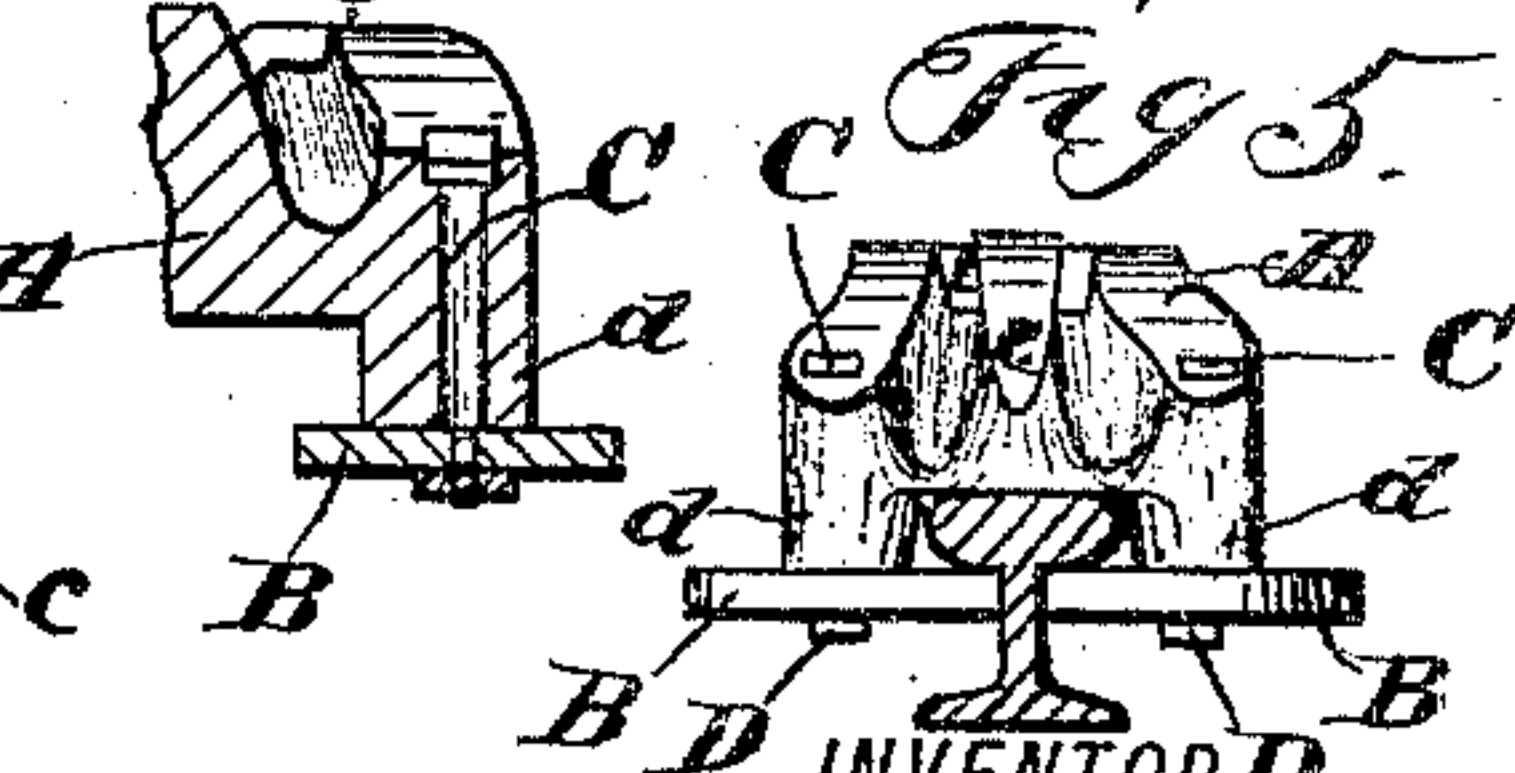
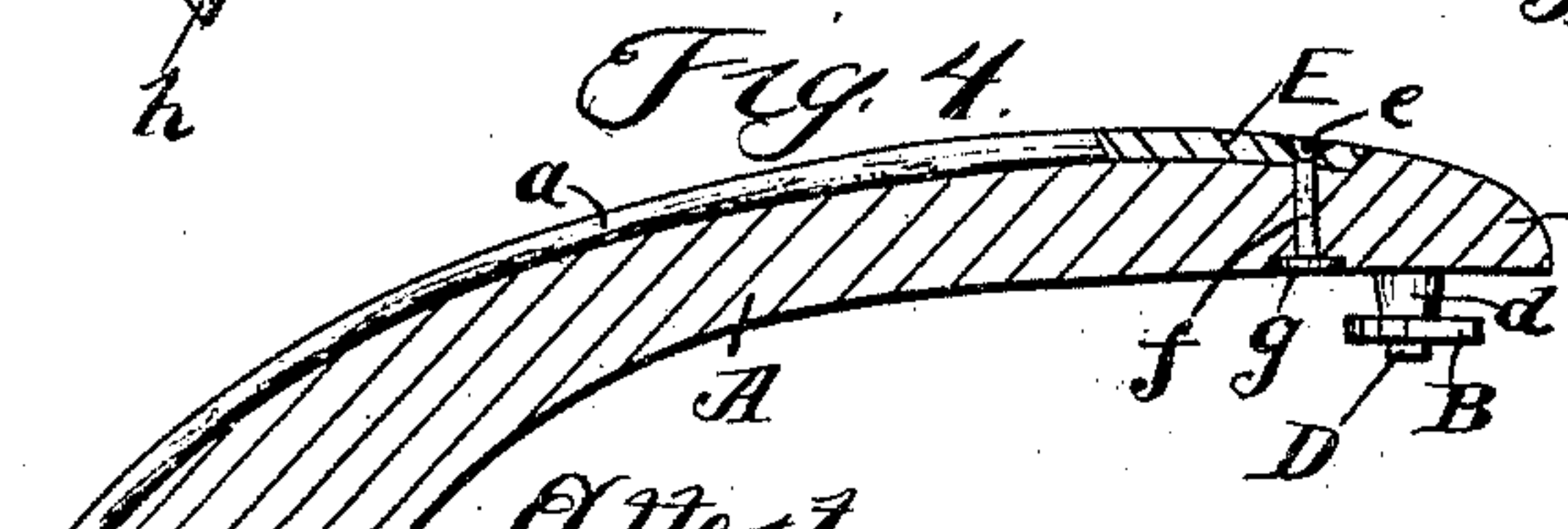
