

(No Model.)

J. McGARY.
CAR REPLACER.

No. 438,483.

Patented Oct. 14, 1890.

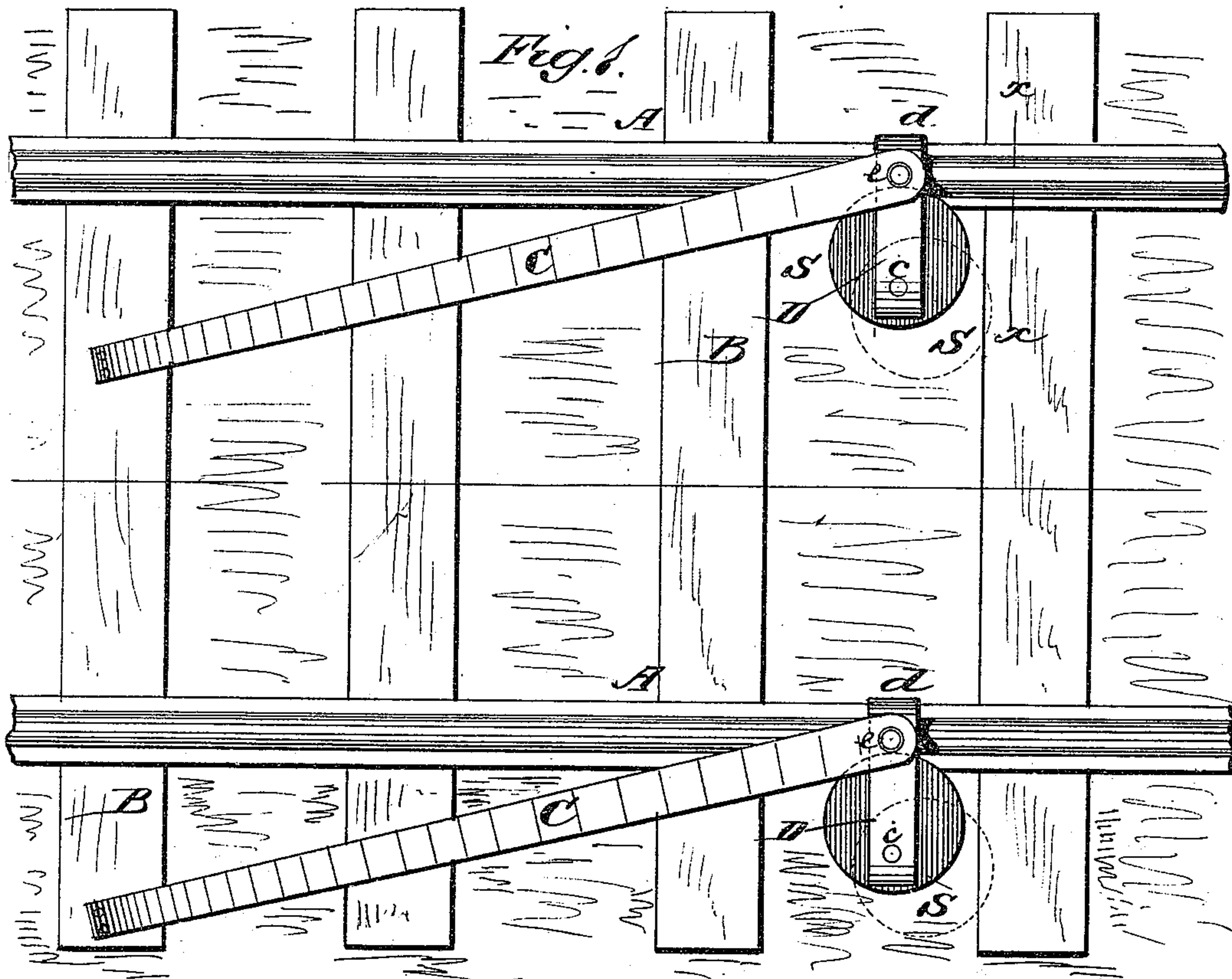


Fig. 2

