

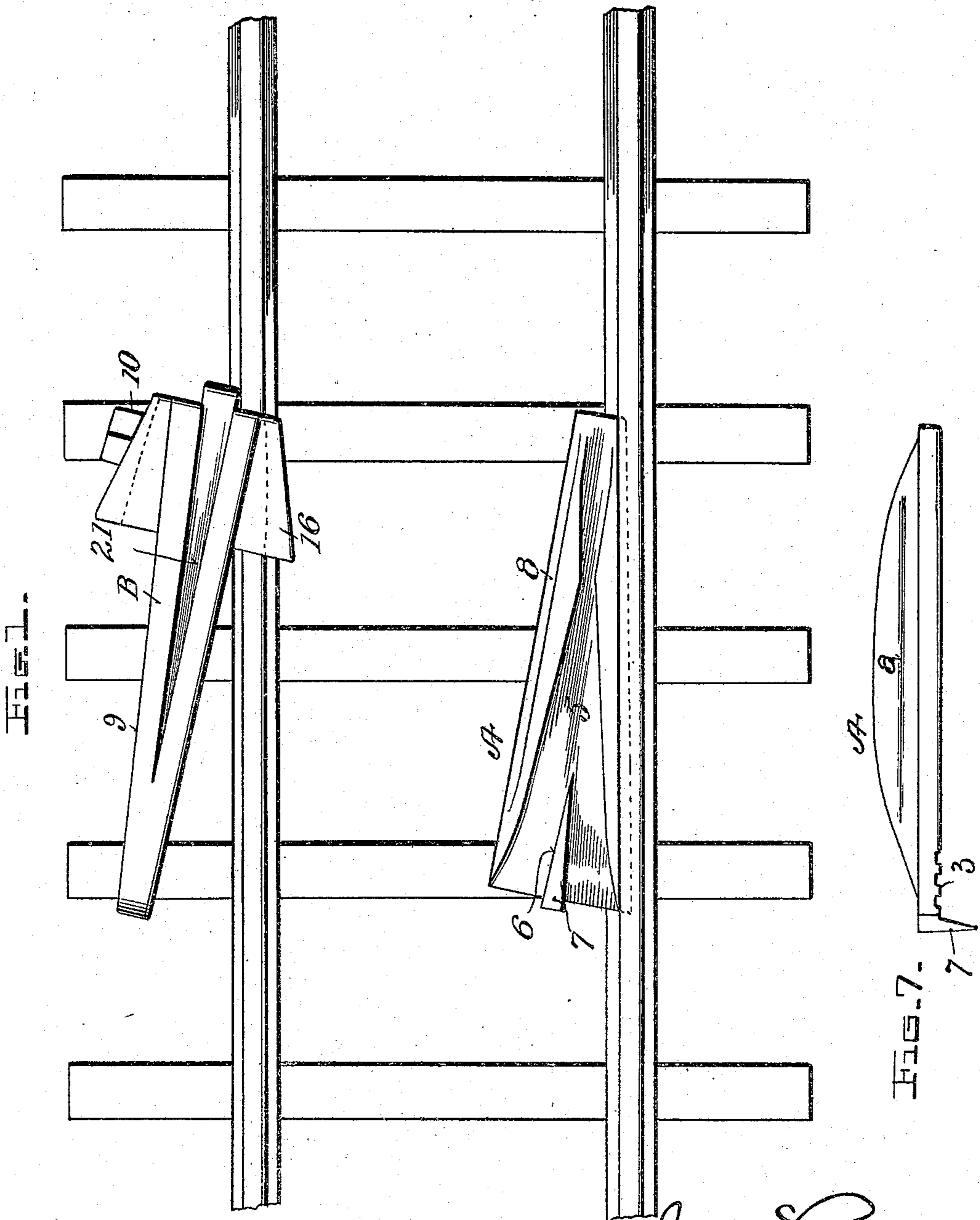
J. LANIUS.
CAR REPLACER.

APPLICATION FILED SEPT. 16, 1908.

930,868.

Patented Aug. 10, 1909.

2 SHEETS—SHEET 1.



Witnesses

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M. E. Payne

Inventor
John Lanus
By James Bagges Co.
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2 SHEETS—SHEET 2.

FIG. 2.