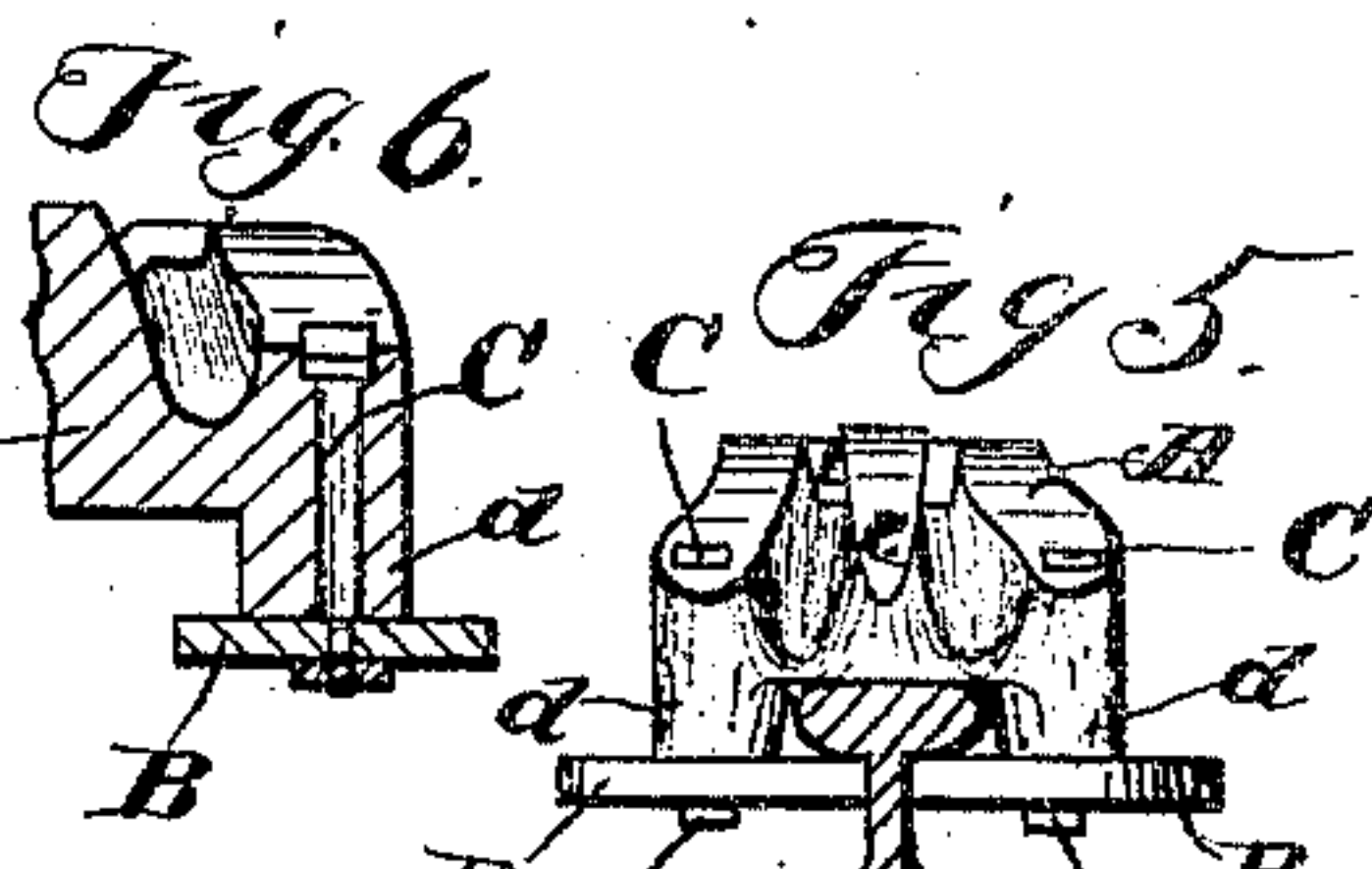
