

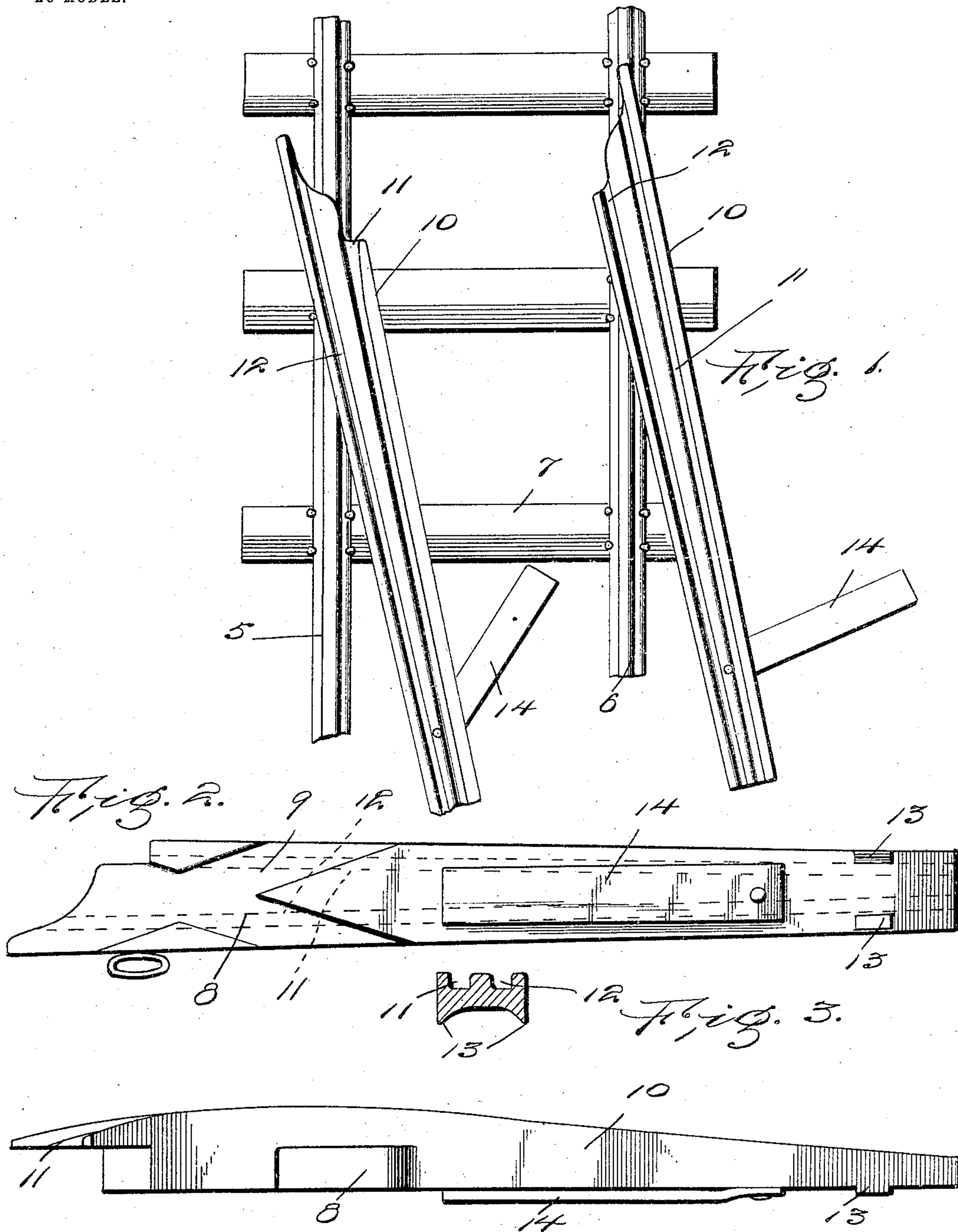
No. 775,705.

PATENTED NOV. 22, 1904.

D. B. KETTS.
CAR REPLACER.

APPLICATION FILED JULY 25, 1904.

NO MODEL.



Witnesses
C. C. Simpson
W. C. Hayes

Fig. 4.

Inventor
D. B. Ketts

By *Charles Chandler* Attorneys

UNITED STATES PATENT OFFICE.

DANIEL B. KETTS, OF HARDIN, MISSOURI.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 775,705, dated November 22, 1904.

Application filed July 25, 1904. Serial No. 218,091. (No model.)

To all whom it may concern:

Be it known that I, DANIEL B. KETTS, a citizen of the United States, residing at Hardin, in the county of Ray, State of Missouri, 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; and it has for its object to provide a cheap and simple article or device that may be readily placed in operation and will act with efficiency to direct a car onto the track-rails.

In the drawings forming a portion of this specification, in which like numerals of reference indicate similar parts in the several views, Figure 1 is a top plan view showing the portion of a railway with a pair of replacers in operative position. Fig. 2 is a bottom plan view of one of the replacers, the location of the top groove being indicated in dotted lines. Fig. 3 is a transverse section through the toothed end portion of the replacer. Fig. 4 is a side elevation of the replacer.

Referring now to the drawings, in Fig. 1 there is shown a pair of car-replacers, it being understood that there is employed one for each rail, the rails being shown at 5 and 6 laid upon the usual ties 7. Each replacer consists of a body portion 10, of suitable metal, in the under face of which are formed the diagonal intersecting slots 8 and 9, so that the replacer may be disposed with the corresponding rail in either of the slots, as the replacer may be desired to lie at either side of the rail at its opposite end, it being noted that these slots are in one end portion of the body 10. The lower face of the body 10 is flat, while the upper face is curvingly converged toward the bottom face at both ends, and in the upper face of the body 10 are formed the longitudinal channels or grooves 11 and 12, the groove 11 passing from the end of the body directly above the outer end of the slot or groove 8, while the channel 12 passes from the end of the body directly

above the forward or outer end of the slot or groove 9, so that a car-wheel entering the channel 11 at the opposite end will pass from it onto the rail that is in the slot or groove 8, while when the replacer is disposed to receive the rail in the slot or groove 9 the channel 12 will be employed, and a wheel passing through said channel will be directed onto the rail.

The end of the body at which the slots or grooves 8 and 9 are located may be termed the "exit" end, while the opposite end may be termed the "entrance" end.

From the under side of the body portion, at the entrance end thereof, there project teeth 13, which are designed to prevent lateral displacement of the end of the replacer, and pivoted to the under side of the body is a plate 14, which may be adjusted to project laterally from the body to rest with its end against any suitable stop to further hold the replacer against movement.

It will be understood that in practice modifications of the specific construction shown may be made and any suitable materials and proportions may be used for the various parts without departing from the spirit of the invention.

What is claimed is—

1. A car-replacer comprising a body having diagonal intersecting grooves in its under face adapted to interchangeably receive a rail and having in its upper face longitudinal channels which open at one end through the body above the corresponding grooves.

2. A car-replacer comprising a body having diagonal intersecting grooves in its under face adapted to interchangeably receive a rail and having in its upper face longitudinal channels which open at one end through the body above the corresponding grooves, said body having at its opposite end from the grooves, depending teeth.

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

DANIEL B. KETTS.

Witnesses:

FRANK GOSNEY,
DANIEL D. TRENT.