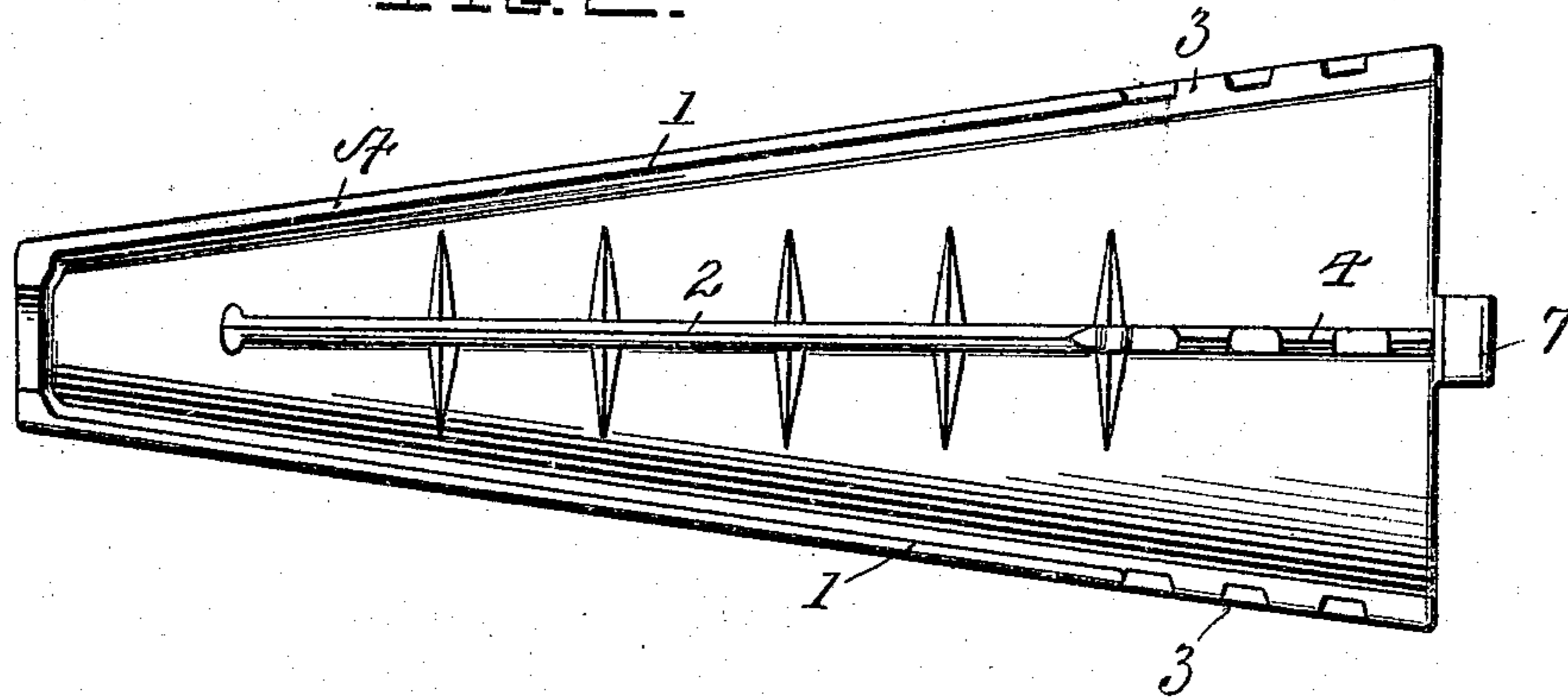


FIG. 3.

