

No. 812,302.

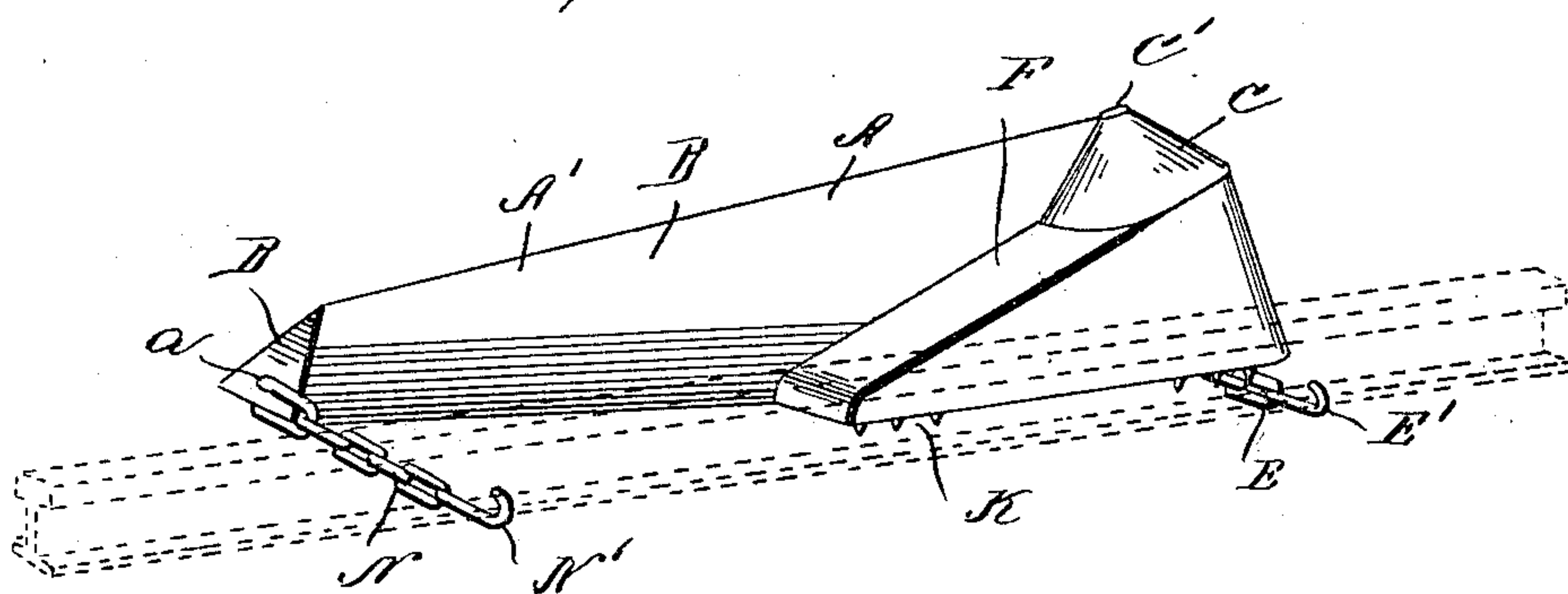
PATENTED FEB. 13, 1906.

