

No. 742,154.

PATENTED OCT. 27, 1903.

A. BOUVIER.
CAR REPLACER.

APPLICATION FILED MAR. 10, 1903.

NO MODEL.

FIG. 1.

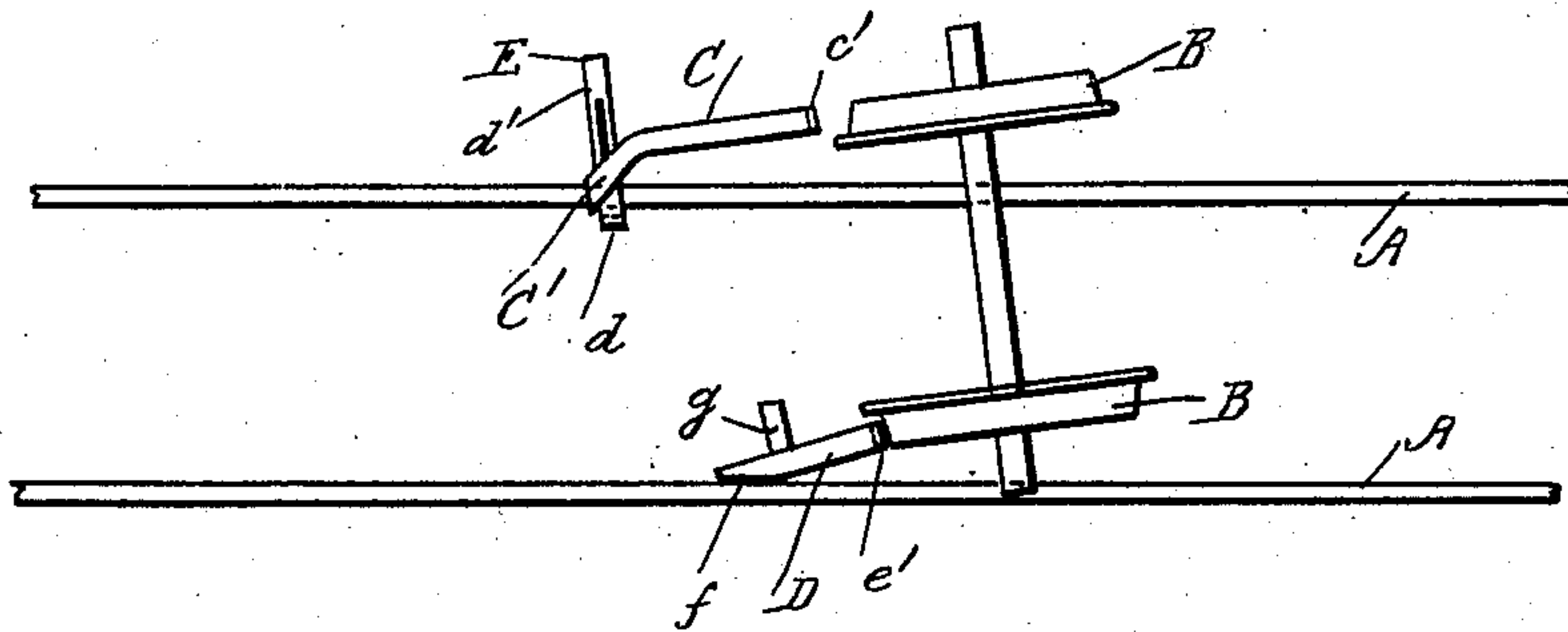


FIG. 2.

