

D. R. Erdmann,

Car Replacer,

N^o 49,737.

Patented Sep. 5, 1865.

Fig 1

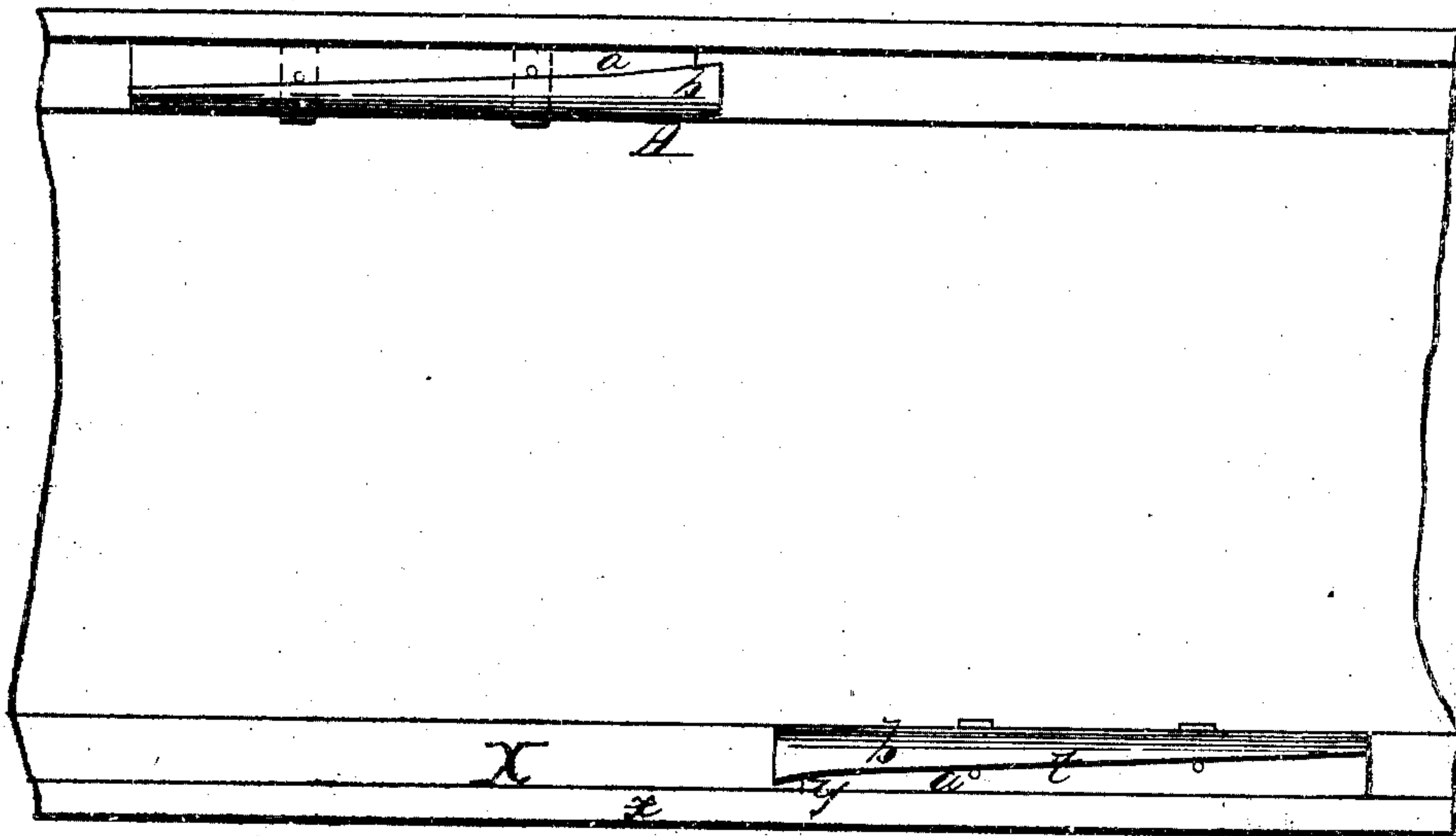


Fig 2,

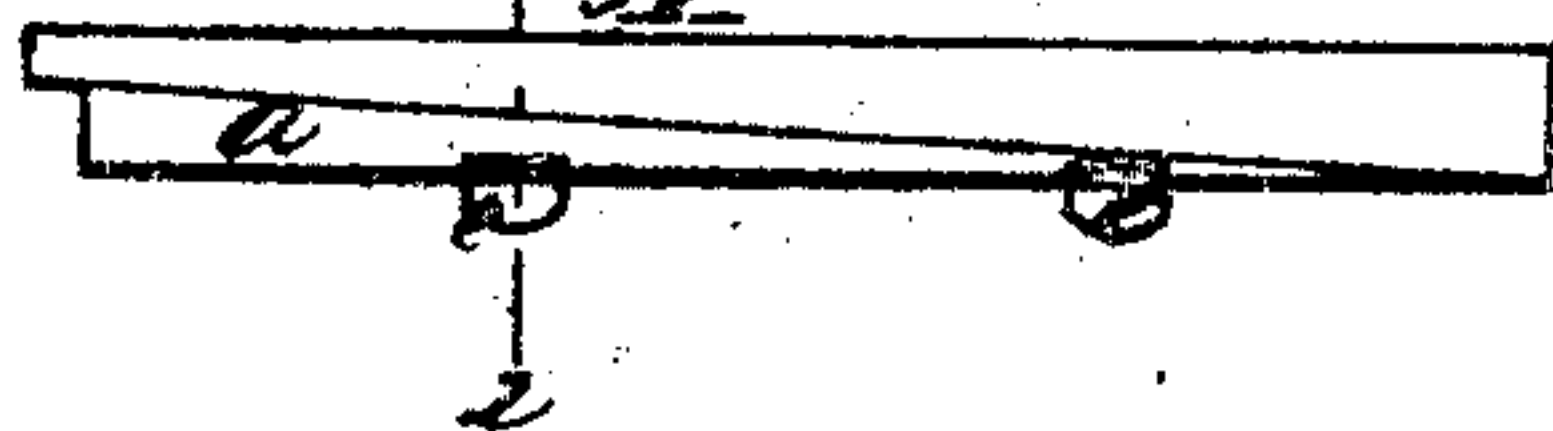


Fig 3.



Fig 4



Witnesses,
Wm. Albert Stue
Charles Foster

Inventor,
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J. H. Rowson

UNITED STATES PATENT OFFICE.

D. R. ERDMANN, OF PHILADELPHIA, PENNSYLVANIA.

DEVICE FOR REMOVING CARS FROM THE TRACK.

Specification forming part of Letters Patent No. 49,737, dated September 5, 1865.

To all whom it may concern:

Be it known that I, DANIEL R. ERDMANN, of Philadelphia, Pennsylvania, have invented an Improved Device for Removing Cars from Tracks; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

My invention consists of a portable bar constructed and adapted to the rail of a track, substantially as described hereinafter, so as to enable the wheels on one side of a car to ride over and across the tread of the rail when the car has to be transferred from the track to the street.

In order to enable others skilled in the art to make and use my invention, I will now proceed to describe its construction and operation.

On reference to the accompanying drawings, which form a part of this specification, Figure 1 is a plan view of a city railway-track with my improved device for removing the cars from the same; Fig. 2, a plan view of the device; Fig. 3, a side view, and Fig. 4 a section on the line 1 2, Fig. 2.

Similar letters refer to similar parts throughout the several views:

A is a metal bar about two feet long, and having one side cut away so as to leave a flange, *a*, which is inclined from one end of the rail to the other, as best observed on reference to Fig. 2, the flange at its thickest end *y*, being on a level with the top of the tread *x* of the street-rail X. The portion *b* of the bar projects above the flange *a*, so as to form an inclined shoulder, *t*, curved at one end and projecting beyond the highest end *y* of the flange *a*.

