(No Model.)

S. R. OWEN.

CAR REPLACER.

No. 250,633. Patented Dec. 6, 1881.

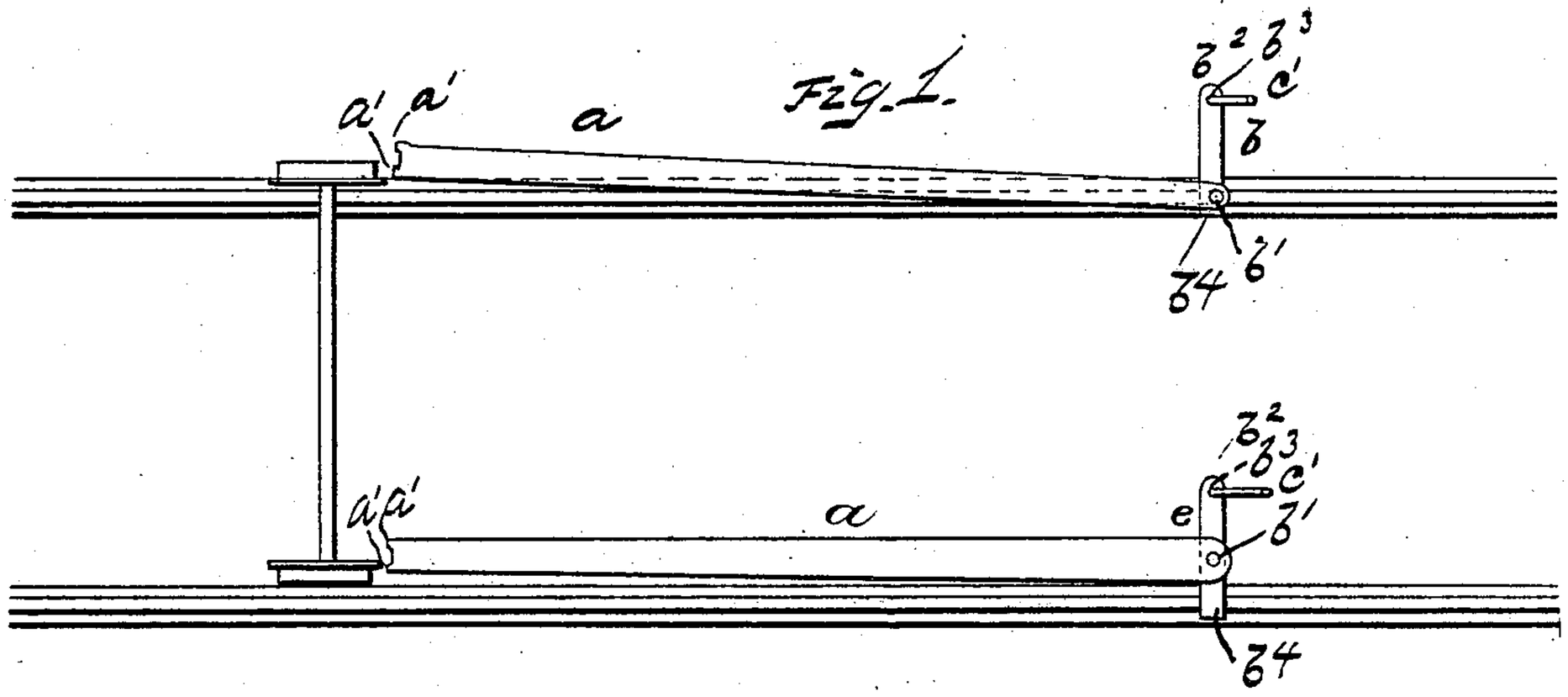

Fig. 1.

