

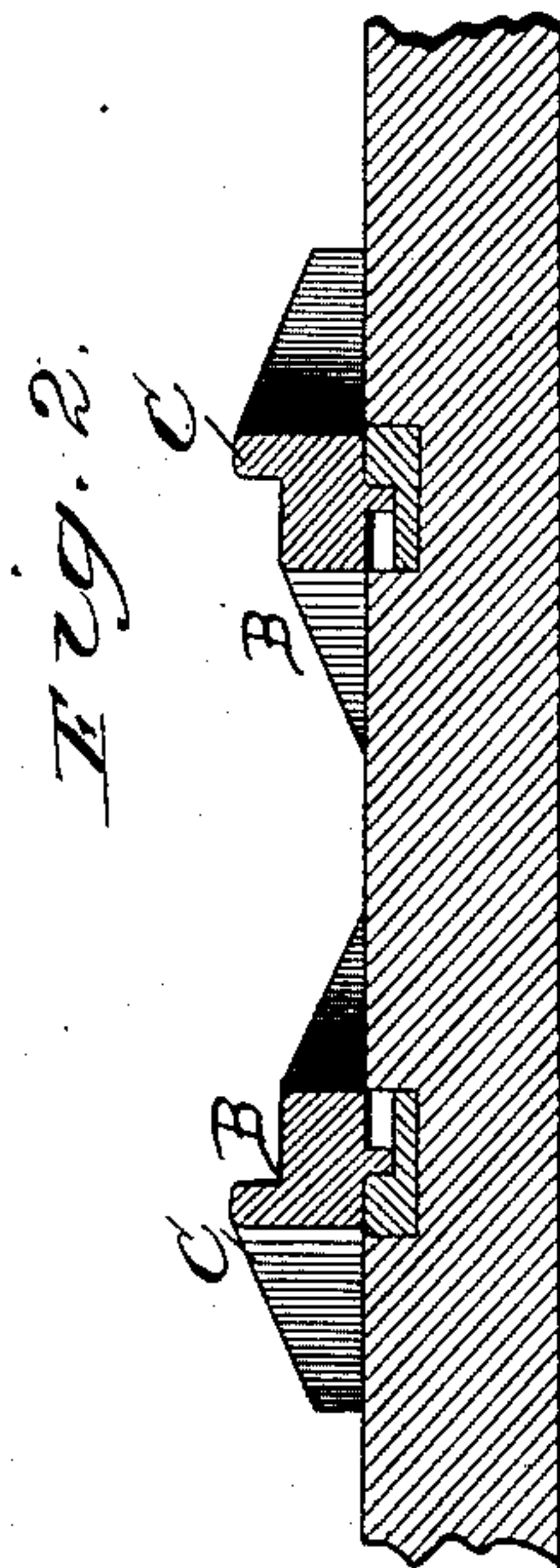
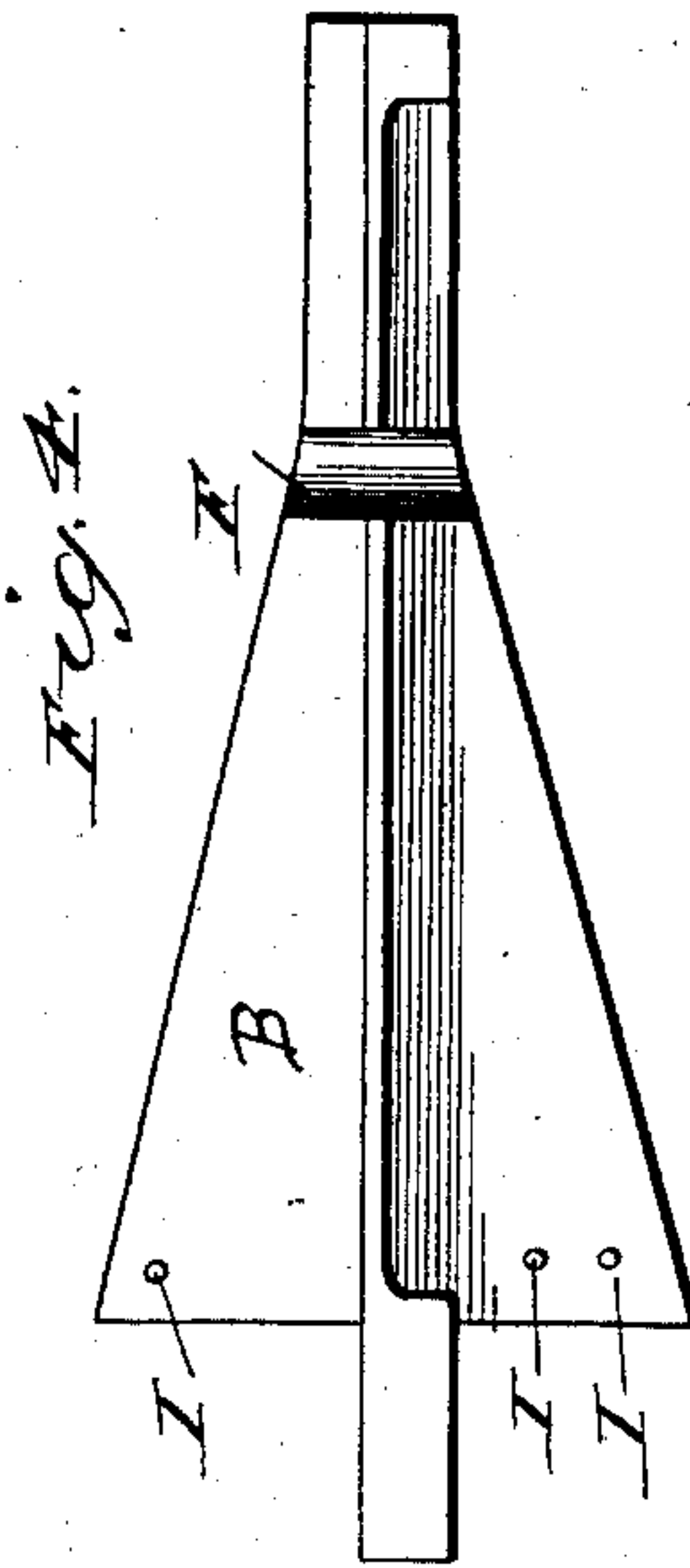