J. M. SCUDDER.

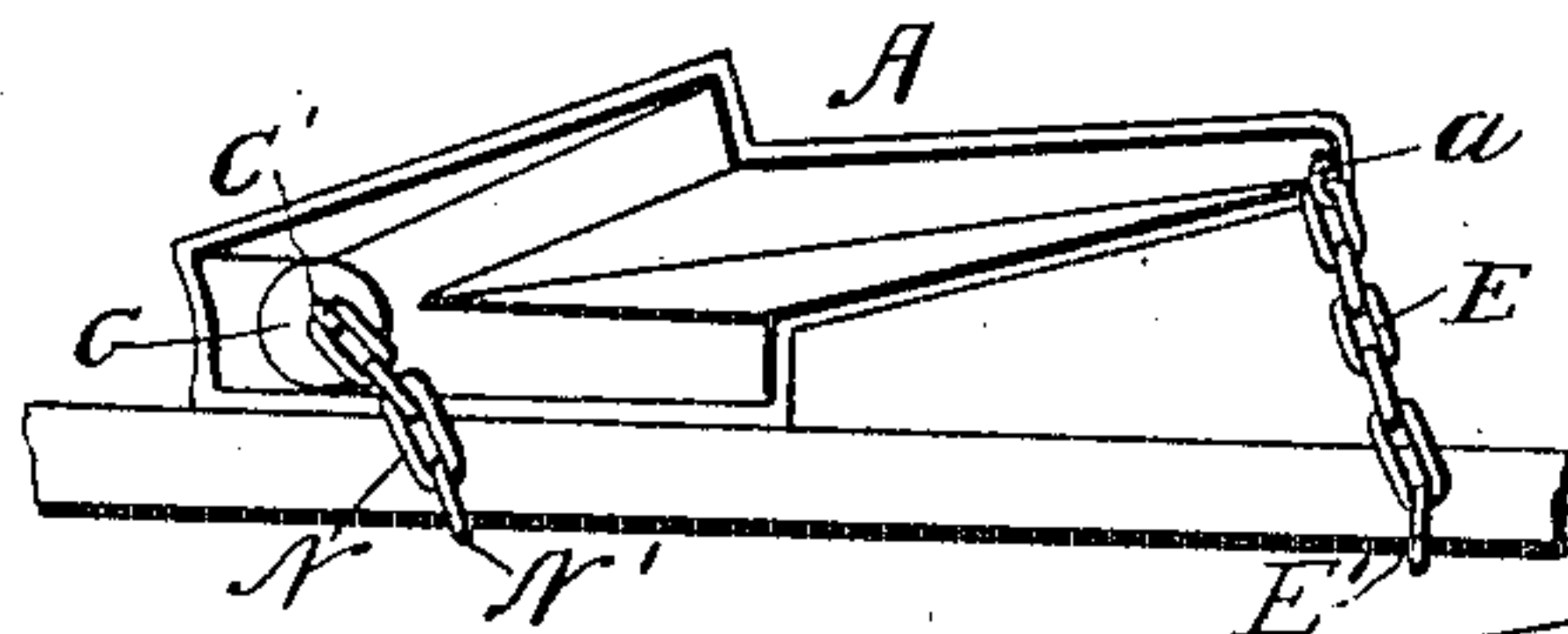
CAR REPLACER.

APPLICATION FILED NOV. 2, 1905.