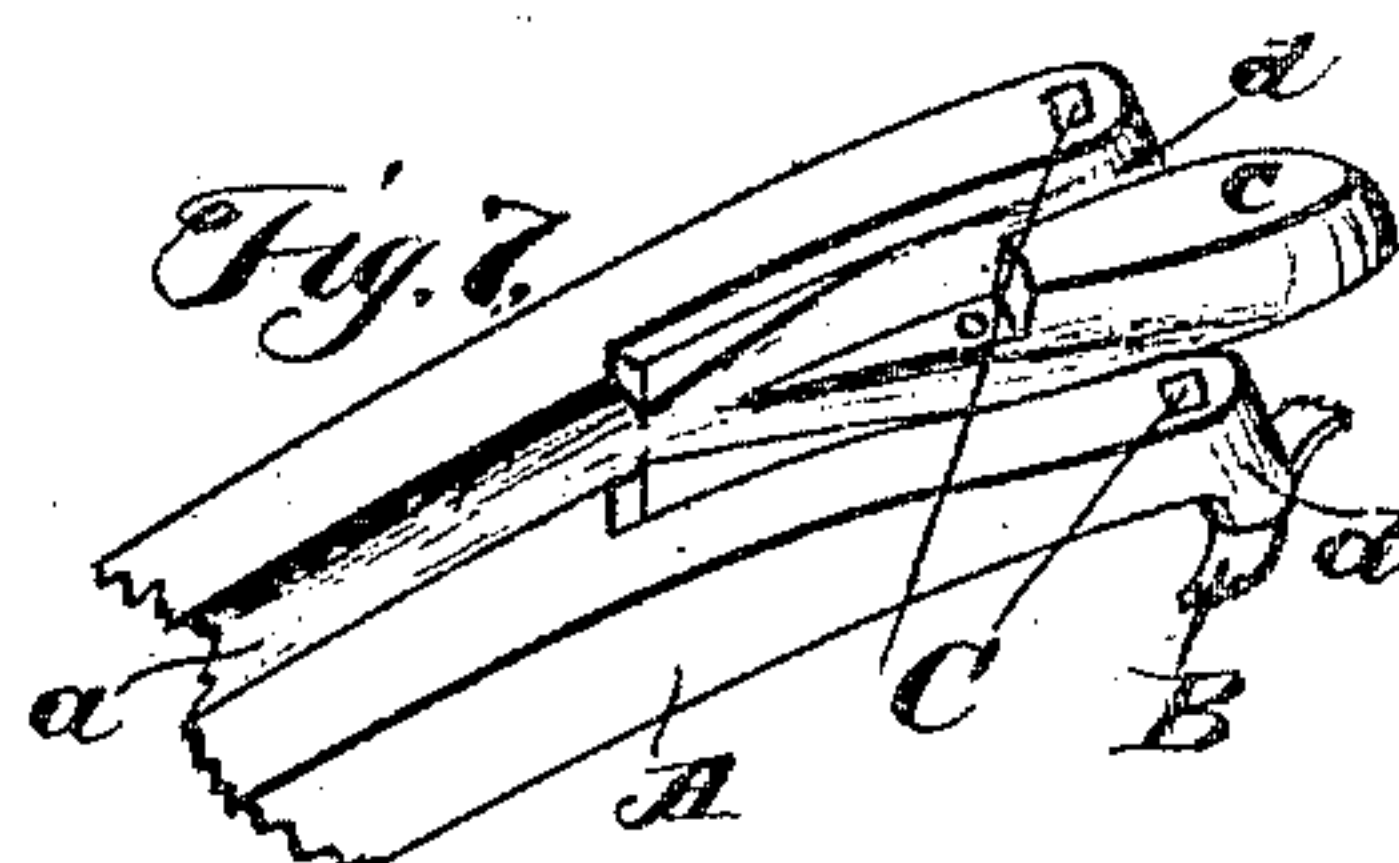
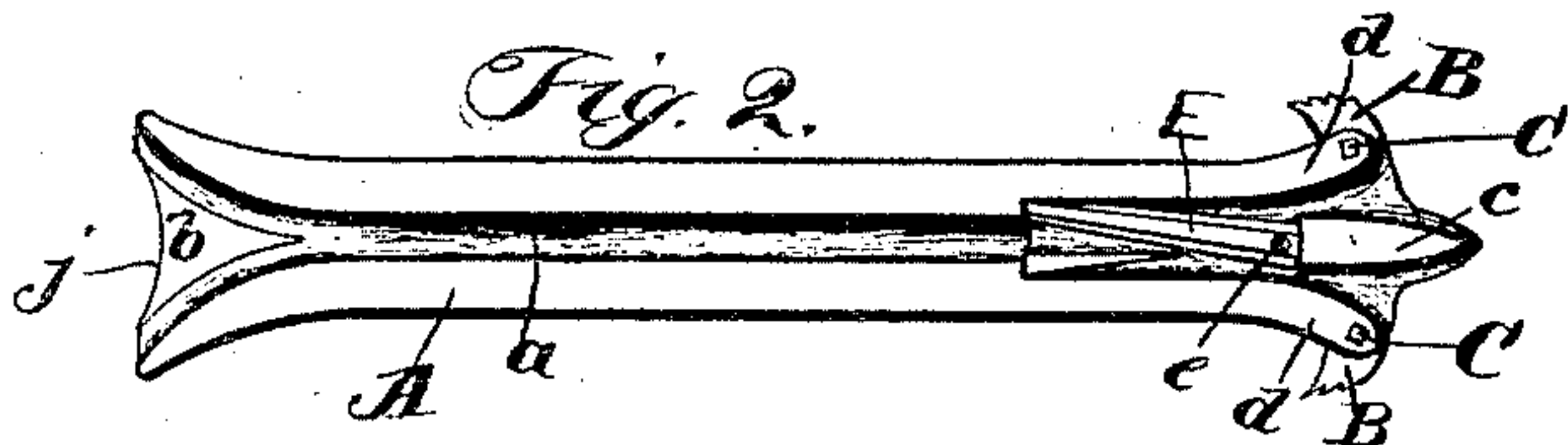