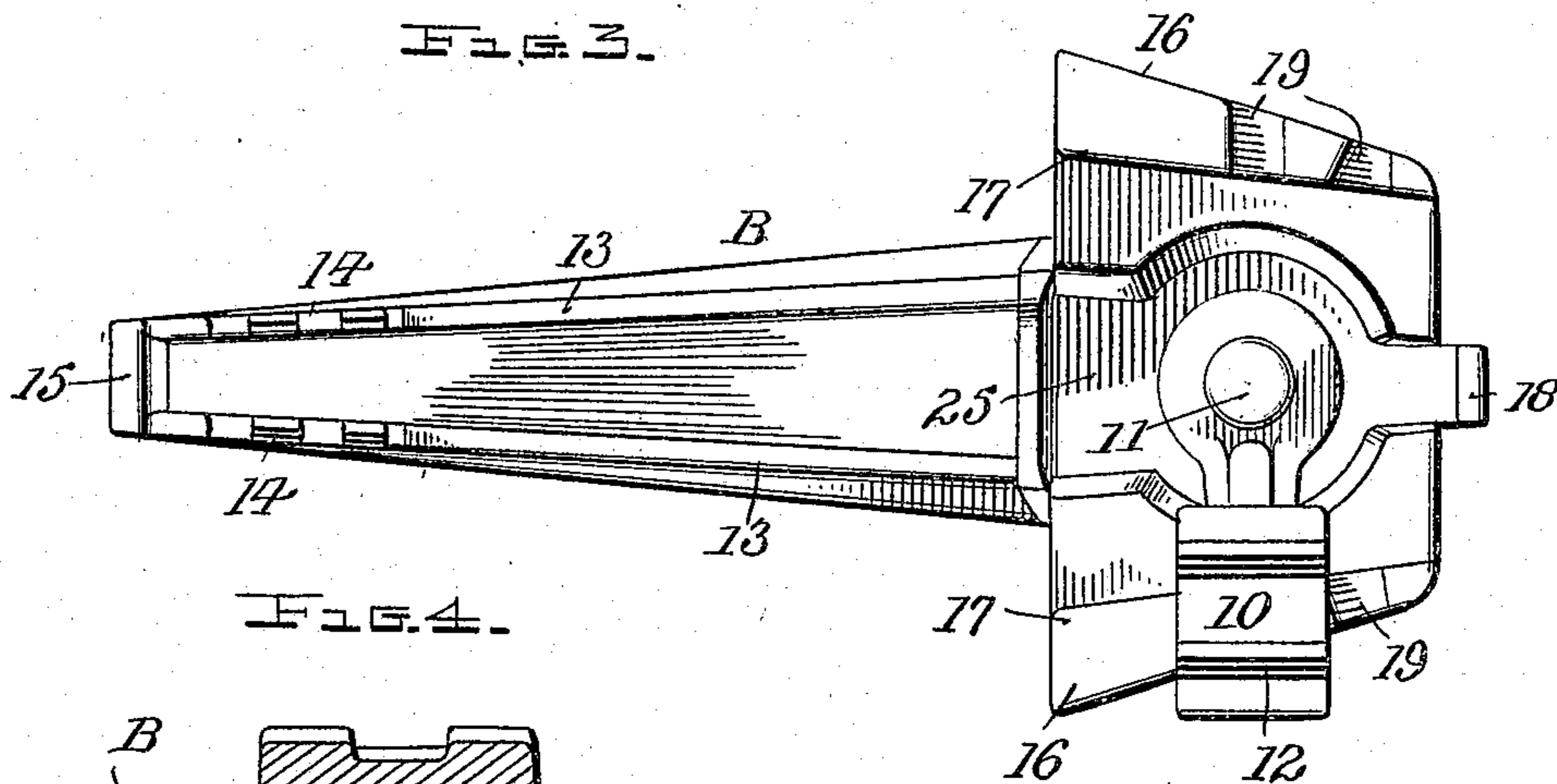


FIG. 4.

