

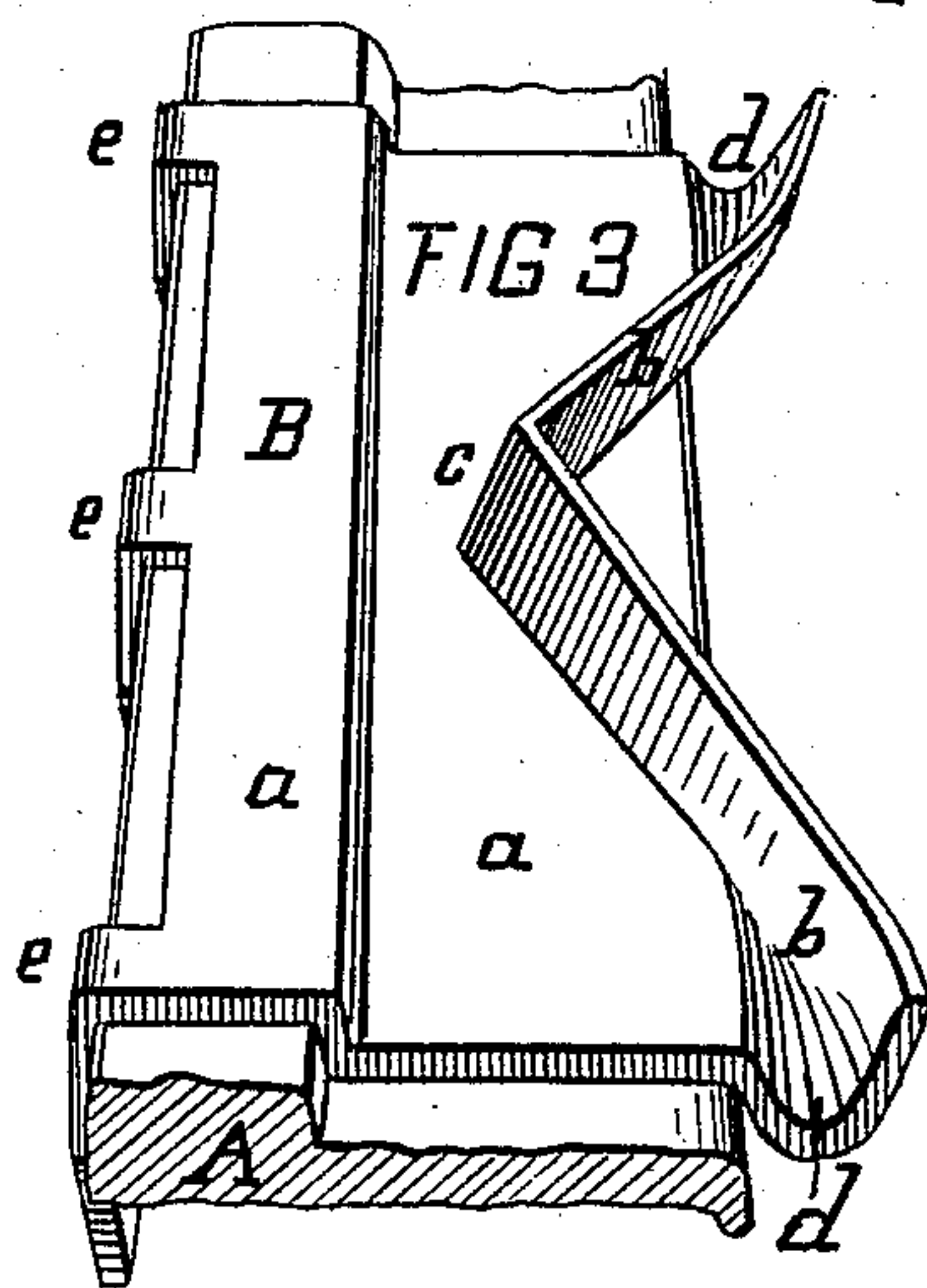
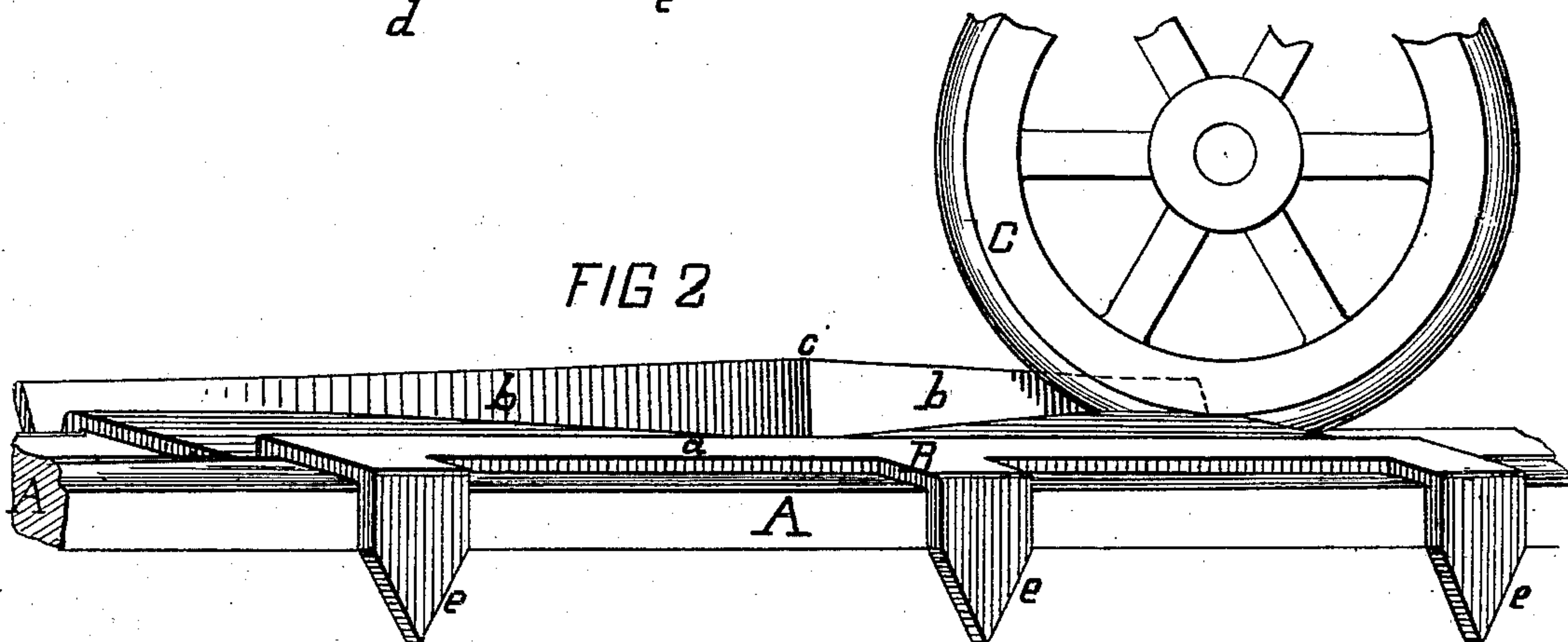