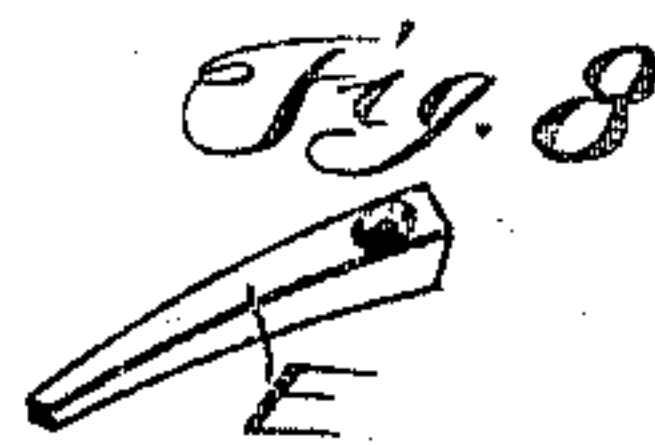
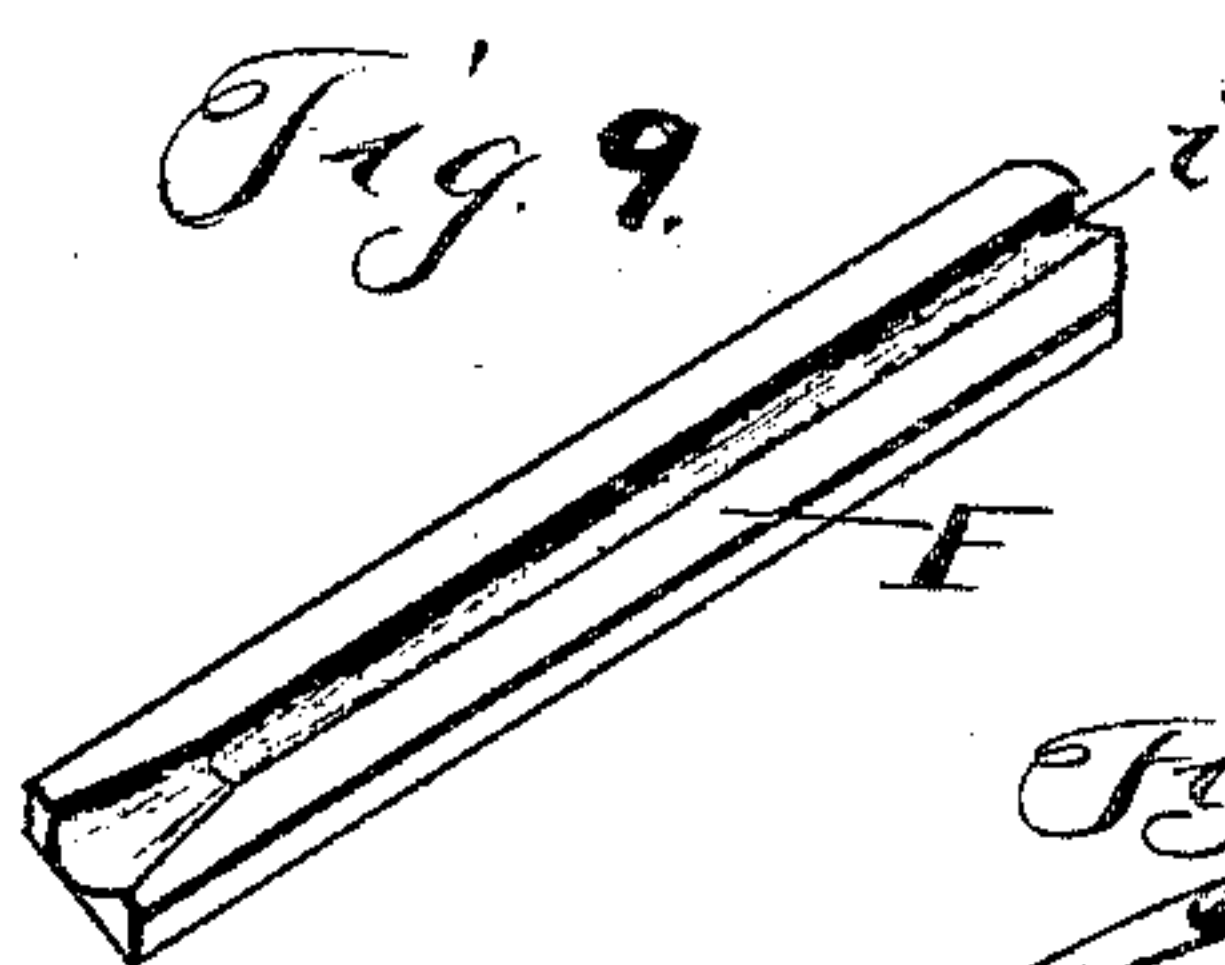
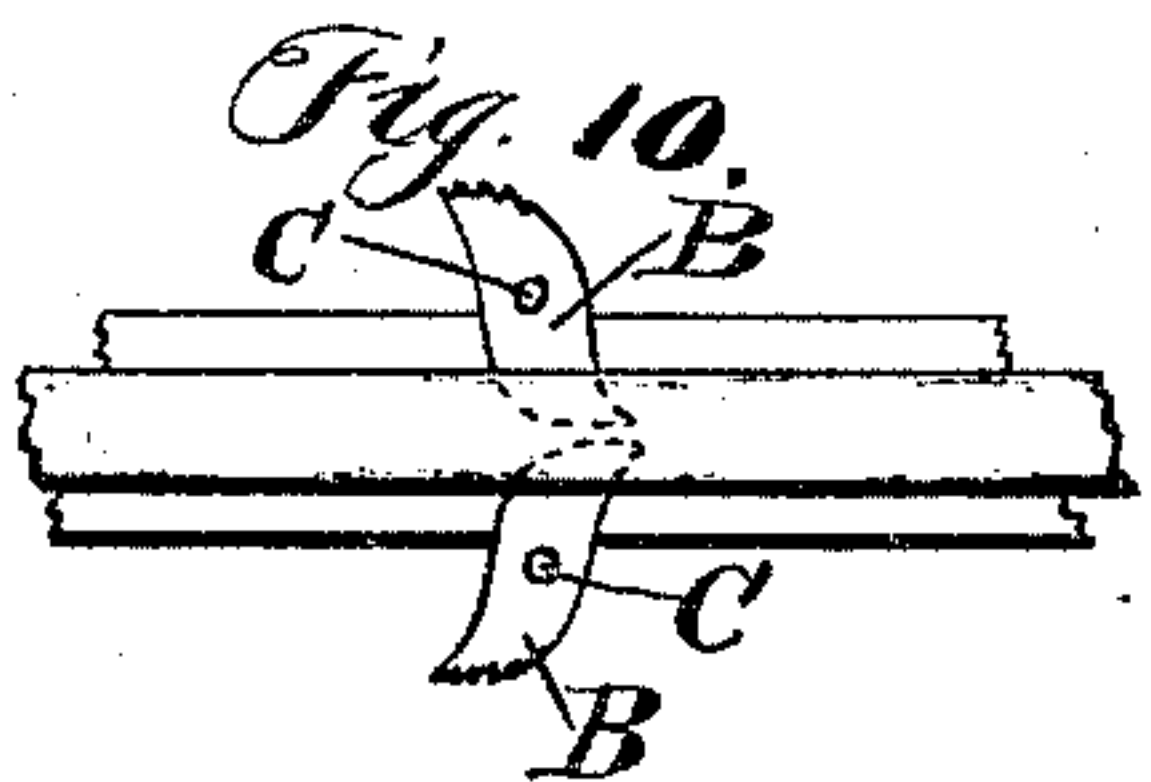