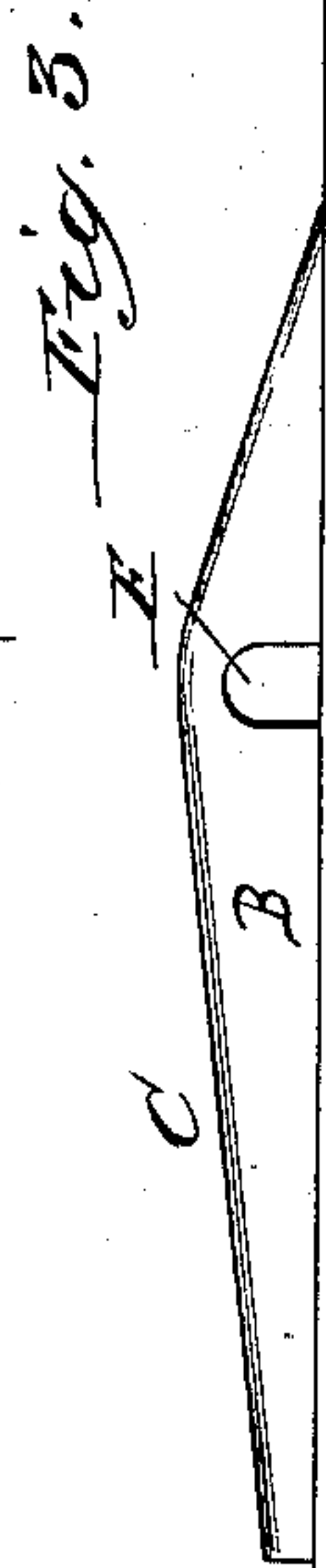
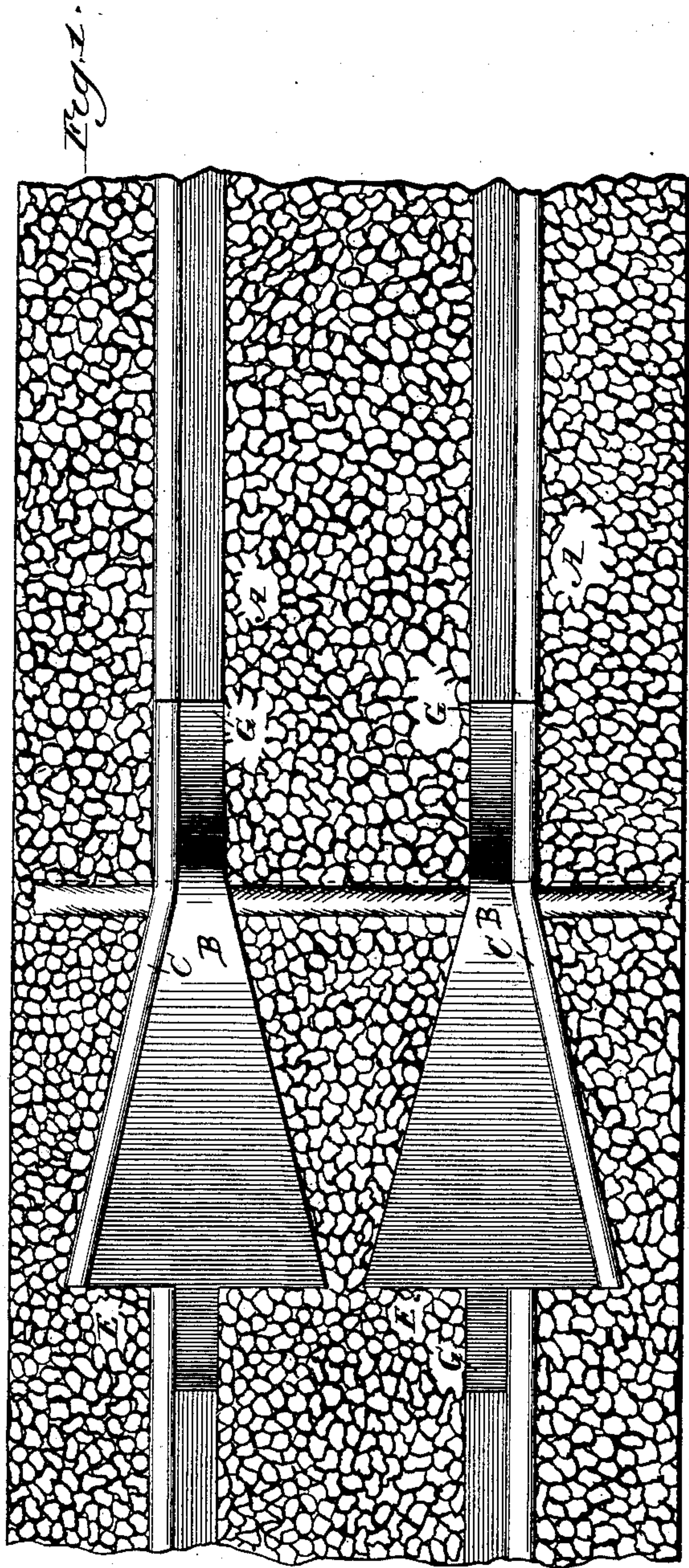
(No Model.)