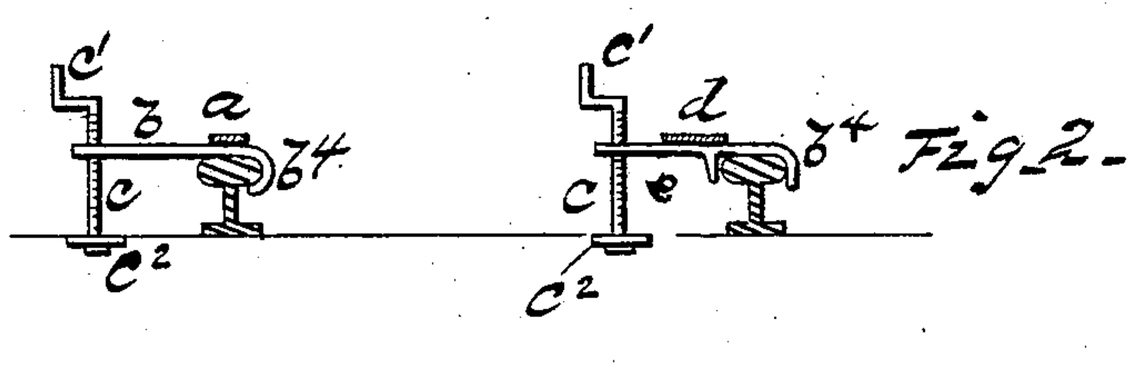

Fig. 2.