To the under side of the bar A are firmly secured two plates, *e e*, the ends of which project downward, as seen in Fig. 4.

Considerable difficulty has heretofore been experienced and much expense incurred in removing city passenger-cars from tracks when

the latter become obstructed, the flanges of the wheels being often broken in endeavoring to run them onto the highest portion of the rail, or much time being lost when the cars are raised by screws or other lifting devices. These difficulties may be avoided by the use of the above-described bar, which is placed on the rail X of the street-track, the flange *a* being adjacent to the inside of the tread *x*, and the ends of the plates *e e* projecting into the crevices between the inner edge of the rail and the paving-stones. After the bar has been thus adjusted to the rail the car is moved forward, the periphery of the flange of the wheel bearing on the inclined top of the flange *a*, by which it is gradually raised to the level of the tread *x* of the rail, while the side of the wheel comes in contact with the curved edge of the portion *b* of the bar, and is directed laterally by the same, so that the flange of the wheel, on the continued forward movement of the car, will ride over and across the tread *x* onto the paving-stones of the street.

Each passenger-car should be provided with two of the bars A, one for directing it to one side of the track and the other to the opposite side.

I claim as my invention and desire to secure by Letters Patent—

The portable bar A, with its inclined flange *a* and curved shoulder *b*, and having projections *e e* or their equivalents, the whole being constructed and adapted to a rail, substantially as and for the purpose herein set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

DANL. R. ERDMANN.

Witnesses.

CHARLES E. FOSTER,
JOHN WHITE.