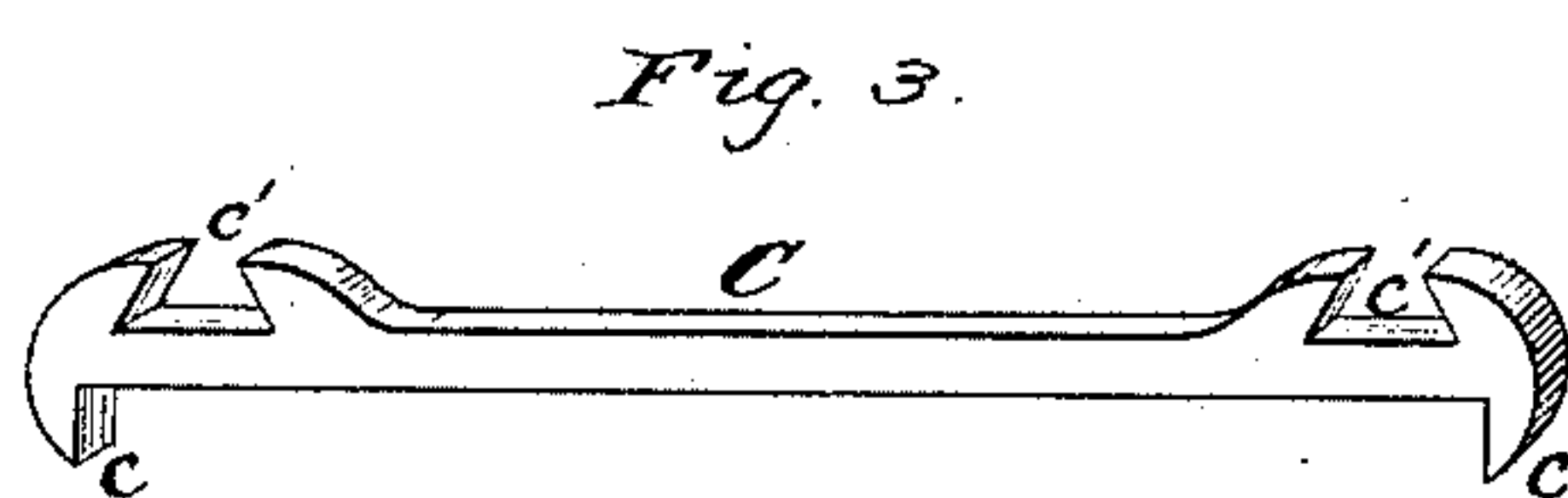
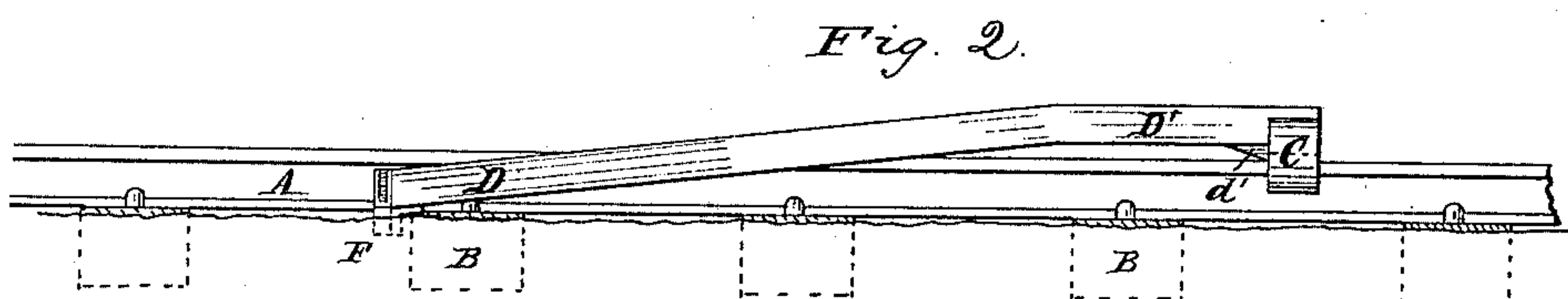
