(No Model.)

J. McQUILLAN.

CAR REPLACER.

No. 462,152. Patented Oct. 27, 1891.

Fig. 1.

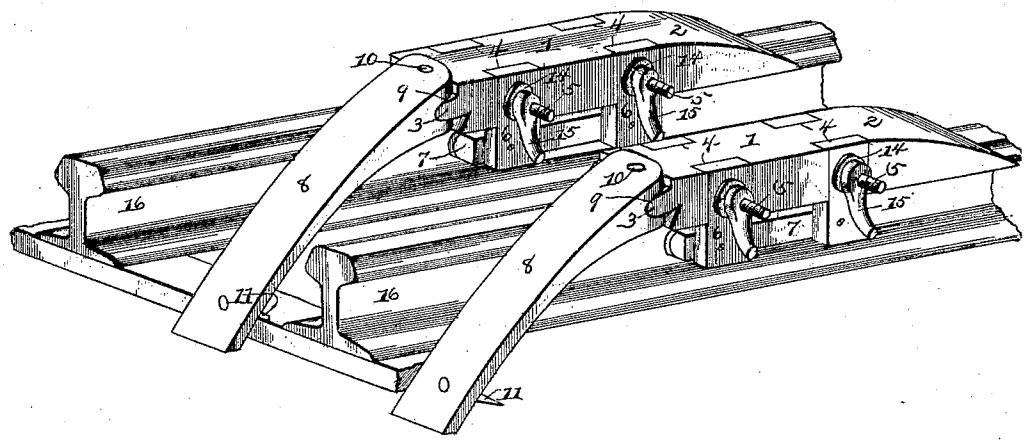


Fig. 2.

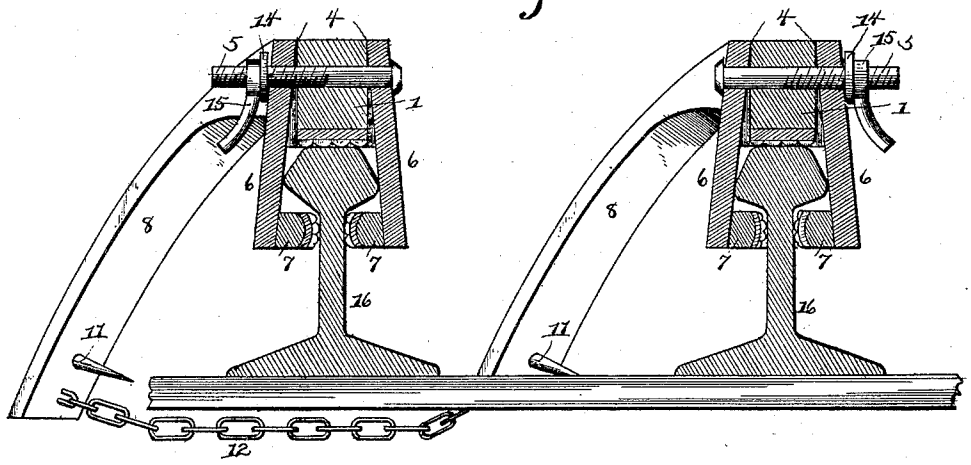
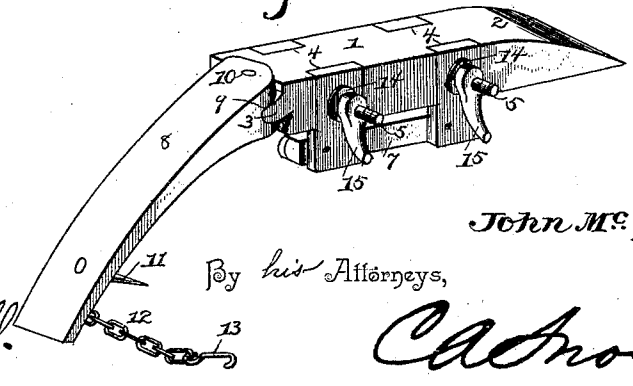


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

JOHN McQUILLAN, OF HECKER, ILLINOIS.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 462,152, dated October 27, 1891.