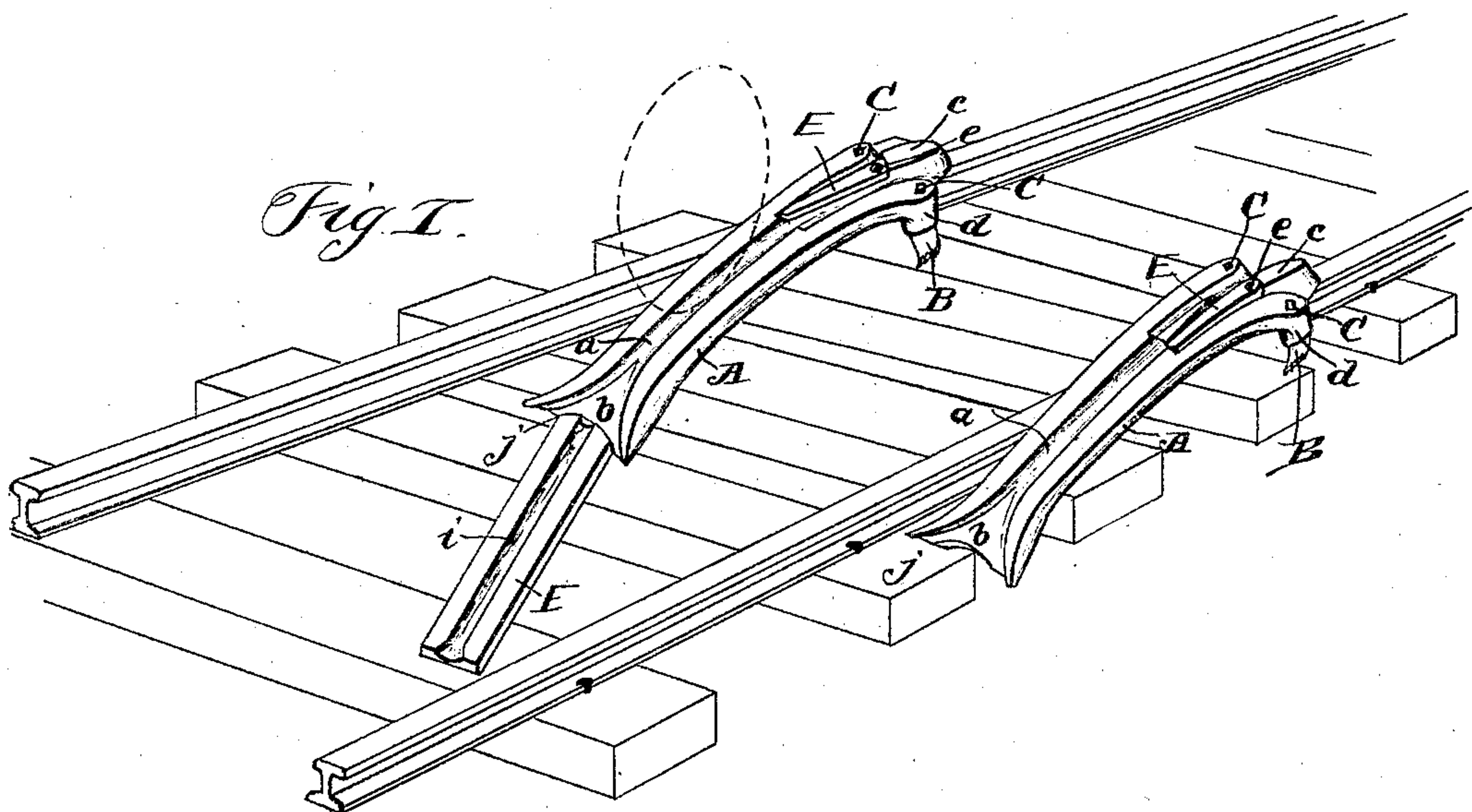