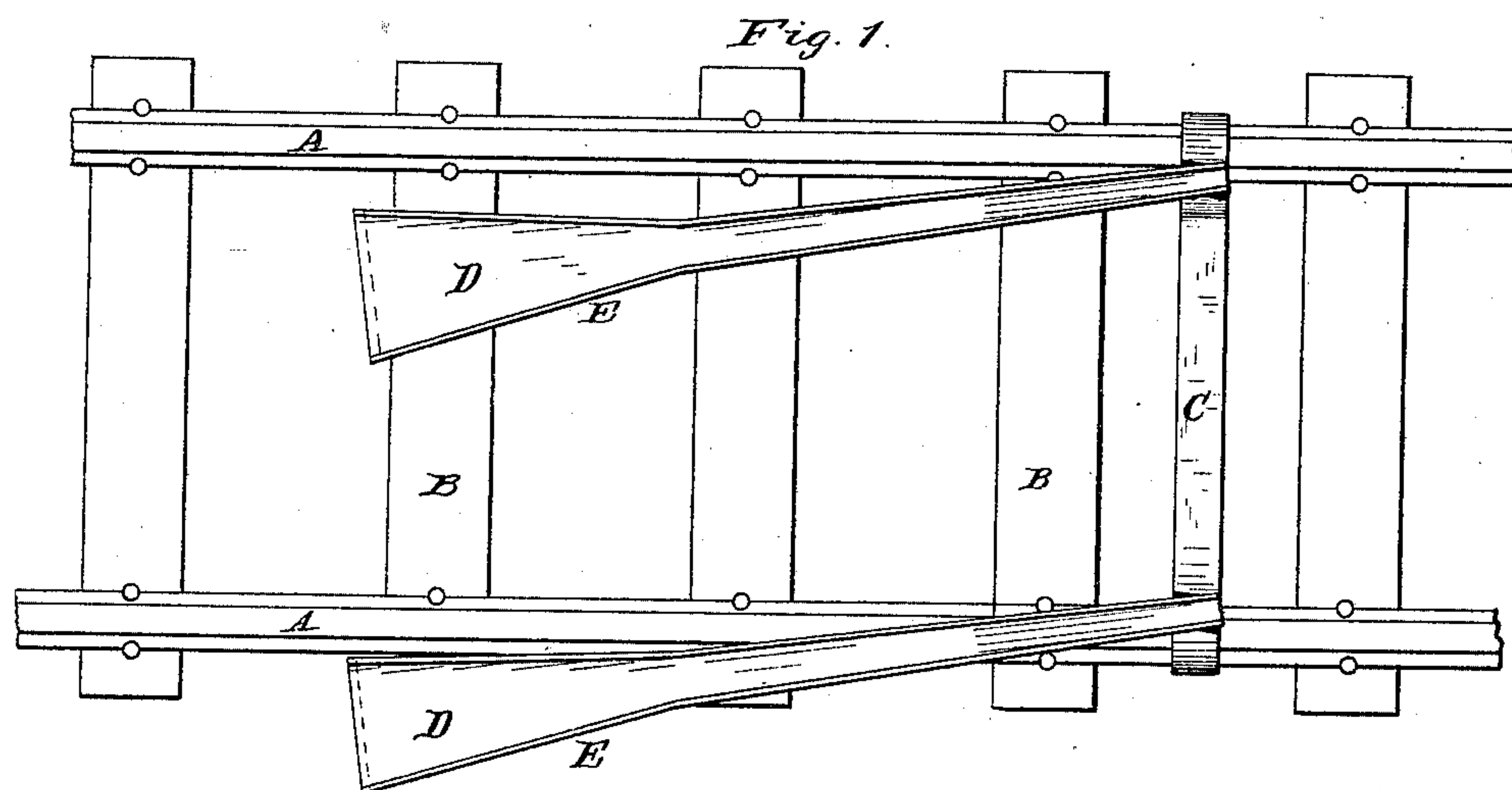


