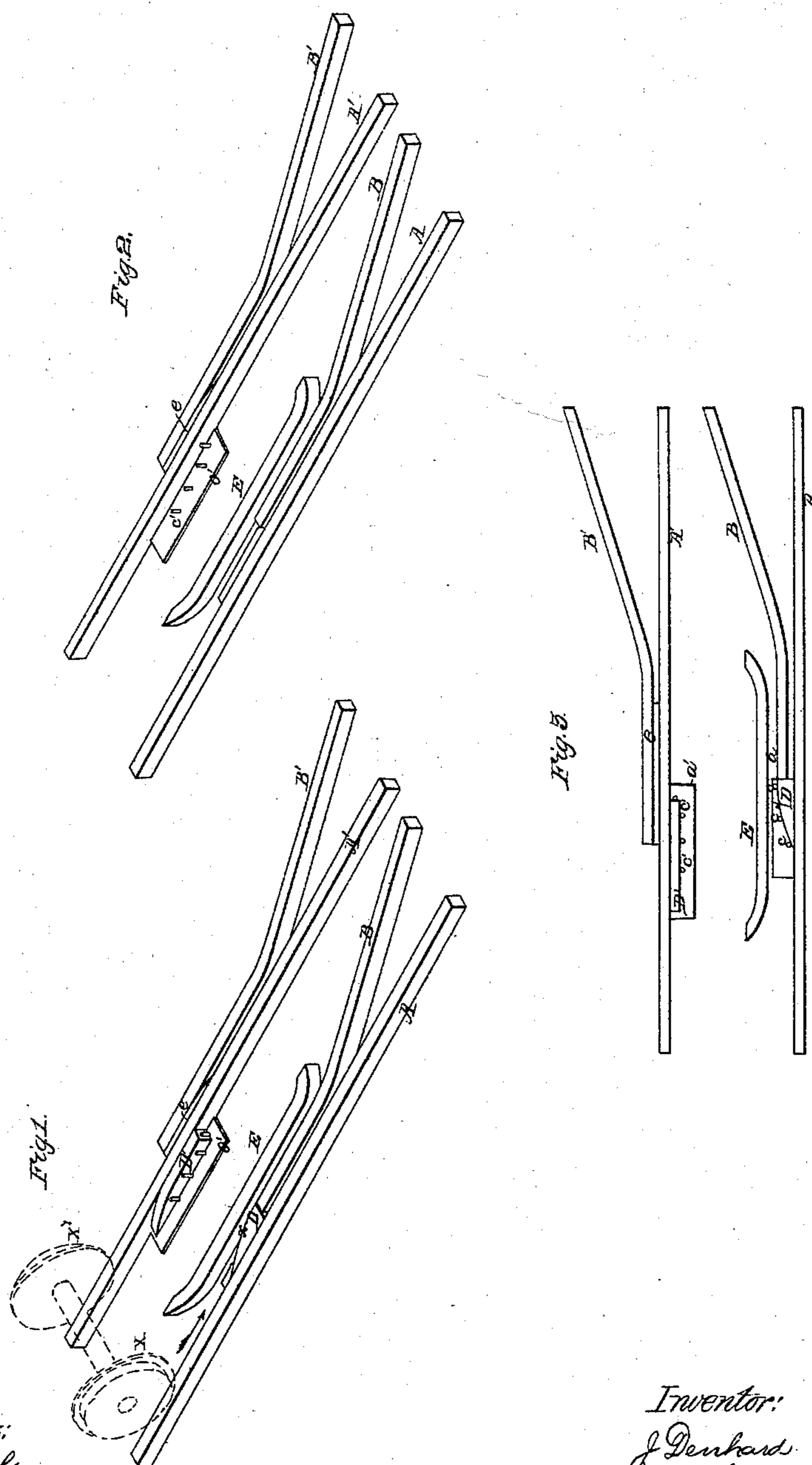


J. DENHARD.
METHOD OF TRANSFERRING CARS FROM ONE TRACK TO ANOTHER.
No. 66,132. Patented June 25, 1867.



Witnesses:
Mr. Albert Steel.
John Parker.

Inventor:
J. Denhard.
By his attorney
H. H. Brown.

United States Patent Office.

JOHN DENHARD, OF READING, PENNSYLVANIA

Letters Patent No. 66,132, dated June 25, 1867.

IMPROVED METHOD OF TRANSFERRING CARS FROM ONE TRACK TO ANOTHER.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, JOHN DENHARD, of Reading, Pennsylvania, have invented an Improved Device for Transferring Cars from one Track to Another; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing, and to the letters of reference marked thereon.

My invention consists of certain detachable blocks or bars, fully described hereafter, whereby cars may be transferred from a main track to a siding or turn-out without the necessity of cutting the main rails or using ordinary switches.

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, reference being had to the accompanying drawing, which forms a part of this specification, and in which—

Figures 1 and 2 are perspective views of sufficient of the main track of a railway and a turn-out to show my improvement; and

Figure 3 is a plan view of fig. 1.

A and A' are the rails of a main track, and B and B' those of a turn-out or siding, the rails B B' being parallel for a short distance with the rails A A', as shown in the drawing. Adjacent to the end of the rail B is a plate, *a*, on which are lugs or pins *c c*, and between the latter and the rails A and B fits a detachable block or bar, D, the inner side *x* of which is curved, as shown in figs. 1 and 3, for a purpose described hereafter, and at a short distance from and parallel with the rail A is an ordinary guard-rail E. At the inner side of the rail A', adjacent to the end of the rail B', is secured a plate, *a'*, on which are lugs *c'*, and between the latter and rail A' fits a detachable inclined or wedge-shaped bar, D', the upper face of which near its thickest end is level with the surface of the rail A'. Between the rail B' and the rail A' is a stationary bar or plate, *e*, the face of which is inclined, as shown in the drawing.

When a car on the main track moving in the direction of the arrow, fig. 1, approaches the turn-out, the flange of the wheel X' resting on the rail A' will be brought on to and will pass up the inclined surface of the bar D' until it is level with the upper surface of the rail A'. The side of the flange of the wheel X will at the same time be brought in contact with the curved side *x* of the bar D, and both wheels will thus be moved laterally until the flange of the wheel X' rests on the face of the bar *e*; the said wheel X', as the car moves forward, descending the inclined face of the bar *e* until the tread of the wheel rests on the rail B', while the tread of the wheel X bears on the rail B. The remaining wheels of the car, as they are brought into contact with the bars D D', will be transferred in a like manner from the rails of the main track to those of the siding. After the transfer of the car has been effected, the bars D D' are removed from their positions adjacent to the rails and are placed either on the car or in any position on the track readily accessible to the attendants of passing trains. Instead of the plates *a* and pins *c*, sockets of a different character for holding the bars D D' may be used.

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

The rails A A' of the main track, and the rails B B' of a turn-out or siding, in combination with the stationary inclined bar *e* and the movable bars D D', the whole being constructed substantially in the manner and for the purpose described.

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

JOHN DENHARD.

Witnesses:

JOSEPH H. MILLER,
WILLIAM SHAFFER.