(No Model.)

A. G. McKINNEY.
CAR REPLACER.

No. 444,783.

Patented Jan. 13, 1891.



Attest.
J. Cross.
Ed Smith

Amicus McKinney

BY
Fred W. Bond
ATTORNEY.

UNITED STATES PATENT OFFICE.

AMERICUS G. MCKINNEY, OF CANTON, OHIO, ASSIGNOR OF ONE-HALF TO
HENRY FESSLER, OF SAME PLACE.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 444,783, dated January 13, 1891.

Application filed October 20, 1890. Serial No. 368,652. (No model.)

To all whom it may concern:

Be it known that I, AMERICUS G. MCKINNEY, a citizen of the United States, residing at Canton, in the county of Stark and State of Ohio, have invented certain new and useful Improvements in Car-Replacers; and I do hereby declare that the following is a full, clear, and exact description 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, in which—

Figure 1 is a view showing the replacer in proper position to replace a car upon the track. Fig. 2 is a top view of the replacer. Fig. 3 is an edge view of the replacer. Fig. 4 is a longitudinal section. Fig. 5 is a view of the track end of the replacer, showing it properly attached to the rail. Fig. 6 is a sectional view of one of the grip-arms, showing one of the grips. Fig. 7 is a view of the track end of the replacer, showing the switch removed. Fig. 8 is a detached view of the switch-bar. Fig. 9 is a detached view of the detachable guide-bar. Fig. 10 is a top view of a portion of a railway-rail, showing the location of the grips when they are used to hold the replacer in position and prevent the same from slipping along on the rail.