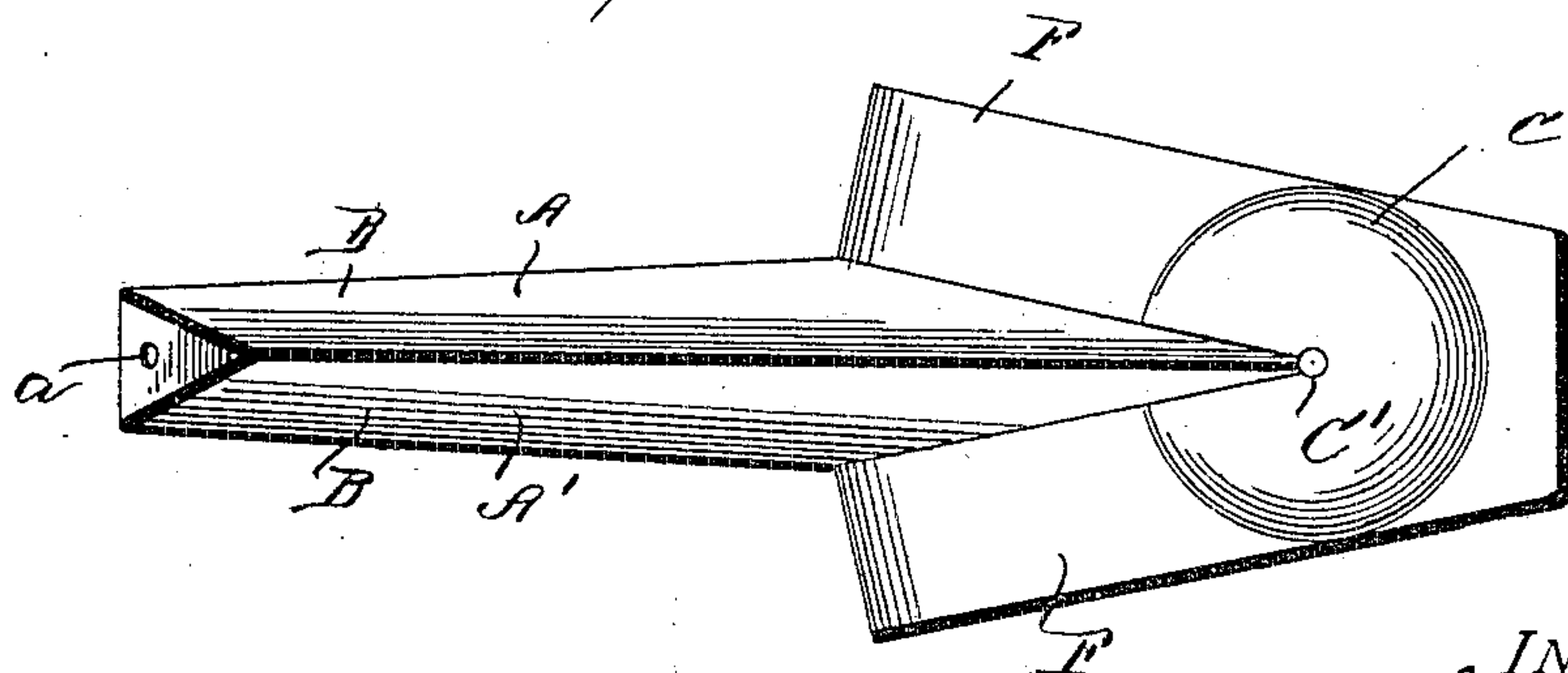
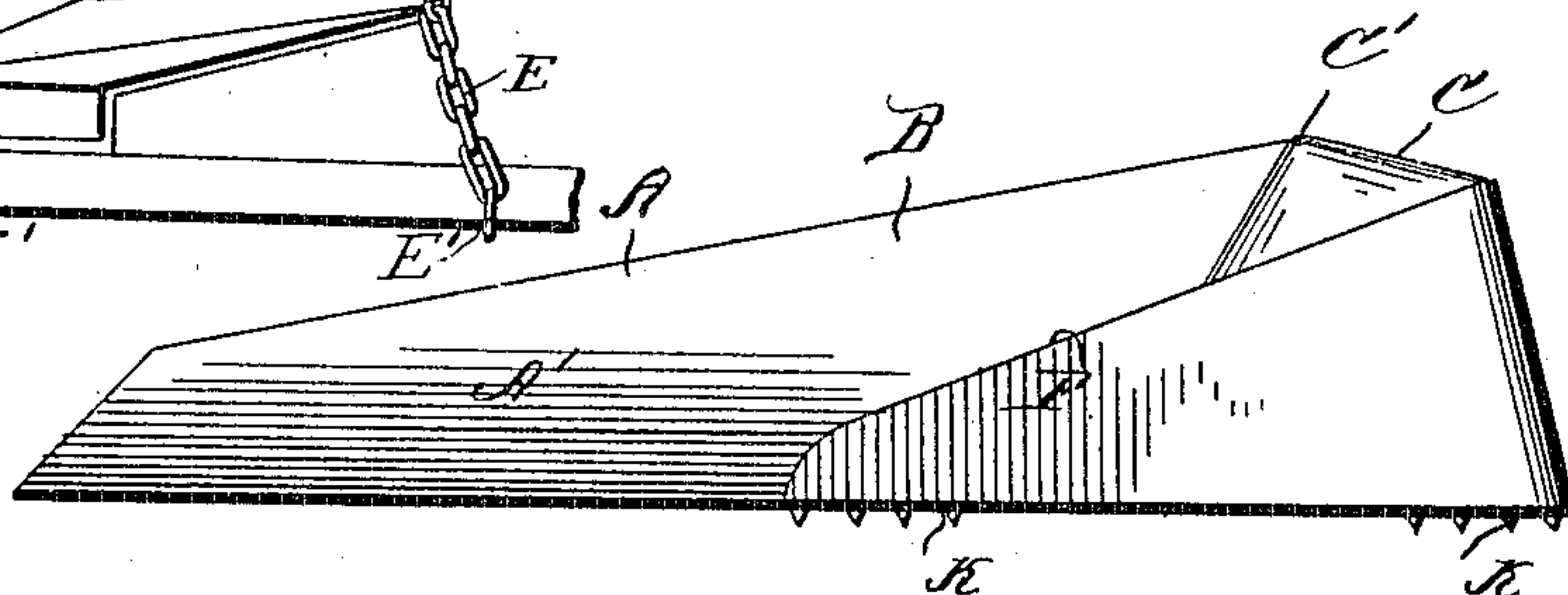
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17. 1^a