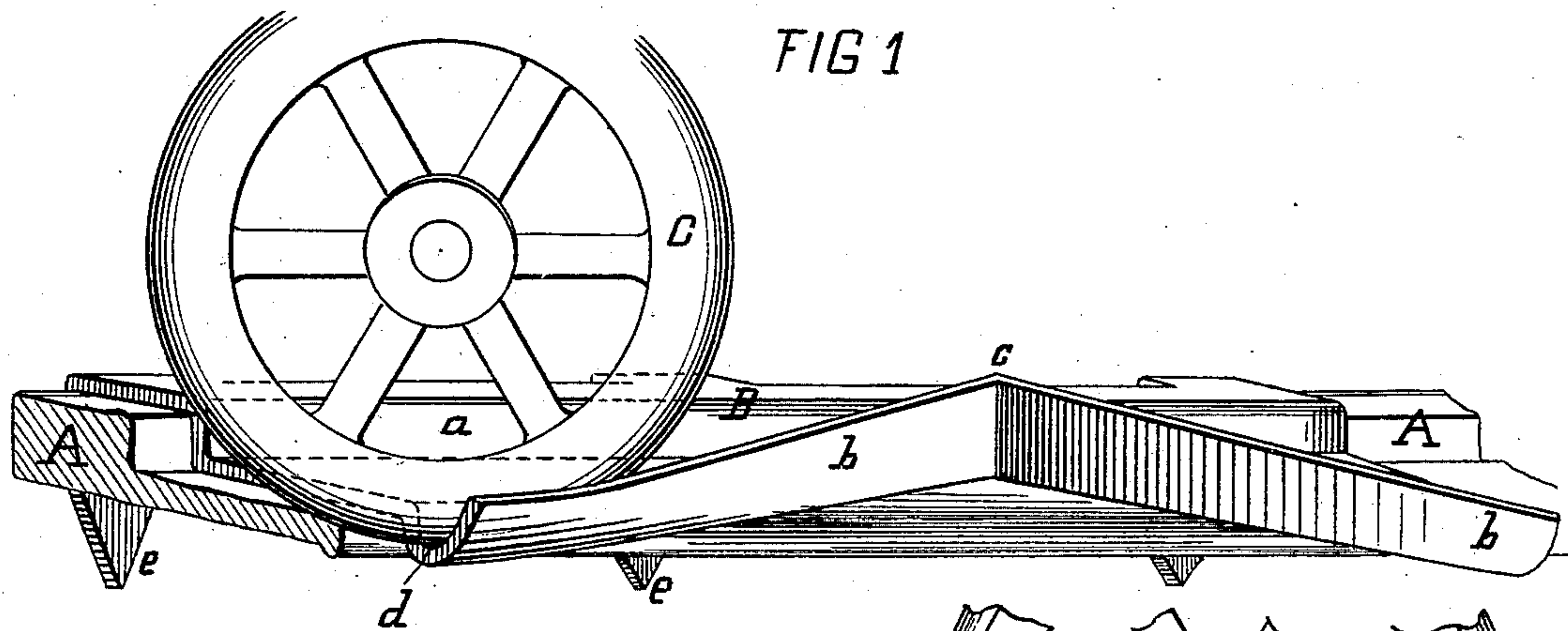
(No Model.)

