

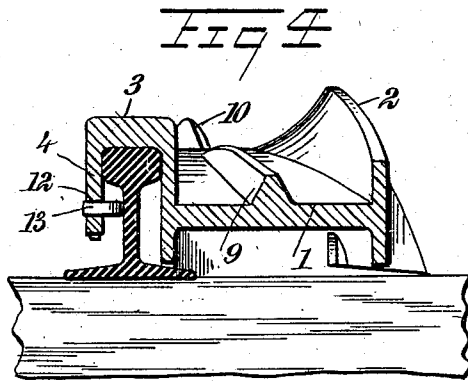
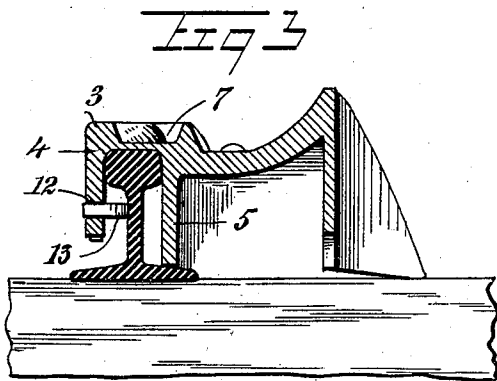
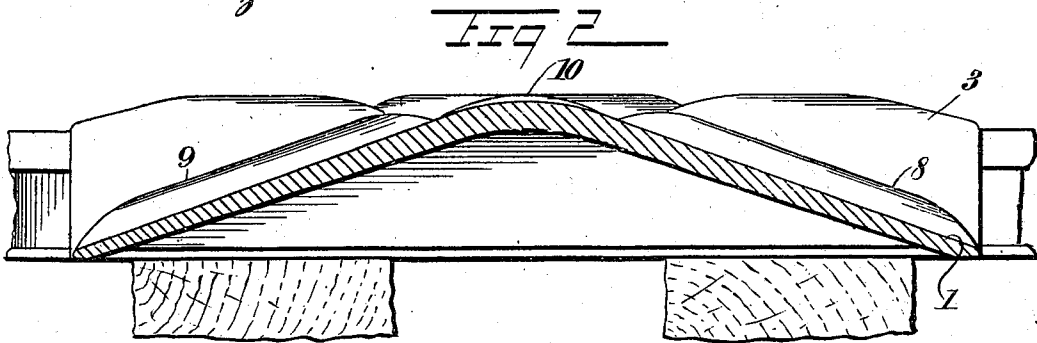
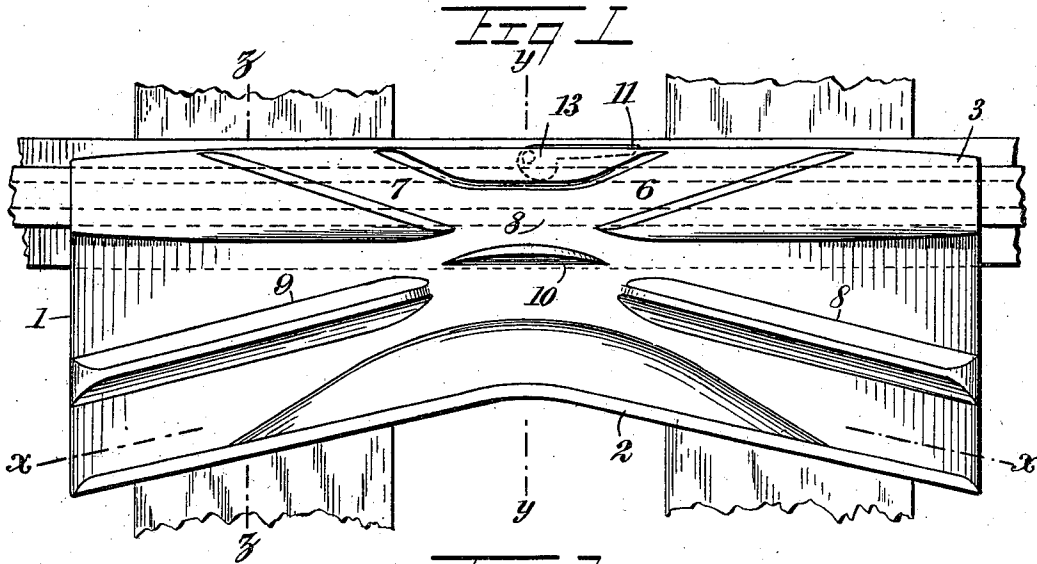
No. 724,277.

PATENTED MAR. 31, 1903.