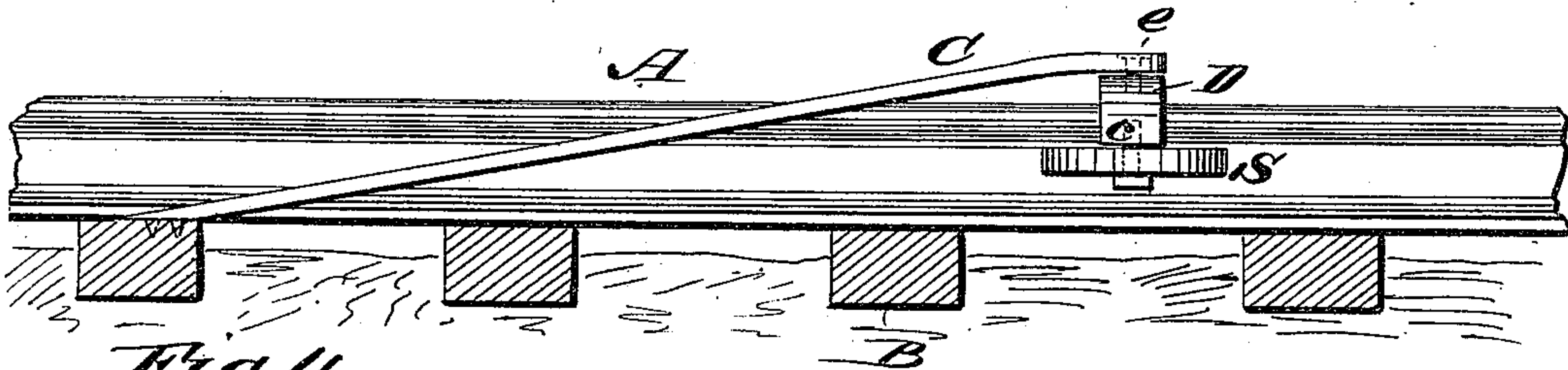
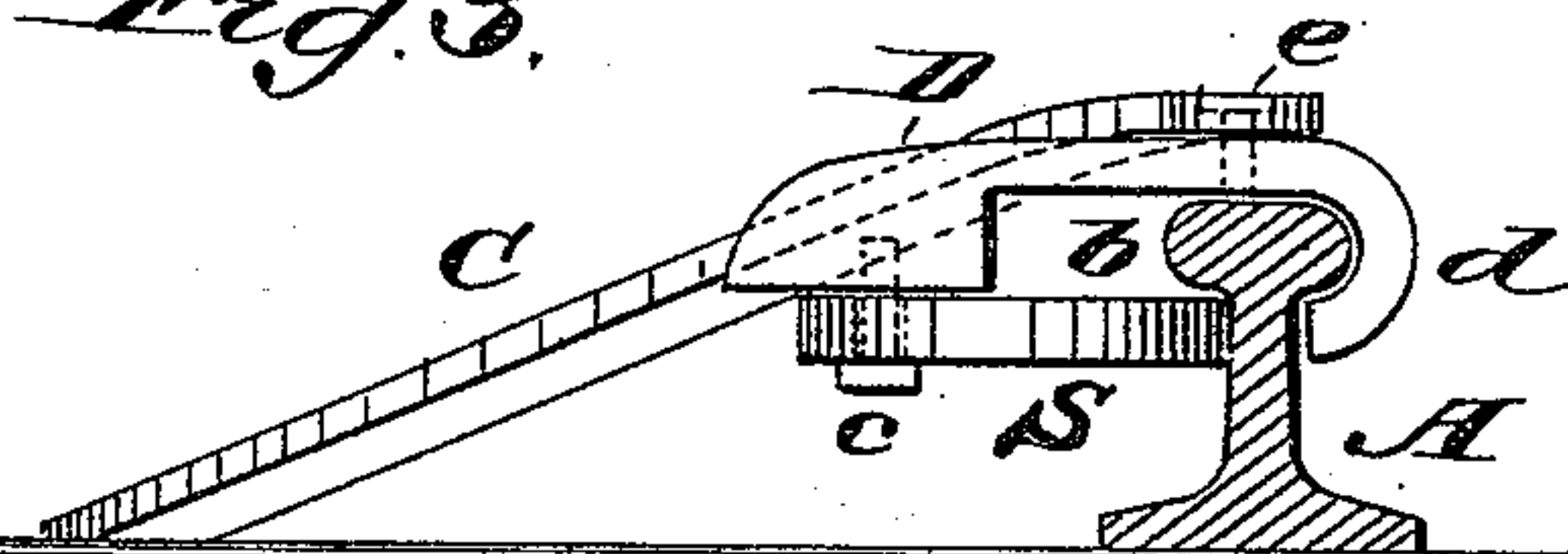
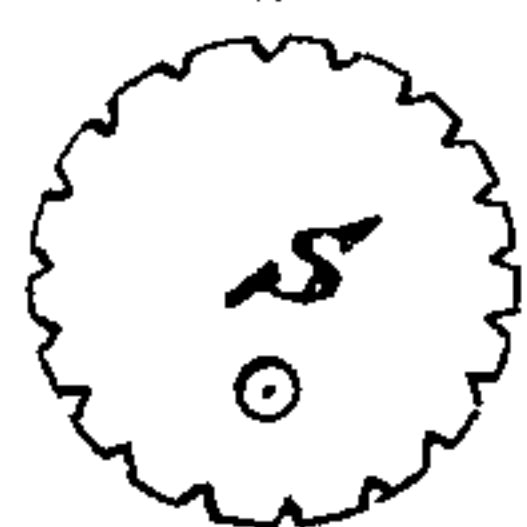


