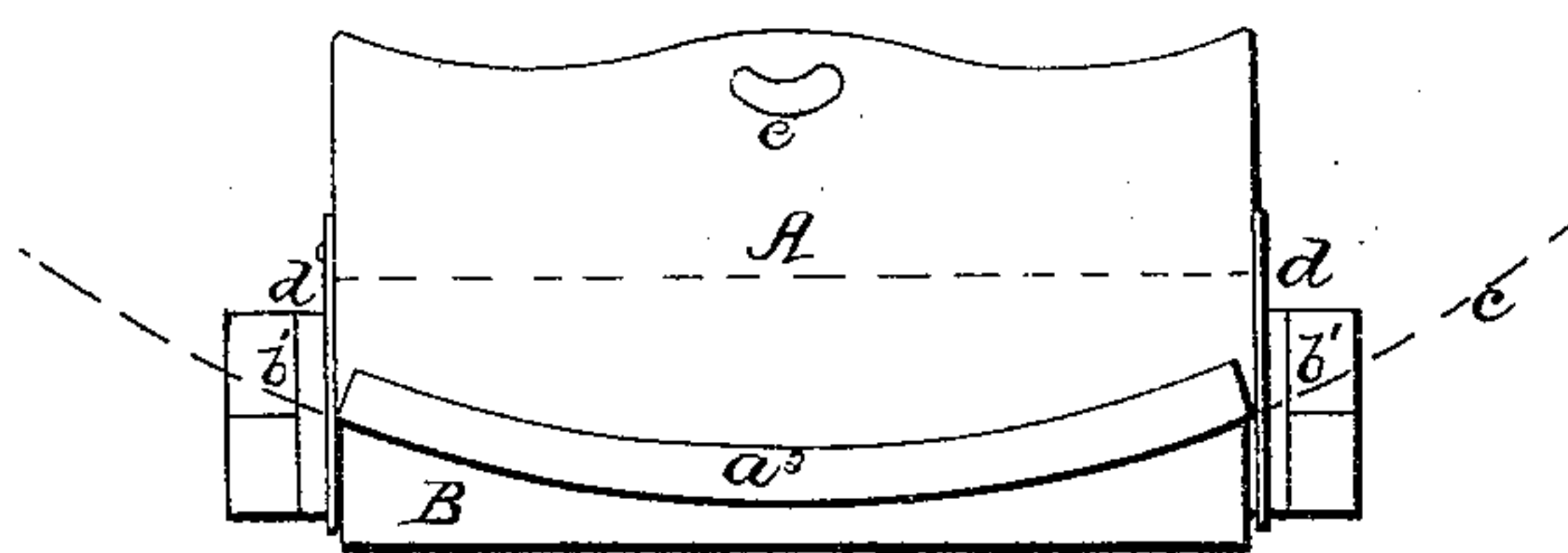


W. I. Gilroy
Car Replacer

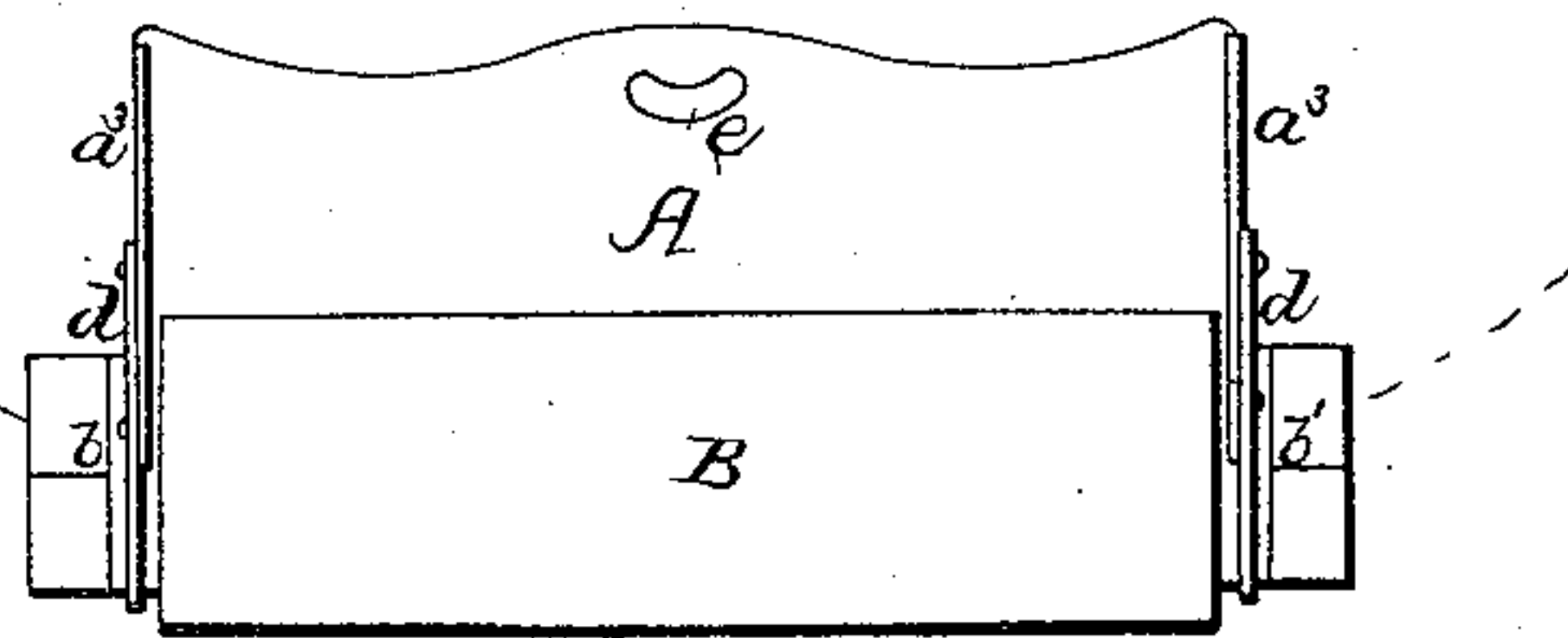