J. H. FOWLER.
CAR REPLACER.

APPLICATION FILED DEC. 5, 1902.

NO MODEL.



WITNESSES:

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UNITED STATES PATENT OFFICE.

JOHN HENRY FOWLER, OF SOMERSET, KENTUCKY, ASSIGNOR OF ONE-HALF
TO JOHN HAIL WADDLE, OF SOMERSET, KENTUCKY.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 724,277, dated March 31, 1903.

Application filed December 5, 1902. Serial No. 133,997. (No model.)

To all whom it may concern:

Be it known that I, JOHN HENRY FOWLER, a citizen of the United States, and a resident of Somerset, in the county of Pulaski and State of Kentucky, have invented a new and Improved Car-Replacer, of which the following is a full, clear, and exact description.

This invention relates to improvements in devices for replacing derailed cars or locomotives, the object being to provide a replacer of comparatively light yet strong construction and having means for securing it to a rail and that may be placed on either side of a rail.

I will describe a car-replacer embodying my invention and then point out the novel features in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of a car-replacer embodying my invention. Fig. 2 is a section on the line *xx* of Fig. 1. Fig. 3 is a section on the line *yy* of Fig. 1, and Fig. 4 is a section on the line *zz* of Fig. 1.

The replacer comprises a platform 1, which is inclined downward from its center in both directions and is designed to receive the car-wheels, as will be hereinafter described. At the outer side the platform is provided with an upwardly-extended rib 2, which is curved inward or toward the rail. At the opposite side the platform is provided with a box-like portion for engaging over a rail. This box-like portion has a top wall 3 for engaging the tread of the rail, a flange 4 for engaging against the inner side of the rail-head, and a flange 5 for engaging against the opposite side of the rail-head and also bearing on the rail-base. The top portion of the box-like part is provided with divergent channels 6 7, there being a space 8 between the channels through which the flange of a car-wheel may pass. Arranged between the box-like portion and the outer flange 2 are upwardly-extended ribs 8 9. These ribs are arranged at an acute angle on the platform and extend from the ends to nearly the center, and arranged between the ends of said ribs and the opening 8 is a raised deflecting-block 10.

I provide a means for locking the replacer to a rail, so that there will be no danger of its slipping or becoming misplaced while re-tracking a car or locomotive. As here shown, this means consists of a lever 11, operating in a slot 12, formed in the flange 4, and having an eccentric head 13 for clamping against the rail-web.

This replacer will preferably be made of stamped steel, as it can be made of this material so as to be very light and yet have the requisite strength. It can be made of any desired length and also of any desired width, so as to replace a wheel from different distances from the sides of the rails. In operation the replacer will be placed on each rail a few feet ahead of the locomotive or derailed car, and then upon starting the locomotive the flanges of the wheels will engage against the inner sides of the ribs 8 or 9, depending upon the direction in which the car is moved, and also move through the channels 6 or 7, when the flanges will pass against the inner side of the rail, while the wheel rests upon the tread of the rail.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. A car-replacer comprising a platform inclined from its center downward and outward in both directions, a rib on the outer edge of the platform, a box-like portion at the opposite edge for engaging over a rail, the said box-like portion having divergent channels in its upper surface, ribs arranged at an angle on the upper surface of the platform and extended at the inner ends thereof to nearly the center of the platform, and a deflecting-block between the ends of said ribs and the inner ends of the channels.

2. A car-replacer, comprising a platform inclined from its center downward and outward in both directions, a rib on the outer edge of the platform, a box-like portion at the opposite edge for engaging over a rail, a locking device carried by said box-like portion, the said box-like portion having divergent channels in its upper surface, ribs arranged at an angle on the upper surface of the platform extended at the inner ends thereof to nearly the center of the platform, and a deflecting-

block between the ends of said ribs and the inner ends of the channels, substantially as specified.

3. A car-replacer comprising a platform inclined from its center downward and outward in both directions, a box-like portion at one side adapted to engage over a railway-rail, the top of the box-like portion being provided with divergent channels, ribs adapted to conduct the car-wheel flange to said channels, and a deflecting-block between the ends of said ribs and the inner ends of the channels.

4. A car-replacer, comprising a platform inclined from its center downward and outward in both directions, a box-like structure at one edge of the platform, adapted for engaging

over a railway-rail, a locking device pivoted to said box-like structure and having an eccentric head for engaging with the rail, channels formed in the upper surface of the box-like structure, and ribs on the platform, said ribs being extended from the ends at an inward incline to nearly the center of the platform, substantially as specified.

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

JOHN HENRY FOWLER.

Witnesses:

JOHN J. PAUL,
J. FRANK HINES.