Fig. 4

Fig. 3.



WITNESSES:

H. McArthur.
C. Sedgwick

INVENTOR:

J. McGary

BY

Mumford
ATTORNEYS

UNITED STATES PATENT OFFICE.

JAMES MCGARY, OF EAST TAWAS, MICHIGAN, ASSIGNOR OF ONE-HALF TO
FREDERICK C. THOMPSON, OF SAME PLACE.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 438,483, dated October 14, 1890.

Application filed June 24, 1890. Serial No. 356,531. (No model.)

To all whom it may concern:

Be it known that I, JAMES MCGARY, of East Tawas, in the county of Iosco and State of Michigan, have invented a new and useful
5 Improvement in Car-Replacers, of which the following is a full, clear, and exact description.

This invention relates to devices for replacing derailed cars or engines upon the rails; and it consists in a readily attachable and detachable and adjustable contrivance for the purpose, substantially as hereinafter described, and pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 represents a plan view of a railroad-track in part with my car-replacer applied; Fig. 2, a side view of the same; Fig. 3, a transverse section upon a larger scale, mainly on the line $x x$ in Fig. 1; and Fig. 4 is a plan view showing a modified construction of a cam or eccentric used in the car-replacer.

25 A A indicate the rails proper of a railroad-track in part, and B the cross-ties on which they rest or are secured.

The derailed car or engine replacer is composed in part of inclined replacing rails or
30 bars C, of any suitable length, size, and shape, attachable to and detachable from the main rails at any point in the length of the latter, and so that when applied where the upper end of each replacing-bar joins the main rail it forms a leader to at or above the upper surface of said main rail and diverges downward and backward toward its lower end from the latter, said replacing bars or rails on opposite sides of the track being adjustable into
40 parallel relation with each other to form a proper gage for the opposite side wheels of the derailed car or engine to run up on when being replaced on the main rails.

The replacing bars or rails C are attached
45 at their upper ends to the main rails A, which are presumed to be of the ordinary T shape, by means of hook-shaped clips D, adapted to hug the head of either main rail on its one side and to present a clear space b beneath
50 and beyond said head on the other side for the purpose of getting said clips on and off the main rails at any point in the length of the

latter. When in place and hugging the main rails, these clips D are tightened up on the main rails by suitably turning a cam or eccentric S, pivoted, as at c , to the opposite ends
55 of the clips, to the hook ends d of the latter, and so that as the eccentrics are turned to bind on the web of the rail they will draw up the hook ends d against the heads of the main
60 rails, and thus clamp the clips to opposite sides of the main rails and hold them in place on the latter. On the other hand, when it is required to detach the replacer from the main rails, the eccentrics S are turned back, as
65 shown by dotted lines in Fig. 1, so as to free the clips from hold on the main rails, and by reason of the space b in either clip allow of the clips being lifted off from the main rails. To provide for adjusting the replacing rails
70 or bars C to any desired diverging position laterally from the main rails to suit the derailed position of the car or engine or to facilitate their replacement on the track, said rails or bars C are pivoted at their upper ends,
75 as at e , to the clips or clamps D at or near their tops. In this way or by these means a derailed car or engine may quickly be replaced on the track, and the replacing device is readily transferable from one part of the
80 track to another and easily secured in position at the desired point.

The cams or eccentrics S, instead of being plain on their peripheries, as shown in Figs. 1, 2, and 3, may be of notched construction,
85 as shown in Fig. 4.

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

The combination, for application to the
90 rails of a railroad-track, of the detachable clips D, of hook shape at their one end or side to engage with the track-rails and having an elongated open space b below opposite their hooked ends, the clip-locking cams or eccen-
95 trics S, and the inclined replacing rails or bars C, pivoted at their upper ends to the clips for lateral and angular adjustment, substantially as shown and described.

JAMES MCGARY.

Witnesses:

JAMES E. DILLON,
F. C. THOMPSON.