

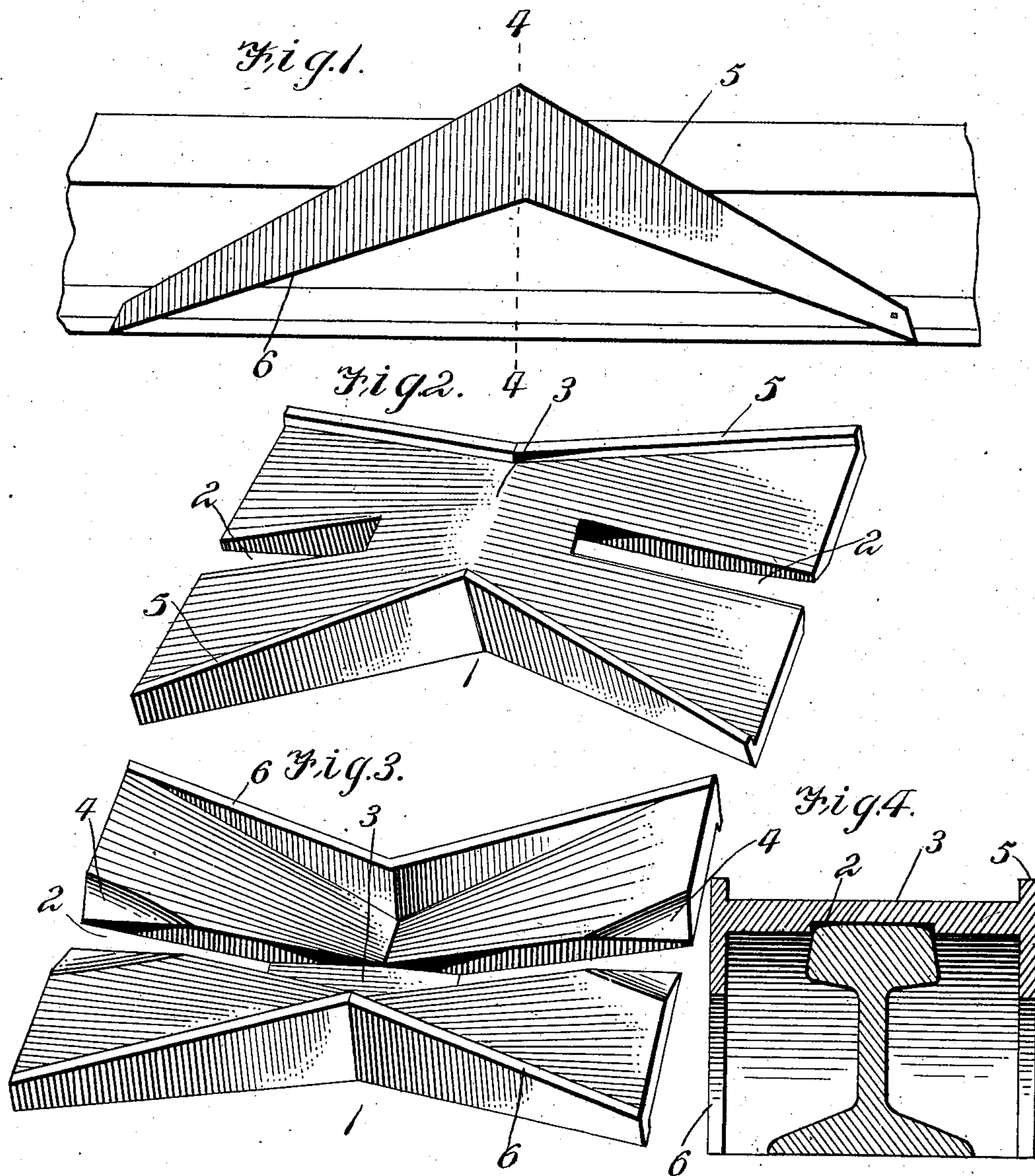
No. 747,655.

PATENTED DEC. 22, 1903.

E. SHOWALTER.
CAR REPLACER.

APPLICATION FILED APR. 29, 1903.

NO MODEL.



Witnesses
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UNITED STATES PATENT OFFICE.

EZRA SHOWALTER, OF MASSILLON, OHIO.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 747,655, dated December 22, 1903.

Application filed April 29, 1903. Serial No. 154,840. (No model.)

To all whom it may concern:

Be it known that I, EZRA SHOWALTER, a citizen of the United States, residing at Massillon, in the county of Stark and State of Ohio, have
5 invented new and useful Improvements in Car-Replacers, of which the following is a specification.

This invention relates to improvements in car-replacers.

10 The object of the invention is to provide a device whereby derailed cars and the like may be quickly and easily replaced upon the tracks or rails.

A further object is to provide a device of
15 this character which is adapted to replace cars from either side of the track or rail and from either direction.

With these and other objects in view the invention consists of certain novel features of
20 construction, combination, and arrangement of parts, as will be more fully described, and particularly pointed out in the appended claim.

Figure 1 is a side view of the device, showing the same applied to a rail. Fig. 2 is a top
25 perspective view of the device removed from the rail, and Fig. 3 is a bottom perspective view of the same. Fig. 4 is a vertical cross-section on the line 4 4 of Fig. 1.

30 In the drawings, 1 denotes the body of the replacer, which inclines gradually upward from its ends toward the center and is substantially of an inverted-V shape. The body 1 is wider at its ends than in the center, flaring
35 from the central portion outwardly each way to the ends.

2 denotes a central longitudinally-disposed slot formed in the body 1 of the replacer. The slot 2 does not pass entirely through the body
40 1 at the central portion of the same, a bridge or web 3 of metal being left at this point to connect the two sides of the replacer together, as shown.

The under side of the ends of the replacer
45 adjacent to the walls of the slot 2 are beveled off, as shown at 4, to accommodate the flanges of the rail and permit the ends of the device to rest upon the ground.

50 5 denotes flanges which are formed on the upper face of the body along each of the edges

of the same and are to guide the wheels of the car and to prevent the same from running off the replacer.

6 denotes flanges or webs formed on the under side of the body 1 along the edges thereof
55 to strengthen and brace the same.

In practice the replacer is placed upon the rail, so that the web or bridge 3 will rest upon the tread of the rail, the walls of the slot 2 being adapted to engage the sides of the
60 same and the lower ends of the replacer to rest upon the ground at each side of the rail, in which position it is adapted to guide the wheels of the car up onto the track, as will be understood.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.
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Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.
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Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—
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A car-replacer comprising an inverted-V-shaped body portion flaring outwardly from
80 the central portion thereof each way toward the ends, a central longitudinally-disposed slot formed in said body and arranged to form a web or bridge at the central portion of said body, the walls of said slot being adapted to
85 engage the sides of the rail, and the lower side of the ends of said body adjacent to the walls of said slot being beveled to accommodate the flange of said rail, upwardly-projecting guide-flanges and downwardly-projecting strength-
90 ening webs or flanges arranged along the sides of said body, substantially as described.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

EZRA SHOWALTER.

Witnesses:

CHARLES G. KING,
NELLIE J. LOWE.