

(No Model.)

J. M. DONNELLY.  
CAR REPLACER.

No. 464,432.

Patented Dec. 1, 1891.

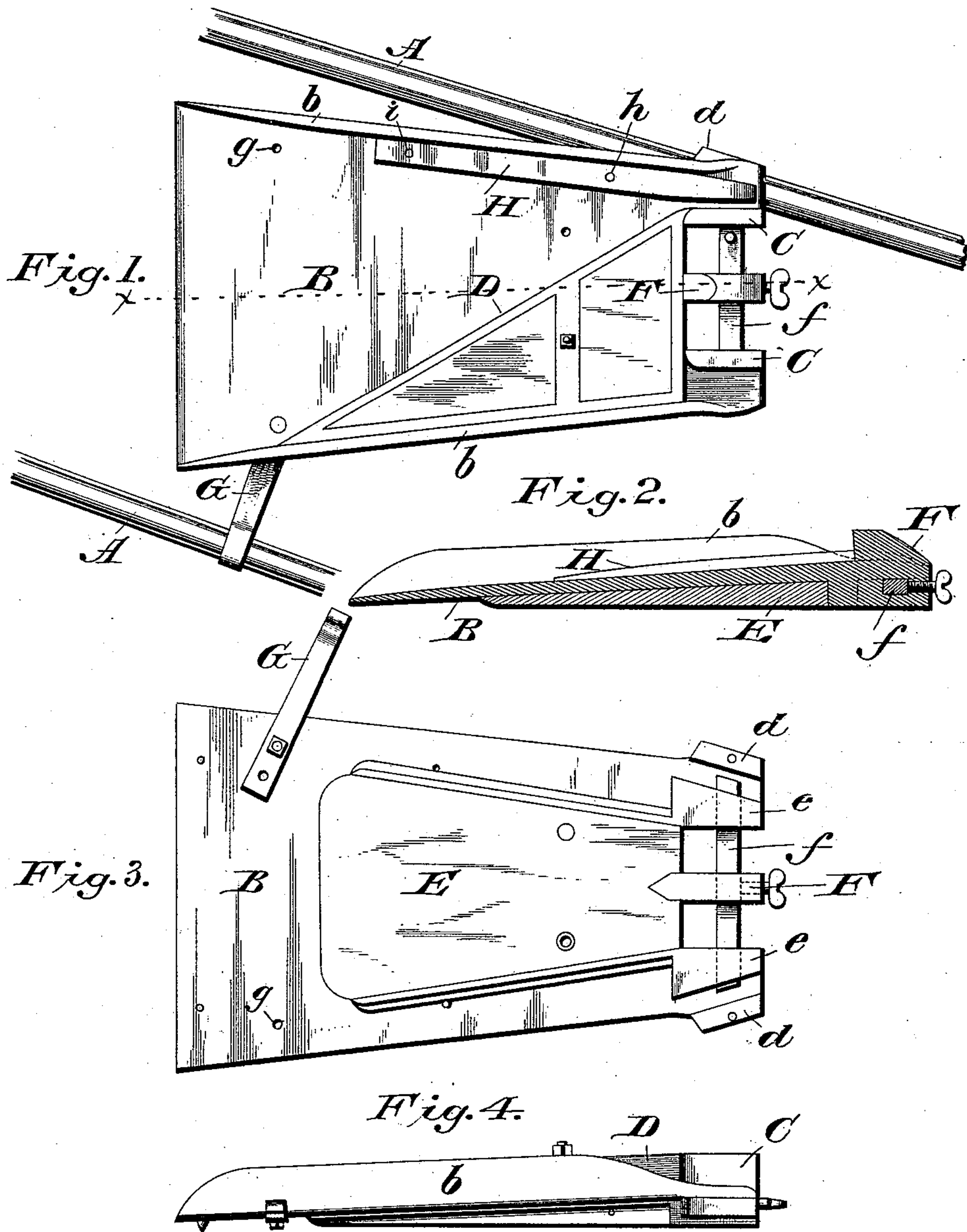


Fig. 5.  
C D F C H John M. Donnelly.  
Inventor  
Witnesses  
L. S. Elliott,  
E. M. Johnson  
by *[Signature]* Attorney



# UNITED STATES PATENT OFFICE.

JOHN MAXWELL DONNELLY, OF NEIHART, MONTANA.

## CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 464,432, dated December 1, 1891.

Application filed June 25, 1891. Serial No. 397,511. (No model.)

*To all whom it may concern:*

Be it known that I, JOHN MAXWELL DONNELLY, a citizen of the United States of America, residing at Neihart, in the county of Meagher and State of Montana, 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.

15 This invention relates to improvements in car-replacers.

The object of the invention is to provide means for replacing derailed cars, the device being reversible, so as to be used on either 20 rail.

In the accompanying drawings, forming part of this specification, Figure 1 is a plan view showing the device applied to the railway-rails. Fig. 2 is a longitudinal sectional 25 view taken on the line *xx* of Fig. 1, the reversible plate D being removed. Fig. 3 is an inverted plan view. Fig. 4 is a side view, and Fig. 5 is a front elevation.

30 A A designate the railway-track rails, to which the device is secured.

B designates a metal plate, which converges toward the front end and is provided with side flanges *b b*, which extend upward for a suitable distance. The plate is tapered at its 35 rear end and increases gradually in thickness toward its front, where it is provided with two upwardly-projecting blocks C C, the rear edges of which are slightly curved for the better connection therewith of a reversible plate D. The under side of the plate B has 40 a suitable filling E, preferably of wood, which forms, practically, a flat under surface, which will bear upon the ties.

To the front corners and to the under side 45 of the plate B are pivotally attached blocks *d*, and adjacent thereto are formed projections *e*, which are apertured to receive a bar *f*, said bar passing through an extension F of the

base-plate, which is provided with a thumb-screw for securing the bar in place against 50 the web of the rail.

Perforations *g* are formed in the plate B near its rear end, through which passes a bolt for adjustably connecting thereto an arm G, the outer end of which is bent to engage with 55 the opposite rail. By means of this arm and the clamp, consisting of the block *d* and sliding bar *f*, the plate B is secured to the rails A A, and the angle of the plate may be varied to suit the exigencies of the case with respect 60 to the car-wheels it is desired to replace. A bar H is secured to the plate B adjacent to one of the side flanges by means of bolts *h* and *i*, and said bar tapers rearwardly, as shown, the front end being so located that a 65 space is left between the same and the projection C, through which the flange of the wheel will pass and be guided to the rail A. When the wheel moves on the plate B, it will first contact with the hypotenuse of the trian- 70 gular block D and be guided thereby to the bar H.

It will be noted that the parts G, D, and H can be shifted from one side of the plate to the other to adapt the device to the other 75 track when required.

An ordinary bridge can be used in connection with this device to replace the wheel on the other track, or another one of my improvements can be applied for the purpose. 80

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

1. In a car-replacer, a plate B, provided at its front end with a pivoted block and adjacent thereto a clamp for securing the front 85 end to a rail, an arm secured near the rear end of the plate for engagement with the opposite rail, and the plate B, having side flanges and ways for the car-wheel, substantially as 90 set forth.

2. The combination, in a car-replacer, of a plate B, having means for securing the same to the rails, said plate having side flanges *b b* and raised portions C C, forming guideways 95 at the front end of the plate, a removable

bar H, inclined at each end, and a triangular reversible block D, substantially as set forth.

3. In a car-replacer, the combination of the plate B, tapered and provided with a base E,  
5 side flanges, as shown, blocks C C, adjacent to the front ends of said flanges, pivoted blocks *d d*, rests *e e*, through which a sliding bar passes, a reversible plate D, secured to the plate B, and a removable bar H, having

inclined ends, the parts being constructed so substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN MAXWELL DONNELLY.

Witnesses:

LORENZO C. MCCANN,  
JAMES HENRY THOMPSON.