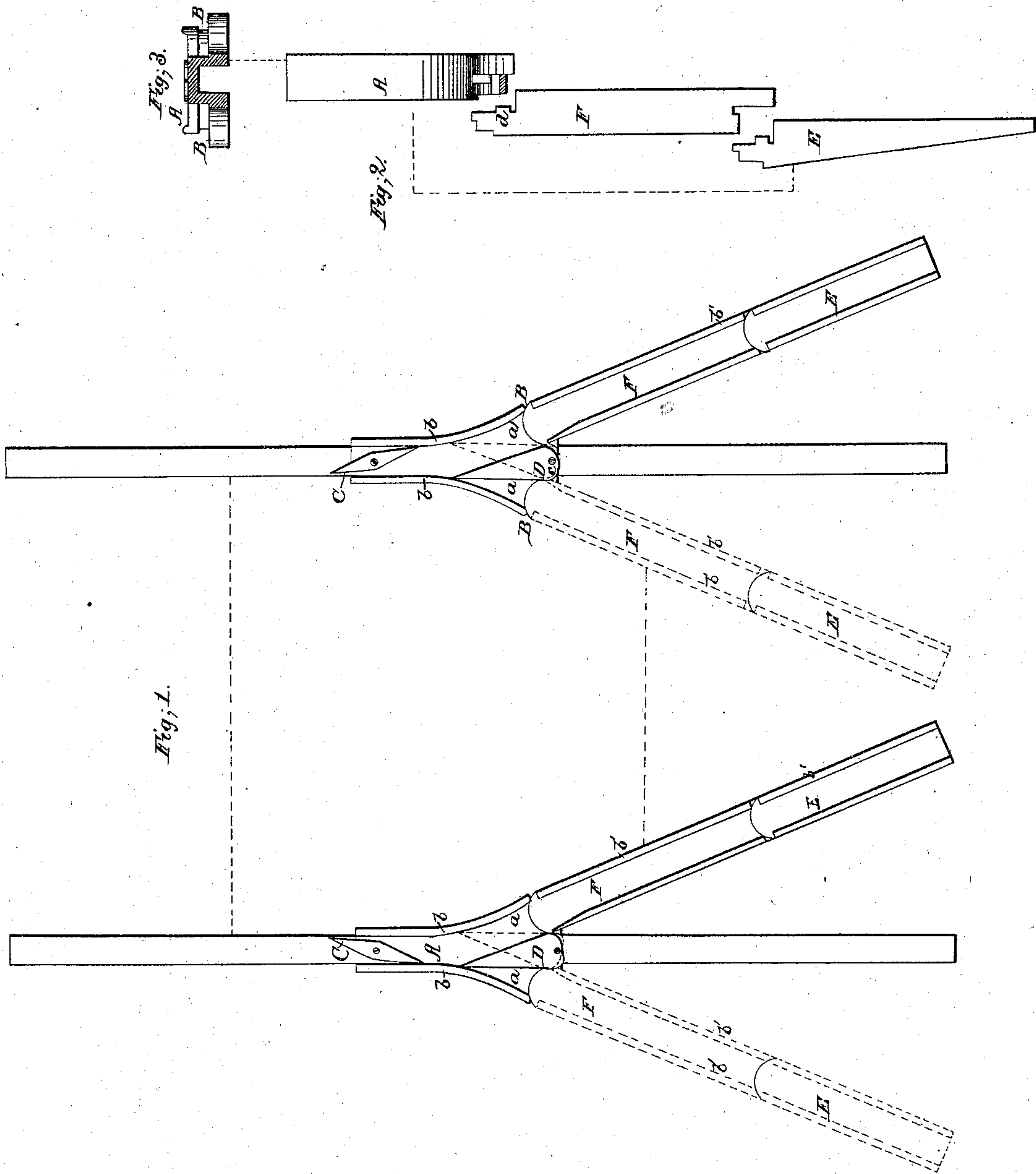


J. C. MATHER.

RAIL FOR SWITCHING CARS OFF THE TRACK.

No. 21,266.

Patented Aug. 24, 1858.



UNITED STATES PATENT OFFICE.

JNO. C. MATHER, OF NEW YORK, N. Y.

RAIL FOR SWITCHING CARS OFF THE TRACK.

Specification of Letters Patent No. 21,266, dated August 24, 1858.

To all whom it may concern:

Be it known that I, JOHN C. MATHER, of the city, county, and State of New York, have invented certain new and useful Improvements in Portable Railroad-Car Replacers, of which the following is a full, clear, and exact description, reference being had to the accompanying drawing, making part of this specification, in which—

Figure 1, represents a portable railroad car replacer having my improvement applied to, arranged on a railtrack in a proper manner for replacing the cars on or removing them off the track. Fig. 2, represents a side view of the shoe and connecting sections and inclined bars; Fig. 3 a front view of the shoe.

My improvement relates to portable railroad car replacers, which as heretofore constructed have not been available for the purpose of switching the cars off the track, or for removing them from one track to another, both of which are points of great practical importance, an example of which class may be found in the portable replacer of C. Perley patented June 13th, 1854.

The nature of my improvement consists in a new arrangement and combination of certain devices with the replacer of C. Perley (or any other constructed on a similar plan), whereby the cars can not only be easily replaced on the track when casually thrown therefrom, but whereby ready and efficient means are provided for switching them off the track or from one track to another, should occasion require.

To enable others skilled in the art to make construct and use my improvement I will now proceed to describe it in detail.

In the accompanying drawing A represents a hollow iron box or shoe made so as to fit over the rails of the track, on one end of which are formed two circular joints (B) one on either side of the enlarged space (a).

This shoe is provided with two ribs (b) on its upper side, which run along its outer edges; it being also provided with two frogs (C and D) arranged one on either end of the box, and secured to it by means of pins (c) passing centrally through them, in such manner, as to allow them to be turned to either side, by means of which the required direction can be given to the wheels either for replacing the cars on or for switching them off the track.

The circular joints (B) have a hole made in their center, for the reception of the pin (d) of an inclined bar or switch (E) on which the wheels are directed to or from the track; but when the distance is so far that the inclined bar could not reach the wheels intermediate bars (F) are inserted, to the rear end of which the inclined bars (E) are to be connected. These inclined bars and intermediate sections are provided with ribs (b') similar to those of the shoe (A) for the purpose of preventing the wheels from slipping off their sides.

When it is required to switch off or remove a car to the right side of the track, a shoe (A) is to be mounted on each of the rails in front of the cars, and the sections and inclined bars (E, F) connected with the joints (B) on the right side of each shoe—and properly adjusted; the upper frog (C) of the right shoe is then turned to the outside rib and the lower one (D) to the inner rib, while on the left shoe both frogs (C and D) are turned to the outer rib, so that a channel as it were will be formed, guiding the wheels to the right hand joints and thence over the sections and inclined bars to the ground or on the right hand track. Again, if it is required to switch off to the left side of the track, the sections and inclined bars are connected with the left hand joints, the upper frogs (C) being turned to the outer rib of their respective shoes, and the lower frog (D) of the right shoe turned to the outer rib and that of the left shoe to the inner one. For replacing the cars on the track the implement will be operated in a manner precisely similar to those just mentioned.

From the foregoing description it will be apparent, that when it is required to override a rail another shoe must be mounted at that place and properly connected.

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

Providing the shoe (A) with two frogs (C and D) in the manner and for the purposes substantially as set forth.

In testimony whereof I hereunto set my hand.

JOHN C. MATHER.

Witnesses:

C. P. HANNAY,
W. M. BRYANT.