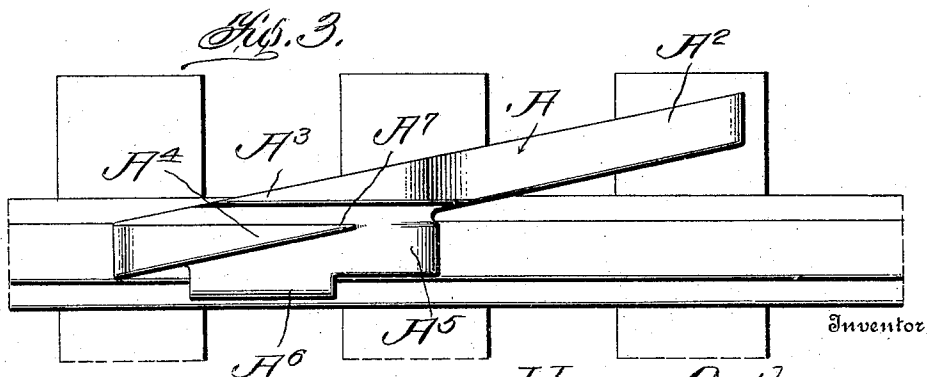
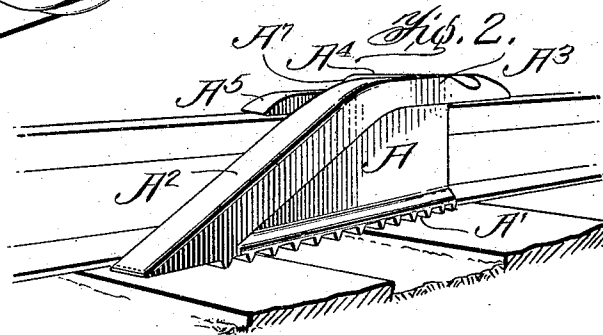
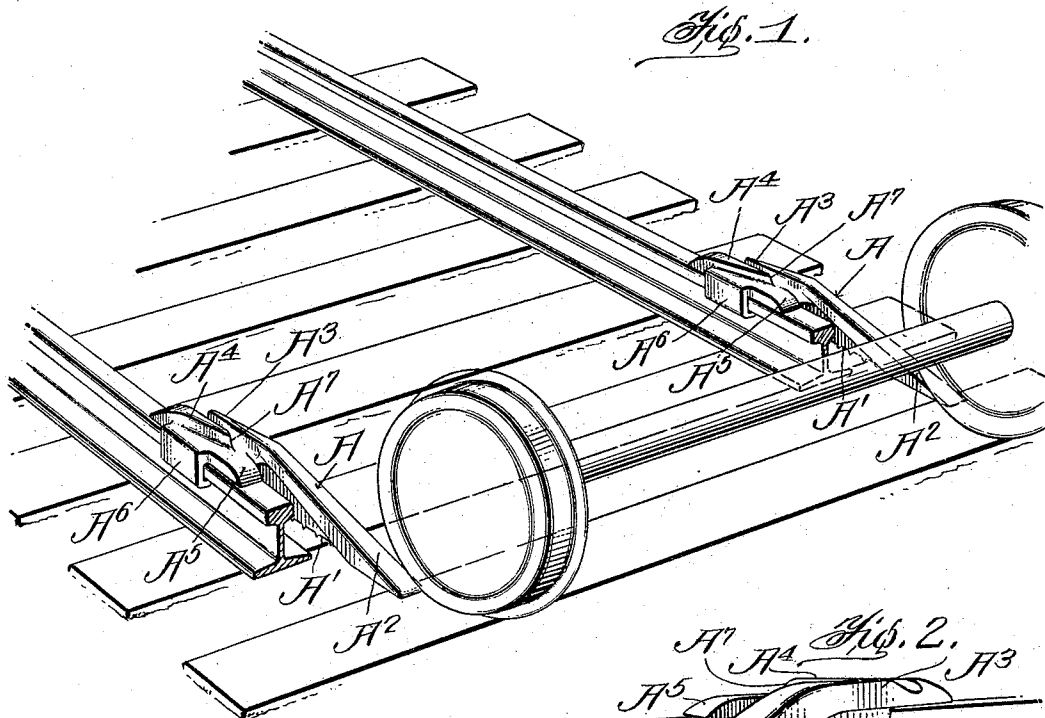


H. OUTHOUSE.
CAR REPLACER.
APPLICATION FILED JULY 7, 1908.

946,909.

Patented Jan. 18, 1910.



Witnesses

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UNITED STATES PATENT OFFICE.

HARRY OUTHOUSE, OF DANBURY, CONNECTICUT, ASSIGNOR OF ONE-HALF TO FRED GREEN, OF NEW ROCHELLE, NEW YORK.

CAR-REPLACER.