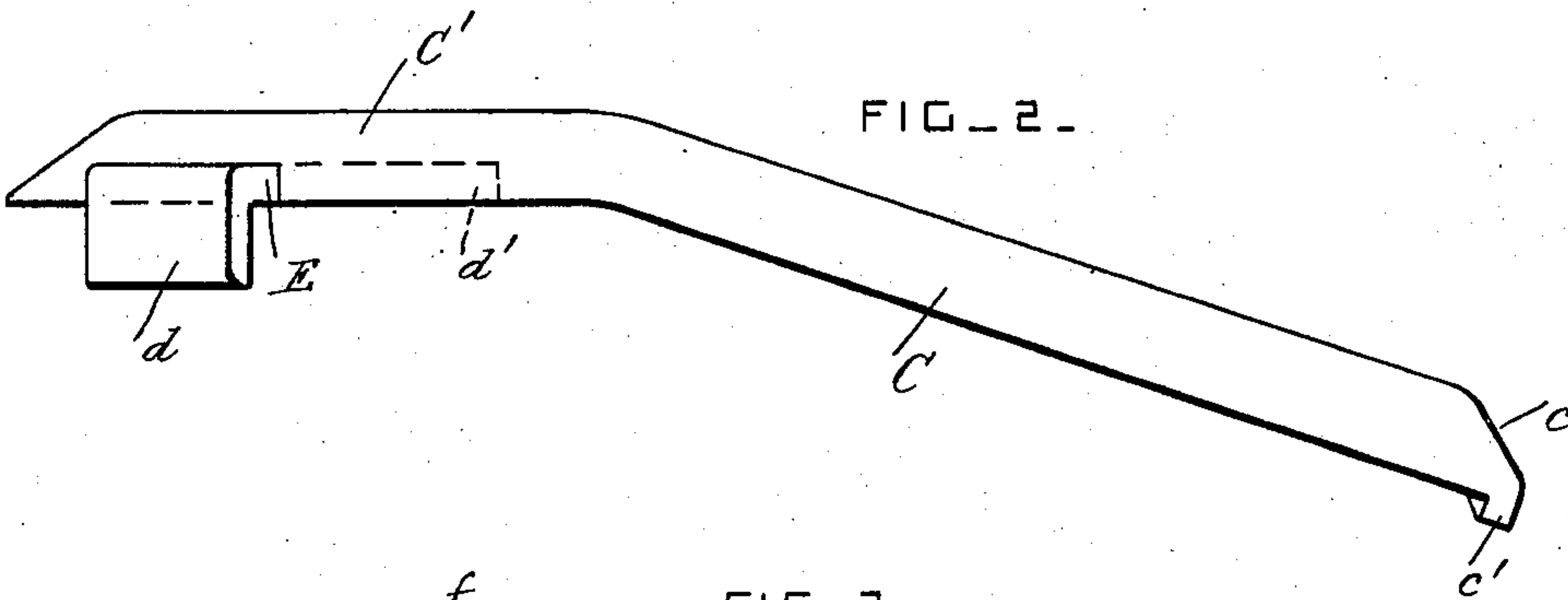
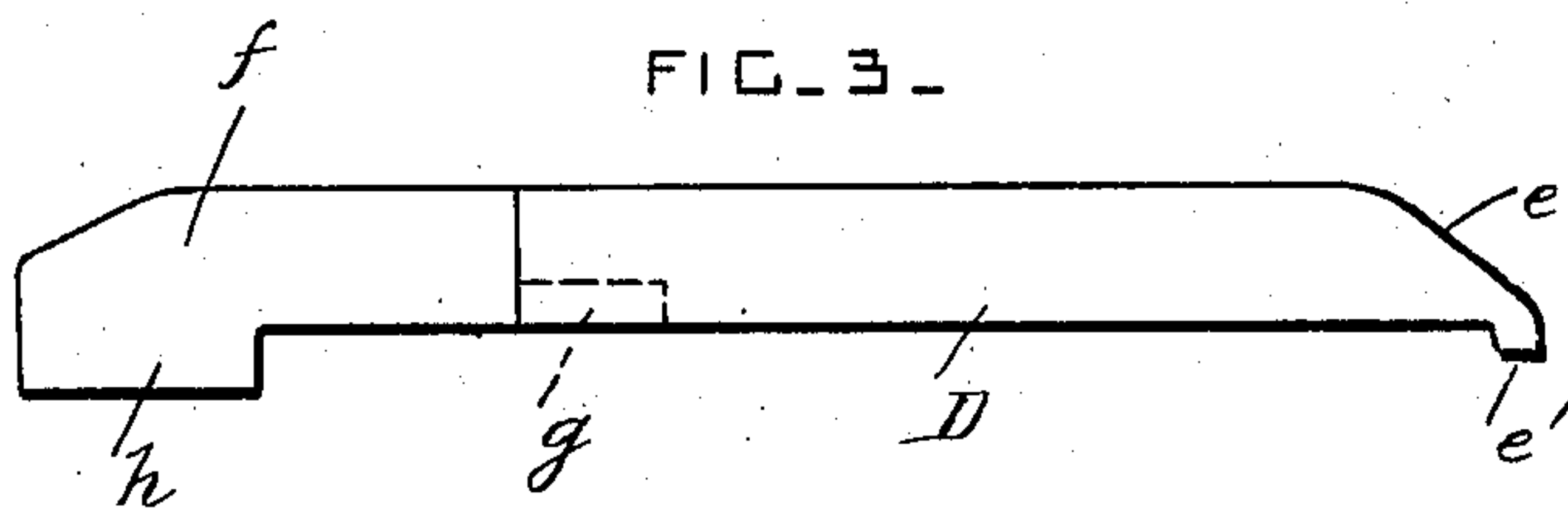