N^o 38,671.

Patented May 26, 1863.

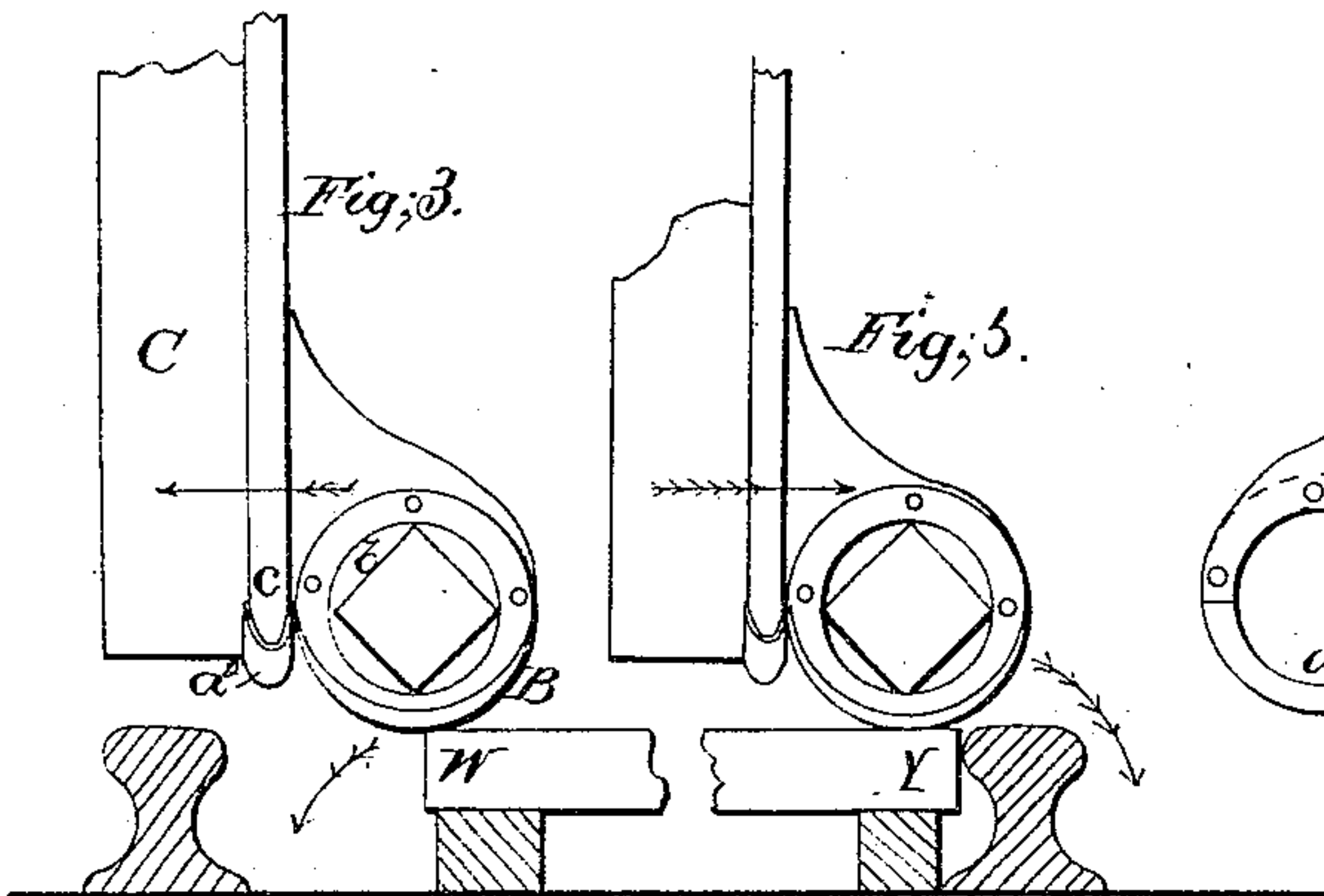
Fig; 1.



