(No Model.)

M. HERRENS.

CAR REPLACER.

No. 283,784. Patented Aug. 28, 1883.

Fig. 1.

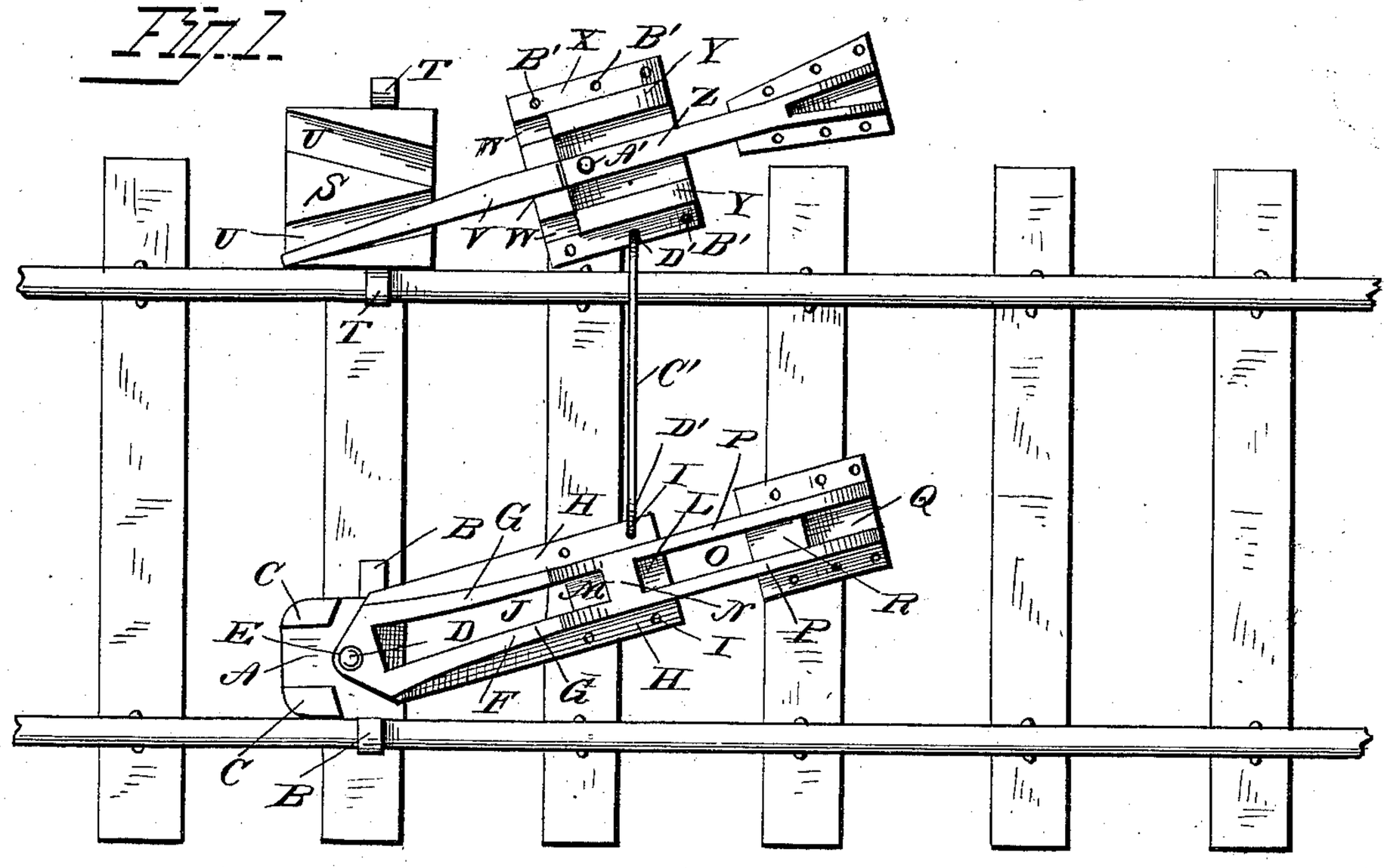


Fig. 2.