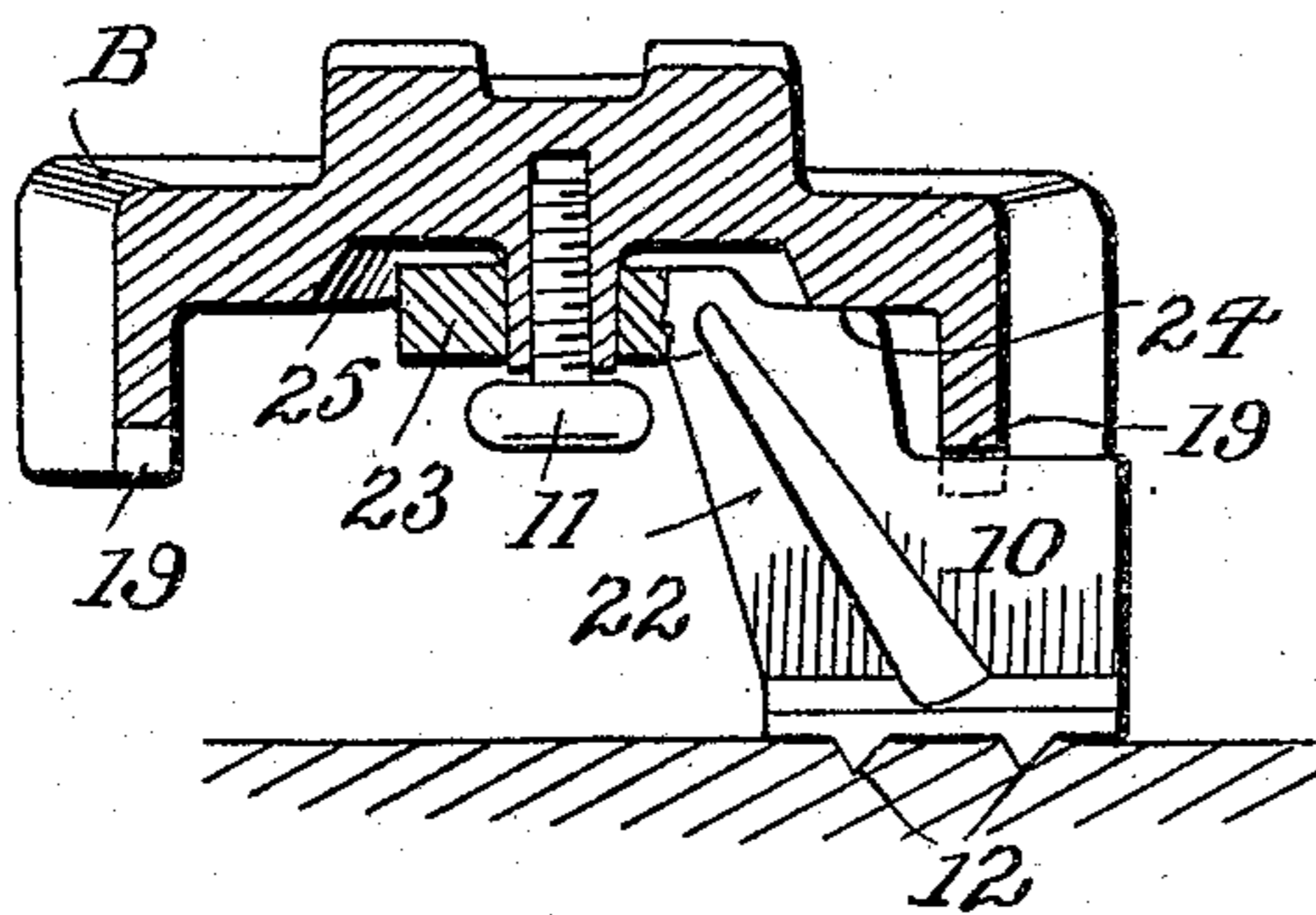


FIG. 5.