FIG. 3.



WITNESSES

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ALEXANDER BOUVIER, OF CONCORD, MASSACHUSETTS, ASSIGNOR TO JOHN A. FINIGAN, OF CONCORD, MASSACHUSETTS.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 742,154, dated October 27, 1903.

Application filed March 10, 1903. Serial No. 147,148. (No model.)

To all whom it may concern:

Be it known that I, ALEXANDER BOUVIER, a citizen of the United States, residing at Concord, in the county of Middlesex and State of Massachusetts, have invented certain new and useful Improvements in Car-Replacers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to car-replacers for use on railroads; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is a plan view of two rails, showing the guides in position. Fig. 2 is a side view of the main guide, drawn to a larger scale. Fig. 3 is a side view of the auxiliary guide.

A represents the rails of a railroad-track, and B represents two of the wheels of a car which has run off the track.

C is the main guide, which is placed under the outside wheel, and D is the auxiliary guide, which is placed under the wheel between the rails.

The main guide C has a portion C' arranged at obtuse angles both vertically and laterally with its main portion C. The main portion C has a beveled portion *e* and a spur *e'* at its end for engaging with the ground.

E is a cross-piece at the end of the portion C'. This cross-piece is arranged flush with the under side of the part C' and at a right angle to the main portion C. The cross-piece has a projection *d* projecting downwardly from its shorter end to prevent it from slipping off the rail. Any suitable packing can

be placed under the longer end *d'* of the cross-piece.

The auxiliary guide D consists of a straight bar having a beveled portion *e* at one end and a spur *e'* for engaging with the ground. At its other end the guide D has a beveled side portion *f*, which bears against the rail, and a cross-piece *g*, arranged at a right angle to the guide-bar flush with its under side. The guide also has a projection *h* on its under side at the end next to the rail.

The guides are arranged as shown in Fig. 1 and are packed as solid as possible by means of any available packing material. The car is then pushed up the guides onto the rails.

What I claim is—

1. In a car-replacer, a main guide comprising a main portion C, a portion C' arranged at angles vertically and laterally with the part C, and a cross-piece E projecting from the part C' and arranged at a right angle to the part C, substantially as set forth.

2. In a car-replacer, a main guide comprising a main portion C, a portion C' arranged at angles vertically and laterally with the part C, and a cross-piece E projecting from the part C' and arranged at a right angle to the part C, in combination with an auxiliary guide comprising a straight bar having a beveled end portion on one side and a cross-piece, substantially as set forth.

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

ALEXANDER BOUVIER.

Witnesses:

ALICE J. MURRAY,
FRED. K. DAGGETT.