported. Thus, as shown in Fig. 2, the bridge-piece has at one side two lugs 6 6, and to the outer sides of these lugs are pivoted the arms of one bearing-piece D, and at the inner side of these lugs are the arms of another bearing-piece C, two bearing-pieces of different heights or thickness being used because when the bridge rests upon a T-rail, as in Fig. 4, the longer bearing-piece D can be turned down to support the bridge, while when the bridge bears upon a flat rail, Fig. 5, the shorter bearing-piece C may be turned underneath, the bearing-piece D being swung out to rest upon the footway of the pavement. In the case of a grooved rail, as in Fig. 6, which is the ordinary shape at curves, both bearing-pieces may be turned up and the bridge will rest directly upon both faces of the street-rail on opposite sides of the groove.

The rib 8 at the outer edge of the bridge serves, in connection with the central rib 7, to bear against the edge of the car-rail and tends to resist thrusts and prevent displacement.

It will be seen that by providing the two depressions 2 2 at opposite ends of the bridge with means for attaching the rail B at either end the bearing-piece may be used in connection with the replacing-rail B, leading in either direction. When a car is at a distance from the point where it has to be replaced on

the rail, the rail-section B may be used to facilitate moving the car to the point where such replacing must take place. After the bridge has been placed upon the car-rail and the replacer-rail B properly adjusted the car can be pushed onto the replacer-rail, thence to the bridge, and then onto the car-rail. If the car is a trolley-car, it may be moved by its motor.

Without limiting myself to the precise construction and arrangement of parts shown, I claim as my invention—

1. A car-replacer having a bridge-piece with a longitudinal groove adapted to the top of a rail, and recessed at the ends for the reception of the end of a replacing-rail, combined with movable bearings for supporting one edge of the bridge-piece, substantially as set forth.

2. The combination with the bridge-piece of a car-replacer adapted to rest on a rail at one side, of means for supporting the opposite side, hinged to the bridge-piece, substantially as set forth.

3. A car-replacer having a bridge-piece with a longitudinal groove adapted to the top of a rail, and recessed at the ends for the reception of the end of a replacing-rail, and provided with a recess at the underside near one edge, and with movable bearings for supporting the other edge, substantially as set forth.

4. A car-replacer consisting of a bridge-

piece adapted for application to a rail and with a longitudinal groove, and with movable bearings for supporting one side, and a replacing-rail adapted to be connected to the bridge-piece at either end, substantially as set forth.

5. The combination in a car-replacer, of a bridge-piece having a longitudinal groove and adapted to the top of a rail, and with movable bearings hinged at one edge, substantially as described.

6. The combination in a car-replacer, of a bridge-piece adapted to a rail and provided with a longitudinal groove, and with means for attaching the end of a replacing-rail, and two bearings each hinged at one edge of the bridge-piece to be swung down to support the same, substantially as set forth.

7. A bridge-piece for a car-replacer with a groove on its upper face, and means for connecting the end of a replacing-rail, and recessed beneath to receive the bearing of a car-rail, and movable means for supporting the overhanging side of the bridge-piece, substantially as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

WILLIAM B. WEISS.

Witnesses:

JOS. W. SHELLY,
JOSEPH PALMER.