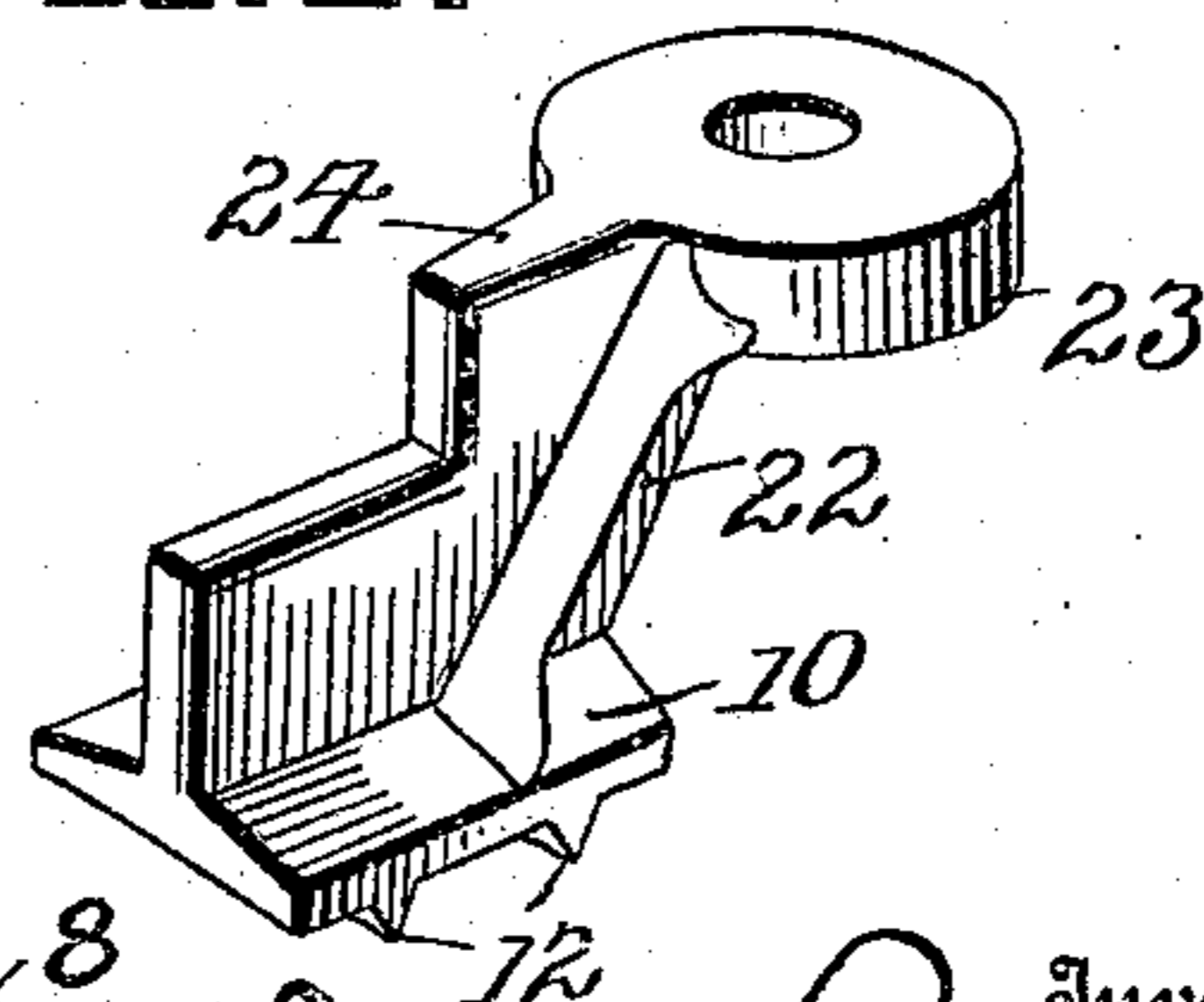
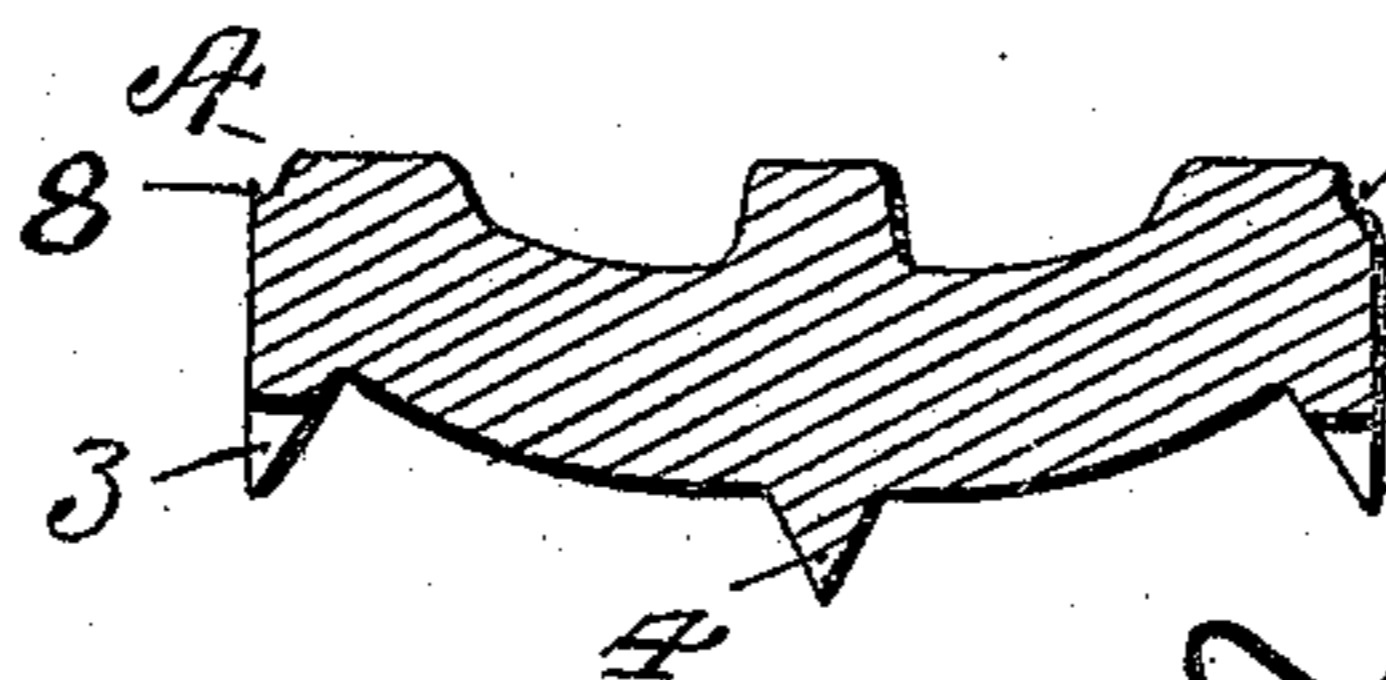