S. J. STEWART.

CAR TRACKER.

No. 275,728.

Patented Apr. 10, 1883.



Witnesses.
R. E. Hackett
W. H. Van Horn.

Inventor
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UNITED STATES PATENT OFFICE.

SAMUEL J. STEWART, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR OF
ONE-HALF TO WILLIAM A. LEVERING, OF SAME PLACE.

CAR-TRACKER.

SPECIFICATION forming part of Letters Patent No. 275,728, dated April 10, 1883.

Application filed July 22, 1881. Renewed October 24, 1882. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL J. STEWART, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and useful Car-Tracker, of which the following is a specification.

My invention relates to replacing railway-cars on their tracks. I accomplish this by temporarily fixing a guide-plate at the point of displacement. The general arrangement of the rail and tracker will be understood from the accompanying drawings, in which—

Figure 1 is a side elevation, viewed from between the rails. Fig. 2 is the same as Fig. 1, with the exception that it is taken from outside the rails; and Fig. 3 is a plan view.

Similar letters refer to similar parts in the several views.

A is a railway-track of any pattern. B is a tracker, the plate *a* of which should, if possible, differ but little from the shape of the rail A. It has, in this instance, two upwardly-projecting flanges, *b*, which incline to a suitable point, *c*, and terminate in depressions *d*. When placed on the rail A it is maintained in position by means of depending holdfasts *e*, which take against the outside of the rail, and the depressions *d* of the flanges bearing on the inside of the same.

When a car gets off the track the device B can be fixed on the rail A before the front off wheel, C, between the rails. On starting the car the wheel will be caught in the depression *d*, and by running against the flange *b* it will be forced in that direction until it takes its place on the rail. The effort replaces the other wheels.

I have illustrated and described the device B constructed with two diverging flanges, *b*, so that it can be used on either rail. I wish it distinctly understood that I do not confine myself to one or two flanges, but will use either or both, as circumstances may require.

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

The car tracker or replacer B, consisting of the plate *a*, formed to fit the upper surface of the rail, and provided with the holdfasts *e*, one or more oblique flanges, *b*, projecting from the inner edge of said plate, and the depressed portions *d* at the outer end of said flanges, substantially as described.

SAMUEL J. STEWART.

Witnesses:

W. W. DOUGHERTY.

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