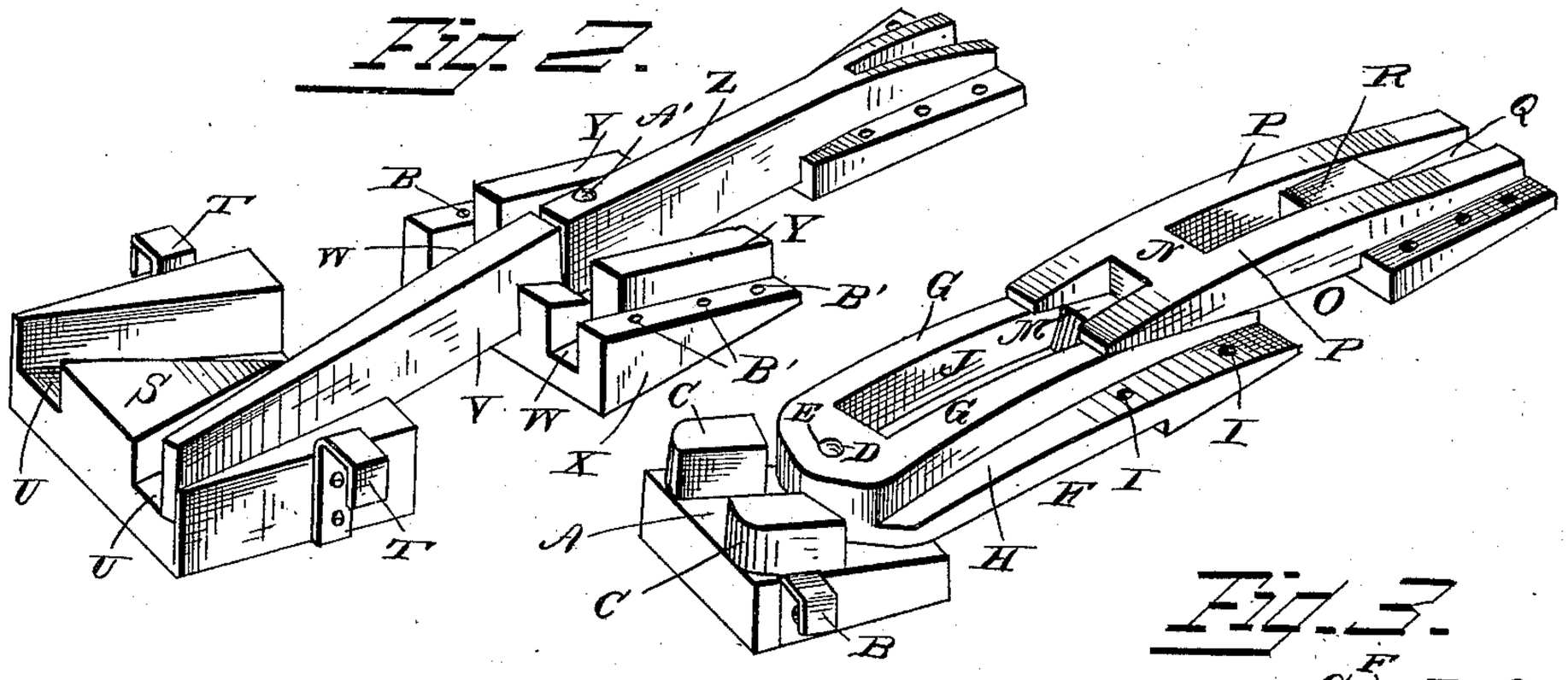


Fig. 3.

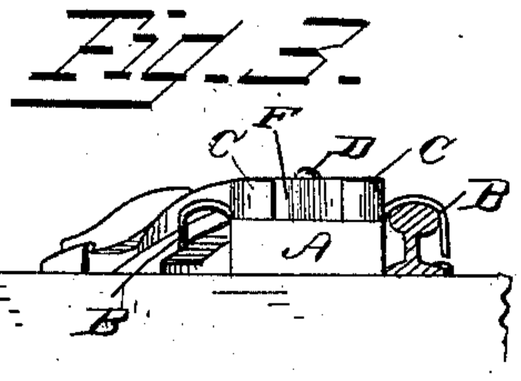
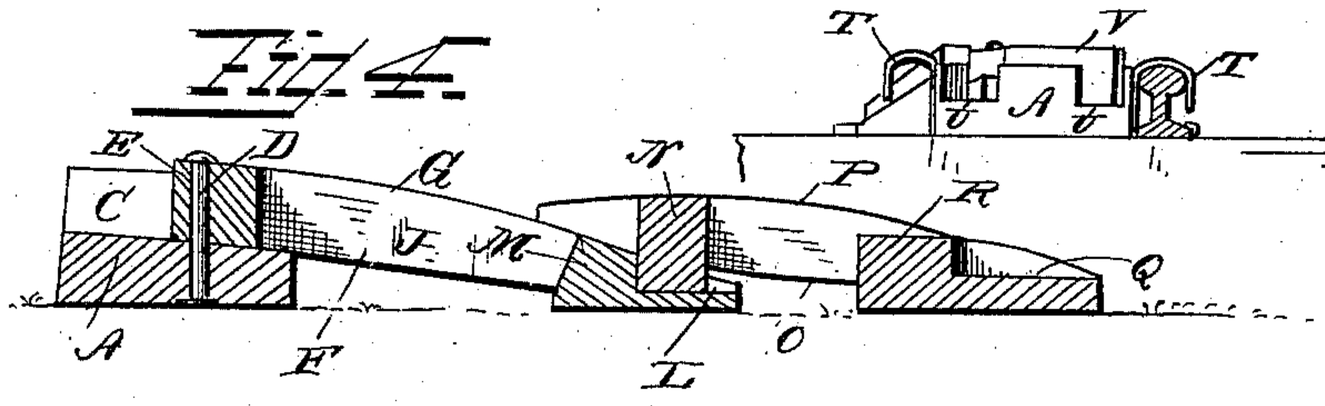


Fig. 4.