Application filed June 30, 1891. Serial No. 398,037. (No model.)

To all whom it may concern:

Be it known that I, JOHN MCQUILLAN, a citizen of the United States, residing at Hecker, in the county of Monroe and State of Illinois, have invented a new and useful Car-Replacer, of which the following is a specification.

This invention relates to improvements in car-replacers; and the objects in view are to provide a replacer of simple construction adapted to be clamped upon the heads of rails and to be so disposed as to form inclined temporary tracks up which derailed cars may be moved to the track-rails.

Other objects and advantages of the invention will appear in the following description, and the novel features thereof will be particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a perspective of the replacer, the same being in position upon a railroad-track. Fig. 2 is a transverse section. Fig. 3 is a detail of one of the replacers.

Like numerals of reference indicate like parts in all the figures of the drawings.

1 designates the upper clamping-bar of a replacer, of which latter there are two, and said clamping-bar is reduced or beveled at one end, as at 2, while at its opposite end is provided with an inclined perforated ear or tenon 3, and between the ends the said clamping-bar is provided at opposite sides with pairs of recesses 4. Coincident with the recesses there are passed through the bars 1 loose bolts 5, the outer ends of which are threaded. Upon each bolt, at opposite sides of the bar 1, is loosely supported a pair of depending clamping-arms 6, and connecting the clamping-arms at opposite sides of the bar are gripping-bars 7, horizontally disposed and having their inner faces convexed and provided with rasp-teeth. Similar teeth are formed upon the under side of the upper main clamping-bar 1.

8 designates the inclined temporary track, the same being slightly bowed and at its upper end being thickened and bifurcated, as at 9, to embrace the inclined tenon or ear 3 and pivoted to the same by a bolt 10, whereby it can be thrown to either side of the rail. The under side of the temporary rail 8 is provided with a spike 11. The free ends of the temporary rails are also provided with chains 12, which terminate in double-ended hooks 13. The outer threaded ends of the bolts 5 are provided with washers 14 and with tail-nuts 15, by which the clamping-arms may be drawn snugly toward each other to clamp the web of a rail.

To apply the replacers the tail-nuts are loosened until the clamping-arms can be spread sufficiently to be introduced over the head of a rail 16, after which said replacers are slid to a proper point and the tail-nuts rotated so as to snugly draw the gripping-bars against the opposite sides of the web of the rail and against the under side of the head thereof, so that the teeth of the gripping-bars and the clamping-bar become firmly set into the rail. The temporary rails are swung to a desired angle to the rails and so as to align with the wheels of the derailed car, after which the spike is driven in a convenient tie or other object and the chains passed under the rails and their hooks engaged with the same.

The operation of moving the cars up the temporary tracks, from thence to the clamping-bars, and then onto the rails is the same as usual and requires no specific or detailed description thereof.

Having thus described my invention, what I claim is—

1. The herein-described car-replacer, the same consisting of the clamping-bar beveled at one end and terminating in a perforated tenon at the opposite end, the temporary tracks inclined from and pivoted to the said tenon, clamping devices mounted in the clamping-bar, and a chain connected to the lower end of the temporary rail and terminating in a hook, substantially as specified.

2. The herein-described replacer, the same consisting of the clamping-bar beveled at one end and at the other end provided with a perforated inclined tenon, a temporary rail-section bifurcated at its upper end and pivoted to the tenon, the opposite bolts passed through the clamping-bar, the pairs of arms depending from the bolts, the gripping-bars connecting the pairs of arms, and the nuts mounted on the bolts, substantially as specified.

3. The clamping-bars toothed upon their under sides, beveled at their rear ends, and provided with perforated bearing-lugs at their front ends and at their opposite sides between their ends with pairs of recesses, bolts passed loosely through the bar and the recesses, arms loosely suspended on the bolts, toothed grip-bars connecting the lower ends of each pair of arms, washers mounted on the threaded ends of the bolts, nuts mounted on the bolts outside of the washers, and the chains, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JOHN McQUILLAN.

Witnesses:
JOSEPH ROSCOW,
JOHN RAPP.