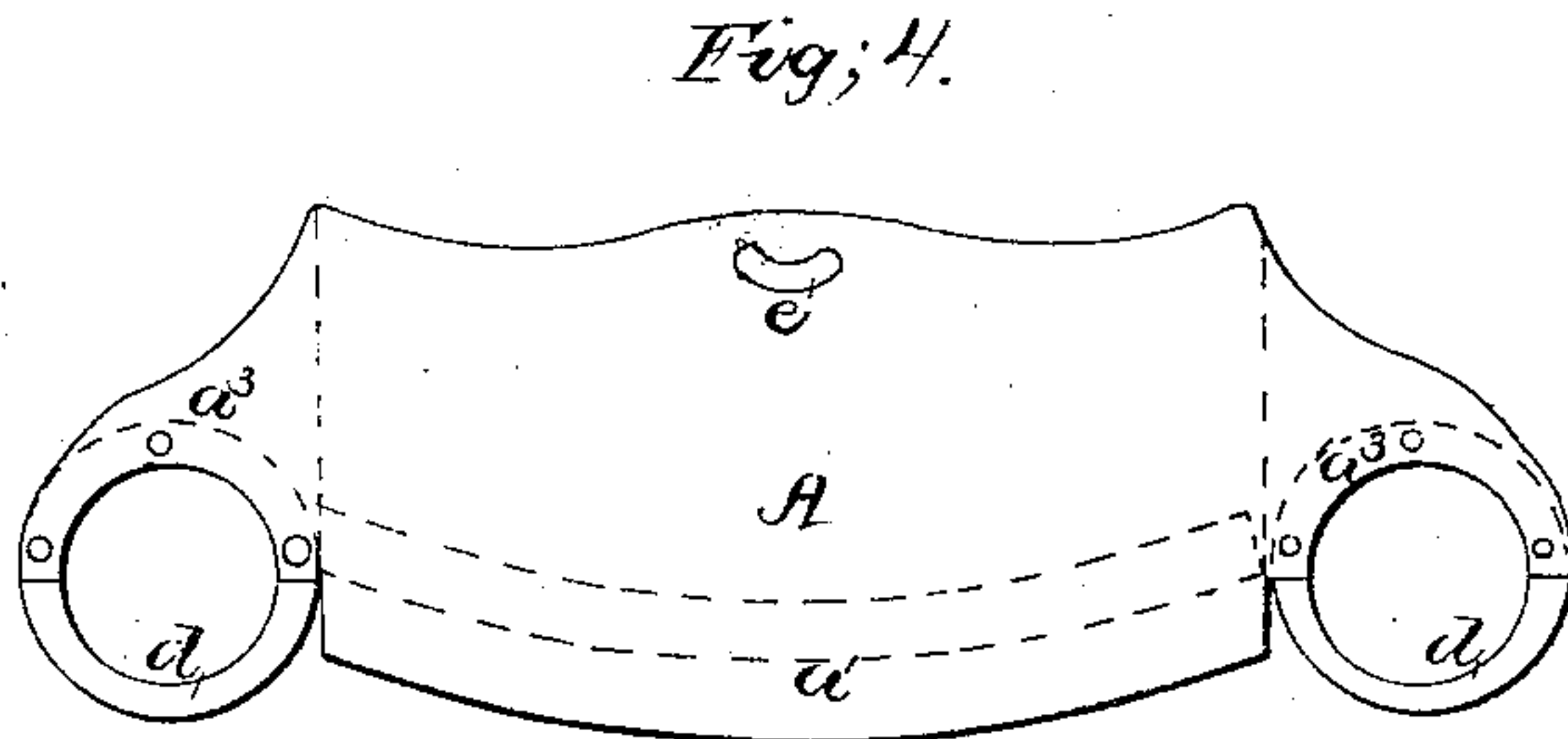
Fig; 2.