(No Model.)

A. REED.
Car Replacer.

No. 232,300.

Patented Sept. 14, 1880.



WITNESSES

H. N. Low
Lo. W. Marshall

INVENTOR

Albert Reed
by Doubleday and Bliss
attys

UNITED STATES PATENT OFFICE.

ALBERT REED, OF BINGHAMTON, NEW YORK, ASSIGNOR OF ONE-HALF OF
HIS RIGHT TO CHARLES M. STONE, OF SAME PLACE.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 232,300, dated September 14, 1880.

Application filed June 23, 1880. (No model.)

To all whom it may concern:

Be it known that I, ALBERT REED, of Binghamton, in the county of Broome and State of New York, 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 letters of reference marked thereon, which form a part of this specification.

Figure 1 is a top-plan view of my improved car-replacer when situated for operation. Fig. 2 is a side elevation of the same. Fig. 3 is a perspective of the cross-bar detached. Fig. 4 is an end elevation of one of the guide-rails.

In the drawings, A A represent the rails of an ordinary railroad-track, and B B the ties.

C represents a detachable bar arranged to be placed upon the track at any desired point, and constructed with downwardly-projecting flanges *c c*, which, when the cross-bar is placed upon the rails, extend downward upon the outside of the same and securely hold the bar in position.

c' c' are dovetailed grooves formed in the upper side of the cross-bar C, situated transversely thereto. Preferably these grooves are arranged to flare or widen from the central part of the bar outward, as shown in Fig. 1, for a purpose to be hereinafter described.

Each of the guide-rails is constructed with a bed or bottom part, D, which inclines upwardly when the device is in operation, and a substantially level bed or bottom part, D'.

E E' are vertical flanges or guiding-walls projecting upwardly from the beds D D', and arranged to guide the car-wheels and hold them in place upon the rails.

F represents a downwardly-projecting flange arranged to be thrust into the ground at any desired point, to hold firmly in place the lower end of the guide-rail. At the lower or ground end the rail is expanded in order to admit the placing of the wheel on the rail with greater facility. The guide-rail narrows toward the upper end until it is of a width a little more than that of the ordinary car-wheel. At the

upper end the guide-rail is provided with beveled or dovetailed ears or lugs *d d*, projecting laterally and adapted to fit within the dovetailed grooves *c'*. Each guide-rail is also formed with or has attached to it a projection or shoulder, *d'*, upon the under side, adapted to abut against the vertical side of the cross-bar C and insure that the guide-rail shall be held in proper position relative to the cross-bar C.

The dovetailed grooves *c' c'* and ears *d d* prevent the displacement of the guide-rail by its being thrown upward, said grooves and ears being so related in shape and arrangement as to permit the guide-rails to be moved laterally from one side of the track to the other, regardless of the cross-bar C.

The downwardly-projecting flange or spur F prevents the guide-rail from moving longitudinally backward, and the projection *d'* from moving longitudinally forward, and by means of these devices and the peculiar shape of the slots *c'* the rails are held firmly in position without the necessity of the clamps ordinarily used with car-replacers.

The grooves *c' c'* are respectively situated immediately above the rails A of the track, and when the car is pushed or drawn upwardly along the guide-rails the wheels of the car ultimately escape from the guide-rails and drop downwardly upon the rails A of the track, the guide-rails being situated to insure that the wheels shall drop at the proper points.

When a replacer is constructed as herein described it will be seen that not only are the parts much simpler in construction and operation than those heretofore used, but, moreover, that when joined they are firmly held in place on the track without any of the pivot-rods or clamping-screws required by replacers as ordinarily constructed.

What I claim is—

1. The combination, with the cross-bar C, resting upon the top of the rails and provided on its upper side with the dovetailed grooves *c' c'*, of the guide-rails having the vertical walls E E', the dovetailed lugs *d d*, and the spur or shoulder *d'*, arranged to bear against the cross-bar, substantially as and for the purposes set forth.

2. In a car-replacer, the combination, with the inclined guide-rails having laterally-projecting lugs *d* at their upper ends, of the cross-bar C, which extends entirely across the track, 5 which supports the guide-rails directly upon its upper side, and which is formed with projections adapted to engage with the lugs *d* on the guide-rails, whereby the guide-rails are allowed to move longitudinally on the bar

and are prevented from moving vertically at 10 their upper ends, as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 21st day of June, 1880.

ALBERT REED.

Witnesses:

J. W. MANIER,

J. S. MANDEVILLE.