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UNITED STATES PATENT OFFICE.

MICHAEL HERRENS, OF ST. LOUIS, MISSOURI.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 283,784, dated August 28, 1883.

Application filed September 22, 1882. (No model.)

To all whom it may concern:

Be it known that I, MICHAEL HERRENS, of St. Louis, in the county of St. Louis and State of Missouri, have invented certain new and useful Improvements in Car-Replacers; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to devices for replacing cars, locomotives, and the like upon the track; and it has for its object to provide a simple, durable, inexpensive, and efficient device that will replace the cars equally as well in either direction.

In the drawings, Figure 1 is a plan view, showing the devices in position ready for operation; Fig. 2, a perspective view of the device; Fig. 3, an end view, showing the devices in position; Fig. 4, a vertical longitudinal sectional view.

Referring to the drawings, A designates a base-block, adapted to rest on the ties or ground, as shown, and provided on each side with a lateral substantially ∩-shaped hook or bracket, B, which is adjusted over the rail. On each side, at the top, block A is provided with raised blocks or projections C for guiding the wheels over and onto the track. In rear of blocks C C the base-block is provided with a pivot-pin or bolt, D, which enters a perforation, E, in the forward end of a bar or auxiliary rail, F. The latter comprises two parallel raised flanges, G G, forming an inclined track, and provided on each side with a bottom lateral supporting-flange, H, having perforations I, for purposes that will be presently described. The space J between the flanges G G is left open, so that a stake or spike may be driven through the same to prevent the auxiliary rail F from forward displacement. At the same time the pivot-bolt D ordinarily performs this function. At the bottom of rail F is formed a mortise or recess, L, having a stop-piece or front wall, M, said mortise being formed between flanges G G. Into mortise L fits a block or projection, N, of another auxiliary rail, O, having like raised guide-flanges P P and a mortise, Q, and stop R at its lower end. By this means of connection any number of rails may be connected together to form a long or short supplementary track, as necessary, the incline thereof being of course preserved.

S is a block adapted to be used on the opposite side of the track, having like lateral substantially ∩-shaped hooks T T, and provided with two inclined rearwardly-convergent grooves, U U, in its upper face. These grooves are to accommodate at any desired angle the forward end of a plain wedge-shaped bar or rail, V, the rear end of which is adjusted in one of a series of recesses, W, in the front end of a second block, X. When placed in the side recesses, W, the rail V will abut against an inclined upright flange, Y, on block X, which connection will give the desired length when only a short track is necessary; but when a longer track is required the rail V is placed in the central recess, W, where it will connect with a long rod or bar, Z, pivoted by a pin or bolt, A′, to block X. Auxiliary track Z is inclined, as shown, and can be turned to the desired angle. The sides of block X are provided with a series of perforations, B′.

C′ is a rod or bar having hook ends D′ D′, which are adapted to engage the perforations in the sides of the devices to prevent lateral displacement of the auxiliary rails.

The operation and advantages of my invention will be readily understood. The base-blocks are placed in position parallel with the rails and the auxiliary tracks turned and extended, if necessary, to the wheels of the misplaced car, when the latter is drawn up the inclined auxiliary track till it reaches the base-blocks, when it drops onto the main track in position.

This device can be used at any desired angle, and, unlike most devices of its class, can be readily operated to replace cars in either direction. It is simple, convenient, and easily operated.

I claim as new—

1. In a car-replacer, the combination, with the auxiliary blocks and rails having perforations at their sides, of the transverse brace-

rods (one or more) having hooked ends to enter said perforations, as set forth.

2. In a car-replacer, the combination of the block having lateral hooks or brackets and inclined downwardly-convergent grooves in its face, the wedge-shaped bar or rail adjusted at an angle therein, auxiliary inclined rails, and a base-block having a pivoted bar with upright flanges at the other side the track, as set forth.

3. In a car-replacer, the combination, with the base-block having the inclined rearwardly-convergent grooves, and the block having the recesses in its front edge, side upright flanges or rails, and central pivoted rail, of the wedge-shaped connecting bar or rail, and a base-block arranged at the other side the track and having a pivoted bar with upright flanges, as set forth.

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

MICHAEL HERRENS.

Witnesses:
H. W. HILL,
O. S. REED.