W. O. COOKE.

CAR REPLACER FOR STREET RAILWAYS.

No. 371,177.

Patented Oct. 11, 1887.



Witnesses.

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UNITED STATES PATENT OFFICE.

WILLIAM O. COOKE, OF PROVIDENCE, RHODE ISLAND.

CAR-REPLACER FOR STREET-RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 371,177, dated October 11, 1887.

Application filed June 2, 1887. Serial No. 240,057. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM O. COOKE, of Providence, in the county of Providence and State of Rhode Island, have invented certain
5 new and useful Improvements in Car-Replacers for Street-Railways, of which the following is a specification.

The object of my invention is to provide a device which shall not only be convenient and
10 efficient and novel as a car-replacer or portable frog, but shall also serve as a hose-protector, allowing the movement of cars to go on without interruption during a fire.

My invention consists in the parts and combinations hereinafter described, and pointed
15 out in the claims.

In the drawings, Figure 1 is a plan view of a section of street-railway track showing a pair of the replacers in position. Fig. 2 is a
20 cross-section on line *x x*, Fig. 1. Fig. 3 is a side view of the replacer. Fig. 4 shows the lower side of the replacer.

The track A is of the usual sort.

The replacers B B are made in pairs, one
25 for the right and one for the left hand rail, and in shape they are approximately triangular. The outer side of each triangle is provided with a flange, C. The shortest side, E, of the triangle lies at right angles to the track
30 and forms the approach for the car-wheels. As shown in Fig. 3, the replacer rises gradually to the point F, at which there is a transverse opening to allow the passage of a hose. Thence it diminishes in height to the front
35 end, the flange C terminating at the tread of the rail A, and the central portion of the replacer terminating in the tongue G. The tongue extends along the bottom of the re-

placer, as shown in Fig. 4, and is prolonged beyond the opposite end, E, of the replacer. 40 It terminates at each end in an edge formed by the junction of its lower face and the sloping surface of the replacer, and serves the double purpose of keeping the replacer in position and forming a path for the wheels of 45 the car when used simply as a bridge over a fire-hose.

To lighten the device the rib G may be narrowed in the middle, leaving only the portion next the rail, as shown. Projections I I on 50 the lower face prevent slipping.

The replacer is made preferably of malleable iron to combine strength with cheapness and lightness, so that a pair may be carried
55 by each car.

It being understood that the end of the replacer (marked E) is to be placed toward the car, the operation of the device is too obvious to need further description.

I claim-- 60

1. A combined car-replacer and hose-bridge for street-railway cars, consisting of a triangular body having the transverse aperture F, as and for the purpose set forth.

2. A combined car-replacer and hose-bridge 65 for street-railway cars, consisting of a triangular body, side flange, C, terminating at its point upon the tread of the rail, a tongue, G, fitting the depressed portion of the rail, and the transverse opening F, as and for the pur- 70 pose set forth.

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Witnesses:

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