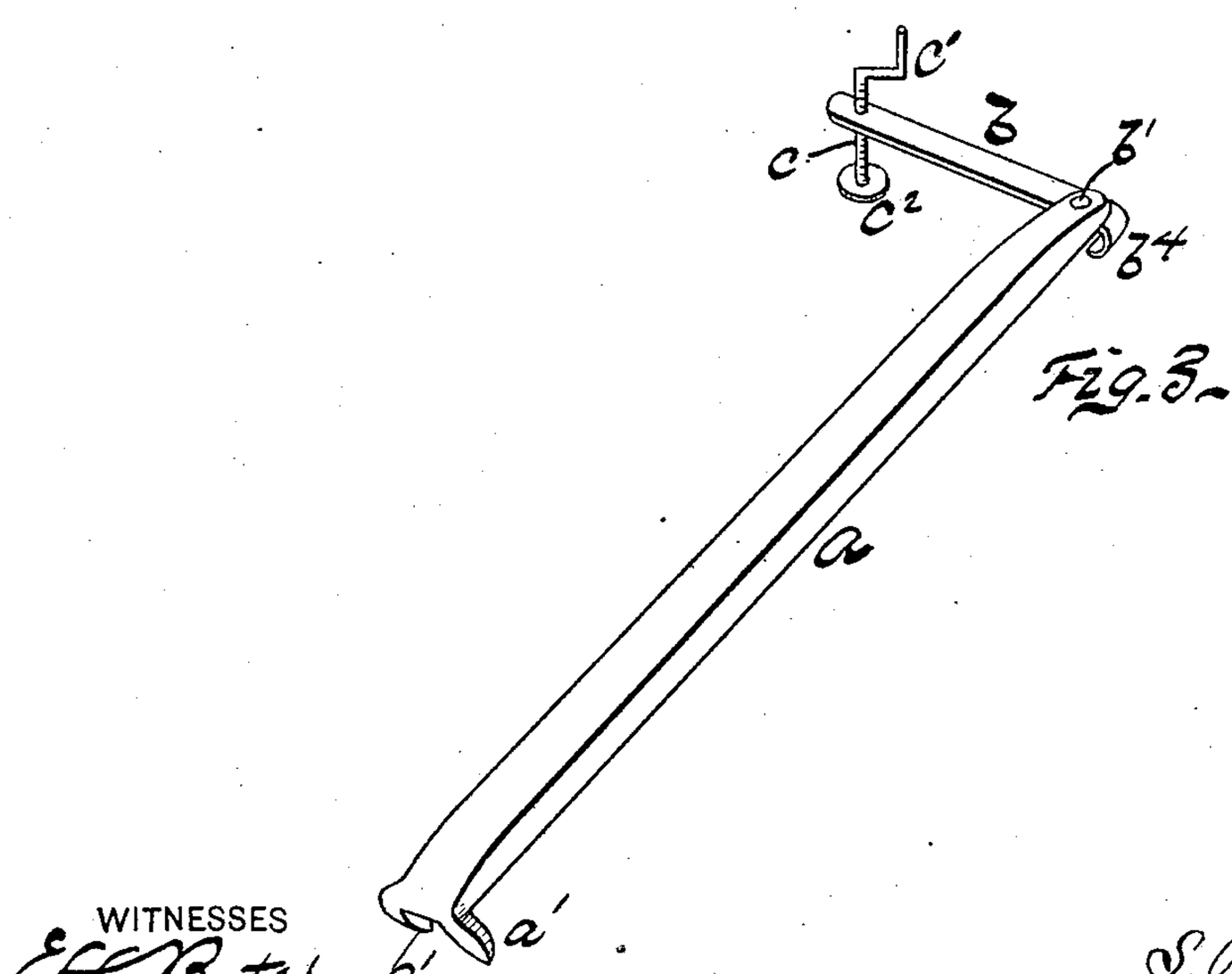

Fig. 3.

WITNESSES
E. C. Bates
Philip Lennazi.

INVENTOR
S. R. Owen
by Anderson & Smith.
his ATTORNEYS

UNITED STATES PATENT OFFICE.

SILAS R. OWEN, OF ST. JOSEPH, MISSOURI, ASSIGNOR OF ONE-HALF TO W. A. JORDAN, OF SAME PLACE.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 250,633, dated December 6, 1881.

Application filed May 4, 1881. (No model.)

To all whom it may concern:

Be it known that I, SILAS R. OWEN, a citizen of the United States, resident of St. Joseph, in the county of Buchanan and State of Missouri, have invented a new and valuable Improvement in Car-Replacers; 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 annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a plan view of my improved car-replacer. Fig. 2 is a cross-sectional view of the same; and Fig. 3 is a perspective view, showing the replacer detached from the rails.

This invention relates to improvements in car-replacers.

The invention consists in the construction hereinafter set forth.

In the annexed drawings, the letter *a* represents a bar of metal, having at one end the enlarged tail formed in the two forks, *a' a'*, and having at its other end the arm *b*, to which the said bar *a* is held by a pivot, *b'*. At its outer end, b^2, this arm *b* is provided with a threaded hole, b^3, through which passes a screw-rod, *c*, having above the crank *c'* or other handle, and below the disk c^2. The arm *b*, at its end connected to the bar *a*, has the downward-curved hook b^4. This jack is to be used when a car leaves the track. It is placed on the outside of the track, with the hook catching the rail, the disk c^2 resting on the ground, and the forked tail coming under the tread of the wheel of the car, the pivoted connection allowing the necessary play. In this position the upper end of the bar *a* comes above the tread of the rail. The car is then moved, and as the wheel runs up the bar *a* the flange comes on the inside of the latter, guiding the car to the track, and the wheel rides over the rail and drops off the upper end of bar *a* into place. For a street-car this jack is sufficient; but for railroad-cars another jack is used on the inside of the other rail, so as to keep the car level and elevate the wheels on that side so that their treads will take the adjacent track-rail. In this auxiliary jack the main bar *a* is made broader than the other bar *a*, and, instead of being pivoted to its arm *b* so as to stop over the rail, it comes to the side of the rail, so that the wheel on this side can ride up on the bar upon its flange and drop down into place, being guided into position by the action of the wheel on the other side, the bar of the jack on that side terminating above the rail.

I am aware of a car-replacer having a bar having a pivoted arm; but in my construction I use a screw-rod by which the position of the device can be varied, and if need be a cant given to it.

I claim—

Bar *a*, having the forks *a' a'* at one end, in combination with arm *b*, pivoted at the other end of bar *a*, and having hook b^4 and screw-rod *c*, as set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

SILAS R. OWEN.

Witnesses:
J. G. SCHNEIDER,
W. A. OWEN.