946,909.

Specification of Letters Patent.

Patented Jan. 18, 1910.

Application filed July 7, 1908. Serial No. 442,421.

To all whom it may concern:

Be it known that I, HARRY OUTHOUSE, a citizen of the United States, residing at Danbury, in the county of Fairfield and State of Connecticut, have invented a new and useful Improvement in Car-Replacers, of which the following is a specification.

This invention relates to certain new and useful improvements in car replacers, the object being to provide a car replacer which can be readily attached to either side of the rail, whereby the car wheel will travel up the inclined tread portion on to the track.

A further object of my invention is to provide a car replacer which is so constructed that the wheels on the track can readily pass over the same without any danger of jumping the track.

Another object of my invention is to provide the base of the replacer with a plurality of teeth adapted to engage the ties when in position so that all danger of the replacer slipping when the wheel is traveling over the same is prevented.

A still further object of my invention is to provide the replacer with a hooked locking tongue adapted to fit under the head of the rail and securely lock the replacer thereon.

With these and other objects in view, the invention consists in the novel features of construction, combination and arrangement of parts hereinafter fully described and pointed out in the claims.

In the drawing forming a part of this specification:—Figure 1 is a perspective view of a pair of my improved car replacers, showing them in position on the rails, and an axle and a pair of wheels in position to be drawn on to the track. Fig. 2 is a perspective view of one of the replacers in position on the rail and ties. Fig. 3 is a top plan view of the same.

In the drawing A indicates my improved car replacer and in use I employ a pair of the same, one being secured to the inside of the rail and the other to the outside of the opposite rail.

My improved car replacer is formed of a casting of malleable iron, steel or any other suitable metal and comprises a toothed base A' adapted to rest on the ties and having an inclined portion A² which terminates in

a horizontal pointed portion A³ adapted to rest on the head of the rail and extending out from the portion A³ is an offset portion provided with a pointed frog A⁴ and a forwardly projecting beveled portion A⁵ adapted to rest normally on the head of the rail and is secured in position by a hooked tongue A⁶ which extends down over the head and securely locks the replacer in position. The inclined portion A² converges toward the rail and the groove A⁷ formed by the frog A⁴ and horizontal portion A³ allows the flange of the wheel on the track to pass over the same, the point of the frog A⁵ being slightly beveled so as to prevent the jar of the wheel as it passes over the same.

It will be seen that as the wheel which is on the track strikes the beveled portion A⁵, it will be lifted up so as to pass over the frog.

The operation of the replacer is as follows: One of the replacers is attached to each of the rails, as shown in Fig. 1, and if the wheels are in the position as shown as they are drawn forwardly, the flange of the outside wheel will strike the inner edge of the inclined portion A² and throw the flange of the inner wheel against the outside edge of the other replacer, and as the outside wheel reaches the upper end of the inclined portion, it will be caught by the pointed frog A⁴ and led on to the rail, the inside wheel riding over the frog of the other replacer, and dropping on to the rail. One of the flanges of the wheel which remained on the track will travel over the replacer in the groove and the other to the inside of the frog.

From the foregoing description it will be seen that I have provided a car replacer which is so constructed that it can be readily placed on the rail between the wheels so that the wheels will travel up the replacers to the rails.

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

1. A car replacer comprising a base having an inclined portion and a horizontal portion, an offset portion having a beveled portion formed on said horizontal portion provided with a hooked tongue adapted to fit under the head of a rail, said offset portion being provided with a pointed frog,

the point of said frog terminating at the junction of the beveled portion with the inclined portion for the purpose described.

- 5 base provided with an inclined converging portion terminating in a horizontal portion, said horizontal portion being provided with an offset having a forwardly projecting beveled portion, a pointed frog formed
10 on the offset portion, the point of said frog terminating at the junction of the beveled portion with the inclined portion and a hooked tongue carried by the offset portion adapted to fit under the head of a rail.
- 15 3. A car replacer comprising a base having an inclined portion terminating in a horizontal portion, an offset portion extending from said horizontal portion provided with a tongue adapted to fit under the head
20 of a rail, said offset portion being provided with a beveled front edge, and a pointed frog formed on the offset portion, the point

of said frog terminating at the junction of said inclined portion with the beveled portion for the purpose described.

- 25 4. A car replacer comprising a toothed base adapted to rest on the ties, an inclined portion carried by the base terminating in a horizontal portion adapted to rest on the head of the rail, said horizontal portion being provided with a forwardly projecting beveled portion and with an offset portion
30 extending over the head of the rail and having a hooked tongue adapted to fit under the head, and a pointed frog formed on the offset portion, the point of said frog terminating at the junction of the beveled portion
35 with the inclined portion and adapted to engage the flange of the wheel for the purpose set forth.

HARRY OUTHOUSE.

Witnesses:

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