Fig; 3.



Fig; 5.



Witnesses;
Benj. Morrison
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Inventor;
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UNITED STATES PATENT OFFICE.

WASHINGTON L. GILROY, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN ROLLING SHOES FOR REPLACING CARS.

Specification forming part of Letters Patent No. **38,671**, dated May 26, 1863; antedated.
March 13, 1863.

To all whom it may concern:

Be it known that I, WASHINGTON L. GILROY, of the city of Philadelphia, in the State of Pennsylvania, have invented a new and useful Rolling Shoe for replacing cars upon railroad-tracks; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figures 1 and 2 are side views; Fig. 3, an end view of the shoe applied to a car-wheel; and Fig. 4, a plan view of the shoe-plate as its form appears before it is bent to receive its rolling base—like letters indicating the same parts when in the different figures.

The nature of my invention consists in providing a metallic shoe which will receive a portion of the flange of a car-wheel, and fitting it with a rolling support or base, substantially as hereinafter described, so that one of the said rolling shoes may be readily applied to each of the wheels to be moved and be operated so as to carry the car into its proper position over the track and drop it upon the rails as required, and at the same time also relieving itself from the wheels.

In the drawings, A is the shoe proper, B its rolling base, and C a section of a car-wheel resting in the shoe.

In constructing the part A, I take a plate of wrought-iron—say half an inch thick, more or less—and cut it into the form represented in Fig. 4, excepting the two rings *d d*, which are afterward riveted thereto. I then turn its under edge upward, on the dotted line *a'*, so as to produce a trough, *a²*, Figs. 1 and 3, which will receive or fit the flange *c'* of a car-wheel when applied thereto, substantially as represented in Fig. 3, and then bend its two forked ends *a³ a³* each to a right angle with the side which is opposite to the one having the trough *a'*. A wrought-iron roller, B, provided with strong journals *b' b'*, which are squared at their outer ends, is then fitted to rotate in the space left between the two ends *a³ a³* of the piece A, and retained by fastening the two rings *d d*—previously slipped onto the journals—to the forked ends of the same in any suitable manner, the squared ends of the journals *b' b'*, projecting so as to allow of the application and use of a ratchet-lever to rotate the roller.

The drawings are about one-fifth of the full size of a working-shoe.

Operation: In applying this rolling shoe to the purpose intended, the wheels which require to be replaced upon the track are first to be jacked up sufficiently to admit of the introduction of the lower part of their respective flanges *c'* into the trough *a²* of the shoes, the sides of the latter respectively resting against the flange sides of the wheels. Planks, or their equivalents, are next to be blocked up beneath the shoes so as to form a plane from each wheel on a line with the top of the rail which is to receive the wheel, the planks between the rails being short enough to allow the wheels thereon to drop from their ends upon the rail, as indicated at W under Fig. 3, while the planks for the wheels on the outer side of the track are each to be abutted against the outside edge of the rail, as indicated at Y, Fig. 5, so that the base, B, after rolling over the planks and across the rail, will drop the wheels in place upon the said rail, the shoes, in both cases, at the same time dropping down free from the wheels. The hole *e*, near the upper edge of the shoe, is intended for the introduction of one's hand in carrying it. These shoes are comparatively small, and can, therefore, be easily stowed and carried, and can quickly be applied to use under almost any emergency so as to be entirely effective for the purpose.

I do not desire to confine myself in their manufacture to the precise manner in which the two parts A and B are constructed and seamed together as described and set forth, as these may be varied without altering the general result; but,

Having fully described the nature and pointed out the utility of my invention, and also shown what I believe to be the best mode of carrying it out into practice, what I claim as new, and desire to secure by Letters Patent, is—

The employment of a portable shoe, combined with a rolling support or base, the same being constructed and applied to operate substantially as described and set forth, for the purpose specified.

Witnesses: WASH. L. GILROY.
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B. F. SHATTUCK,
WILLIAMS OGLE.