FIG. 5.



Witnesses

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JOHN LANIUS, OF GALION, OHIO.

CAR-REPLACER.

No. 930,868.

Specification of Letters Patent.

Patented Aug. 10, 1909.

Application filed September 16, 1908. Serial No. 453,254.

To all whom it may concern:

Be it known that I, JOHN LANIUS, a citizen of the United States, residing at Galion, in the county of Crawford and State of Ohio, have invented certain new and useful Improvements in Car-Replacers, of which the following is a specification.

My invention relates to an improvement in car replacers, and the object is to provide means whereby a derailed car can be placed upon the tracks of a railway, and a further object is to provide means for holding the replacers in position upon the ties.

The invention consists of certain novel features of construction and combinations of parts which will be hereinafter described and pointed out in the claims.

In the accompanying drawings:—Figure 1 is a plan view showing my invention applied to the tracks of a railway; Fig. 2 is a bottom view of the inside replacer member; Fig. 3 is a bottom view of the outside replacer member; Fig. 4 is a cross section through the head of the outside replacer member; and Figs. 5 and 6 are details of the inside and outside replacers respectively; Fig. 7 is a view in side elevation of the inside replacer.

A represents the inside replacer member which is hollow on its under side, and the side members 1, 1 are provided with teeth 3, 3 along the rear edge of the member. A partition 2 extends from the rear of the member approximately the entire length thereof. At the rear end the partition extends below the side members 1, 1 and is provided with notched teeth 4, which teeth are adapted to engage the tie to assist in holding the replacer in position, when the car is being placed upon the track. The upper surface of the inside replacer is provided longitudinally through its center with a groove 5, the groove flaring out at each end and being restricted at its center or about the center of the replacer member. At the rear end of the member the flared portion of the groove is divided by a rib 6, which extends outwardly at the rear end to form a tooth or claw 7, which is adapted to engage the tie for locking the replacer in position. On each side of the member and along the upper edges, the sides are cut

away as at 8, which permits of the sides being received beneath the tread of the rail and the lower edge of one of the sides being received upon the base flange of the rail. Of course if the member is used in a frog or switch both lower edges of the sides would be received upon the base flanges of the rail and the upper edges of the sides received beneath the tread of the rail. This rib 6 permits of the flange of the wheel entering the groove on either side of the rib and of the tread of the wheel traveling along on the top of the replacer. The groove being constricted near the middle of the center line of the replacer will cause the wheel to travel from either side of the replacer toward the center and as it moves toward the forward end of the replacer the groove is flared and terminates before it reaches the forward end of the replacing member, which permits of the wheel traveling upon the tread of the rail.

The outside replacer member B is provided with a pivoted elevating bar 9. The shank 22 of the foot 10 is provided with a collar 23, which encircles the pin 11 in the bar 9 forming a pivotal connection, and a shoulder 24 is formed on the upper side of the shank, which is adapted to bear against the under surface of the bar. The bar is hollowed out as at 25 to permit of the collar having free movement therein, in its different movements on the pin as the foot is shifted from one notch to another, and a portion of the collar is received in the recess or hollow portion 25 when the bar rests upon the foot. The collar is allowed a certain amount of play and when it is desired to shift the foot 10 the collar is moved downward sufficiently to permit the foot to swing into the desired notch. The lower surface of the foot is provided with teeth 12, which are adapted to engage the tie for retaining the replacing member in position. The sides 13 of the member are provided at their rear ends and on the under side with teeth 14, which are adapted to engage the tie, and a claw or hook 15 formed at the rear end of the bar, which is received against one edge of the tie to prevent the replacer being forced forward as the derailed car moves upon the replacer. Cap plates 16

are formed on each side of the bar at the forward end. The plates are adapted to rest upon the tread of the rail and extend down along the sides of the rail, and are provided with flanges 17 which extend beneath the tread for locking the replacer to the rail. At the forward end of the bar a lug 18 is formed, which engages one side of the tread of the rail, preventing the replacing member from lateral movement on the rail.