The present invention has relation to car-replacers; and it consists in the different parts and combination of parts hereinafter described, and particularly pointed out in the claims.

Similar letters of reference indicate corresponding parts in all the figures of the drawings.

In the accompanying drawings, A represents the replacer-bar, which is preferably formed from three to four feet in length. The top of the bar A is provided with the groove *a*, which is for the purpose of receiving the flanges of the car-wheels. For the purpose of guiding the flanges of the car-wheels to the groove *a*, the front or forward end of the bar A is provided with the flaring opening *b*. The track end of the bar A is provided with the center extension *c*, which is so adjusted that it will come directly over the top of the railway-rails, as illustrated in Fig. 1. For the purpose of holding the bar

A upon the railway-rails, the arms *d* are provided and are so arranged that they will embrace the top or upper portion of the railway-rail, as illustrated in Fig. 5. For the purpose of preventing the bar A from slipping along the railway-rail while cars are being replaced the grip-bars B are provided. The grip-bars B are pivotally connected to the lower ends of the bolts C or their equivalents, and are held in the desired position by means of the nuts D or their equivalents. The ends of the grip-bars B are rounded and also serrated, so that they will hug and hold to the vertical portion of the railway-rail, and thereby securely hold the bar A while the wheels are traveling upon said bar.

For the purpose of providing interchangeable bars A, so that they can be used upon either side of the railway-track, the pivoted switch-bar E is provided, and is located as illustrated in the drawings. For the purpose of providing a smooth and uninterrupted tread for the face of car-wheels, the head *e* of the clamping-bolt *f* is countersunk into said switch-bar E, and the switch-bar securely held in proper position by means of the nut *g*, which is preferably recessed into the bottom or under side of the bar A, as illustrated in Fig. 4.

For the purpose of easily elevating the cars proper from the road-bed to the top of the railway-rails, the bar A is curved, as illustrated in the drawings; but it will be understood that the same object can be accomplished by the use of a straight bar. For the purpose of preventing the bars A from moving laterally on the ties after they have been set to receive the car-wheel, the points *h* are provided. In case the car-wheels are thrown too far from the railway-rails to be reached by the bars A, I provide the detachable bar F, which is a straight bar provided with the groove *i* to receive the flange of the car-wheel and guide the wheel to and onto the bar A, and for the purpose of preventing the bar F from moving laterally I round one end of the bar and seat it into the recess *j*, as illustrated in Fig. 1. I prefer to attach the grip-bars B a short distance from their longitudinal centers for the purpose of changing the space between the rounded ends of said

grip-bars and at the same time bring said grip-bars in proper position to clamp the vertical portion of the railway-rail with reference to the lateral adjustment of the free
5 ends of the bars A.

It will be understood that in use the free ends of the bars A should be placed upon the top of the ties, and especially so where the road-bed is not solid or flush with the top of
10 the ties.

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

1. The bar A, provided with the groove *a*,
15 the center extension *c*, the arms *d*, and the grip-bars B, pivotally connected to the bolts C and provided with rounded serrated ends, substantially as and for the purpose specified.

2. The combination of the curved bar A,
20 provided with the groove *a* and the flaring

opening *b*, the pivoted switch-bar E, and the grip-bars B, substantially as and for the purpose specified.

3. The combination of the bar A, provided with the groove *a* and the points *h*, the center extension *c*, the pivoted switch-bar E, located in front of said center extension *c*, and the pivoted grip-bars B, substantially as and for the purpose specified.

4. The combination of the bar A, provided with the groove *a* and the recess *j*, the grip-bars B, and the grooved bar F, substantially as and for the purpose specified.

In testimony that I claim the above I have hereunto set my hand in the presence of two
35 witnesses.

AMERICUS G. MCKINNEY.

Witnesses:

E. A. C. SMITH,
F. W. BOND.