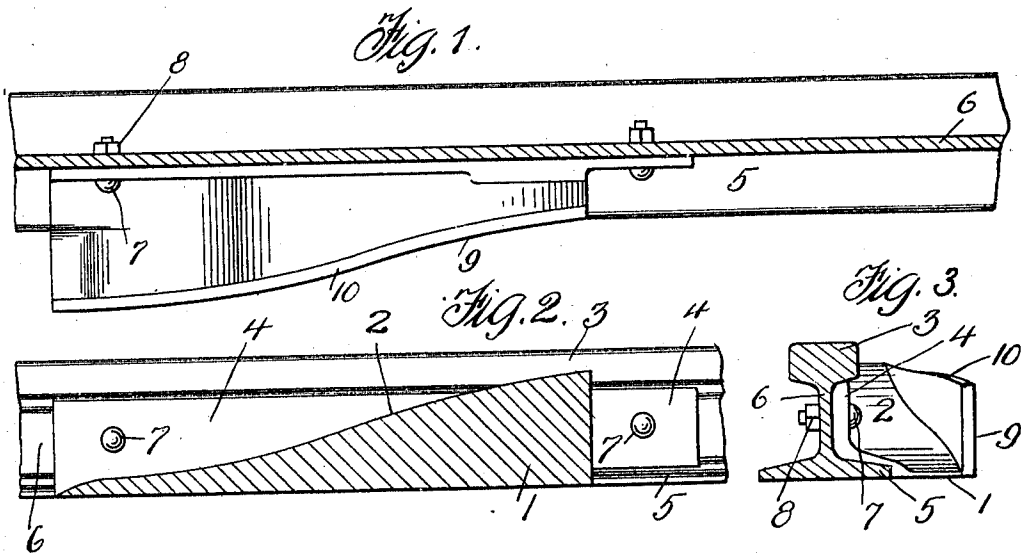


G. W. McMUNN.
CAR REPLACER.
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953,221.

Patented Mar. 29, 1910.



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CAR-REPLACER.

953,221.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, GEORGE W. McMUNN, a citizen of the United States, residing at Pittsburgh, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Car-Replacers, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to car replacers, and the object of the invention is to provide a replacer that can be advantageously used in connection with steam railways or street railway roads.

The primary object of the invention is to provide a car replacer that can be detachably connected to a rail, or fixed relative to said rail at such points in a track where derailments are liable to occur.

Another object of this invention is to provide a simple, durable and inexpensive car replacer that will positively return the wheels of a derailed car to the heads or treads of the rails.

A further object of this invention is to provide a car replacer that can be easily carried upon a car or by a wrecking crew, and quickly placed in position, whereby when the derailed car is moved it will travel upwardly upon the replacer and assume its normal position upon a track.

With the above and other objects in view which will more readily appear as the invention is better understood, the same consists in the novel construction, combination and arrangement of parts to be hereinafter described and then specifically claimed.

Referring to the drawings:—Figure 1 is a horizontal sectional view of a portion of a rail provided with my improved replacer, Fig. 2 is a longitudinal sectional view of the same, and Fig. 3 is an end view of the replacer.

In the drawings, 1 denotes a block having an inclined wheel elevating surface 2, said block having a straight longitudinal side and a curved longitudinal side 9, with one end approximately twice the width as the opposite end. The upper end of the surface

2 is cut away to provide clearance for the head 3 of the rail against which the replacer is placed. The inner straight side of the replacer is adapted to engage the web 6 of the rail, and is provided with a longitudinal integral plate 4 adapted to fit between the head 3 and the base flange 5 of said rail, said plate extending beyond the large and narrow end of said block. The plate 4 at the ends thereof is provided with openings for bolts 7 employed for securing the plate to the rail web 6, nuts 8 being screwed on the bolts to hold said bolts in place. The outer curved side 9 of the block is provided with an upwardly extending guide flange 10, extending from the forward or lower end of the block to the rear or upper end thereof, said flange guiding the derailed wheel upon the curved elevating surface 2 until the tread of said wheel is sufficiently elevated to extend over the head 3 and eventually slide thereon.

Having now described my invention, what I claim as new is:—

In a car replacer the combination with a rail, of a block adapted to be secured to the web of said rail, said block having an inner straight side and an outer curved side with an inclined elevating surface extending between said sides from the forward end of said block to the rear end thereof, a longitudinal plate integral with the inner straight side of said block and adapted to engage the web of said rail between the head and base flange of said rail, bolts adapted to fasten said plate to the web of said rail, and a vertical flange on the outer curved side of said block and extending from the forward end of said block to the rear end thereof, and adapted to guide a wheel from the lower end of said block to the upper end thereof, substantially as described.

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

GEORGE W. McMUNN.

Witnesses:

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