Along the lower edges of the cap plates, notches 19 are formed in which are received the upper edge of the foot 10, which supports the cap plate on the opposite side from the side of the cap plate which engages the rail, thereby supporting the replacing member so that it is on a level plane and in a rigid position. As the car wheel travels upon the bar 9 its tread rests upon the upper surface of the bar and the upper surface of the bar is provided with a groove 21, which is provided to receive the tread of the wheel which may be uneven. The flange of the wheel will be received along one side of the bar until it reaches the inner cap plate 16, when it rides along over the cap plate until it crosses the rail when the tread of the wheel will pass over the upper surface of the bar on to the tread of the rail, and the flange of the wheel will pass off from the cap plate along the inner side of the tread of the rail. The foot 10, having pivotal connection with the bar, can be swung from one side to the other and engage the notches on either cap plate, which is most suitable for the engagement of the tie by the foot for performing the locking connection for holding the bar upon the rail. It is evident that more or less slight changes might be resorted to in the form and arrangement of the several parts described without departing from the spirit and scope of my invention, and hence I do not wish to be limited to the exact construction herein set forth.

Having fully described my invention, what I claim as new and desire to secure by Letters Patent, is:—

1. A car replacer comprising an inside member and an outside member, the inside member having a longitudinal groove on the upper surface, which groove is flaring at one end, a rib on the member dividing the groove at the flared end for a short distance, and the groove at the other end permitting the wheel to pass on to the tread of the rail.

2. A car replacer comprising a member located on the inside of a rail, said member having a longitudinal groove on its upper surface which is flared at one end of the member and constricted at about the center of the member, and the groove terminating within a short distance of the other end of

the member to permit the wheel to travel on the tread of the rail.

3. A car replacer comprising a member adapted to be received along the inside of a rail, said member having a longitudinal groove thereon which is flared at one end, a rib dividing the flared end of the groove, and a portion of the sides of the member being cut away to permit of the sides being received beneath the tread of the rail to permit of the wheel mounting the rail at the other end of the member.

4. A car replacer comprising a member adapted to be received on the inside of a rail, said member having a groove formed thereon which is flared at one end and terminating a short distance from the other end of the member to permit of the wheel mounting the tread of the rail, a rib dividing the flared portion of the groove and a claw extending downwardly from the rib, which is adapted to engage the tie for holding the member in position, sides, one of which is received beneath the tread of the rail, and a partition formed on the member and extending below the sides which is adapted to engage the tie for holding the member in position.

5. A car replacer comprising a member located on the outside of a rail, said member having a bar, cap plates formed on the bar and one of the plates mounted on the rail, a foot pivotally connected to the bar and means for locking the foot to one of the plates for supporting the bar in position.

6. A car replacer comprising a member received on one side of a rail, said member having a bar, a claw formed at the lower edge of the bar adapted to engage the tie for holding the bar from movement, teeth on the bar engaging the tie, cap plates formed on the bar and one of the plates being mounted on the rail, a flange formed on the plates adapted to be received beneath the tread of the rail, a lug on the far end of the bar engaging one side of the rail for holding the plate and bar in position, and a foot connected to the bar for holding the bar in position.

7. A car replacer comprising a member received along the outside of a rail, said member having a bar, a groove formed on the bar to receive the tread of the wheel, cap plates connected to the bar, the upper surface of the plates being on a lower plane than the upper surface of the bar to receive the flange of the wheel, one of said plates being mounted on the rail, means for holding the plate on the rail and a pivoted foot in adjustable engagement with one of the plates for supporting the bar.

8. A car replacer comprising an inside and an outside member, the inside member having a longitudinal groove on its upper

surface, which is enlarged at its lower end
and constricted at about the center of the
member and terminating a short distance
from the forward end of the member to per-
5 mit the wheel to mount the rail, the outside
member having a bar, cap plates connected
to the bar, one of the plates being mounted
on the rail, means for locking the plate upon

the rail, and a pivoted foot for supporting
the bar.

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

JOHN LANIUS.

Witnesses:

C. R. MILLER,
J. W. McCARRON.