A schematic diagram of a mechanical assembly, possibly a pump or engine component. It shows a central shaft with a flywheel on the left and a piston/crank mechanism on the right. Various parts are labeled with numbers 1 through 10. A line points from the number 10 to a specific part of the assembly.



~~WITNESSES:~~

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UNITED STATES PATENT OFFICE.

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CAR-REPLACER.

No. 812,302.

Specification of Letters Patent.

Patented Feb. 13, 1906.

Application filed November 2, 1905. Serial No. 285,606.

To all whom it may concern:

Be it known that I, JOHN M. SCUDDER, a citizen of the United States, residing at Farmington, in the county of Fulton and State of Illinois, 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in car-replacers; and the object of the invention is to produce a simple and efficient means which may be anchored to one rail or the other of a railway-track, and comprises, essentially, a metallic member which has a centrally and longitudinally inclined shank portion with laterally-extending wings, each of which is inclined and terminates at its forward end in a conical outlined projection and so arranged that the wheels of a truck may be easily drawn back upon the track.

My invention comprises various details of construction and combinations and arrangements of parts which will be hereinafter fully described and then specifically defined in the appended claim.

I illustrate my invention in the accompanying drawings, in which—

Figure 1 is a perspective view showing the application of the car-replacer as attached to railway-rails. Fig. 1^a is a reduced bottom plan view showing the position that the replacer assumes when held to a rail. Fig. 2 is an enlarged detail view of the replacer, and Fig. 3 is a top plan view.

Reference now being had to the details of the drawings by letter, A designates one of my improved car-replacers, which is made, preferably, of metal, having an elongated central portion A' with double-beveled walls B B. Said elongated central portion is V-shaped in cross-section, being hollow upon its under surface and terminating at its forward end in a hollow conical-shaped projection C, which has an aperture passing through the apex thereof for the reception of a headed bolt C', said bolt having an eye to which an anchorage-chain E is fastened, which chain is provided with a hook E', whereby the chain may be securely anchored to the flange of the

rail. Upon either side of said central portion is a wing F, the surface of which inclines forward and merges into the lower portion of said conical-shaped projection, and the longitudinal edge of each inclined part of said wings merges also into the inclined surface upon said central portion. The under surface of the car-replacer is provided with teeth or spurs K, adapted to bite into the surface of a tie and afforded to provide a sure means for preventing the device from slipping when attached to rails. One end of the car-replacer is apertured, as at a, for the reception of a link of the chain N, which has a hook N' for attachment to the flange of a rail.

In applying my improved car-replacer to a railway-rail I fasten the chains underneath the bottom of the rail, catching the same over the flange in the manner illustrated in the diagrammatic view, Fig. 4, in which one of the inclined edges of the replacer is in contact with the flange of the rail, while said replacer rests upon ties supporting the rail.

By the provision of a car-replacer made in accordance with my invention it will be noted that a simple and efficient device is afforded which being of the skeleton form and braced by the peculiar construction of the inclined surfaces may be easily transported from place to place and quickly applied to the rails of a railway without the necessity of any spiking when it is desired to draw the wheels of a truck up one or the other of the inclined surfaces, thus guiding the truck back upon the tracks.

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

A car-replacer, comprising a hollow metallic member, having a central longitudinal portion which has double-beveled surfaces, a hollow conical-shaped projection at one end of said double-beveled portion, a headed bolt passing through an aperture in the apex of said conical-shaped projection, a chain secured to said bolt, the opposite end of the member having an aperture in the end thereof, and an anchorage-chain secured thereto, and wings upon said member with their upper surfaces inclined, as set forth.

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

JOHN M. SCUDDER.

Witnesses:

JOHN S. WILKINSON,
SADIE GRISSOM.