

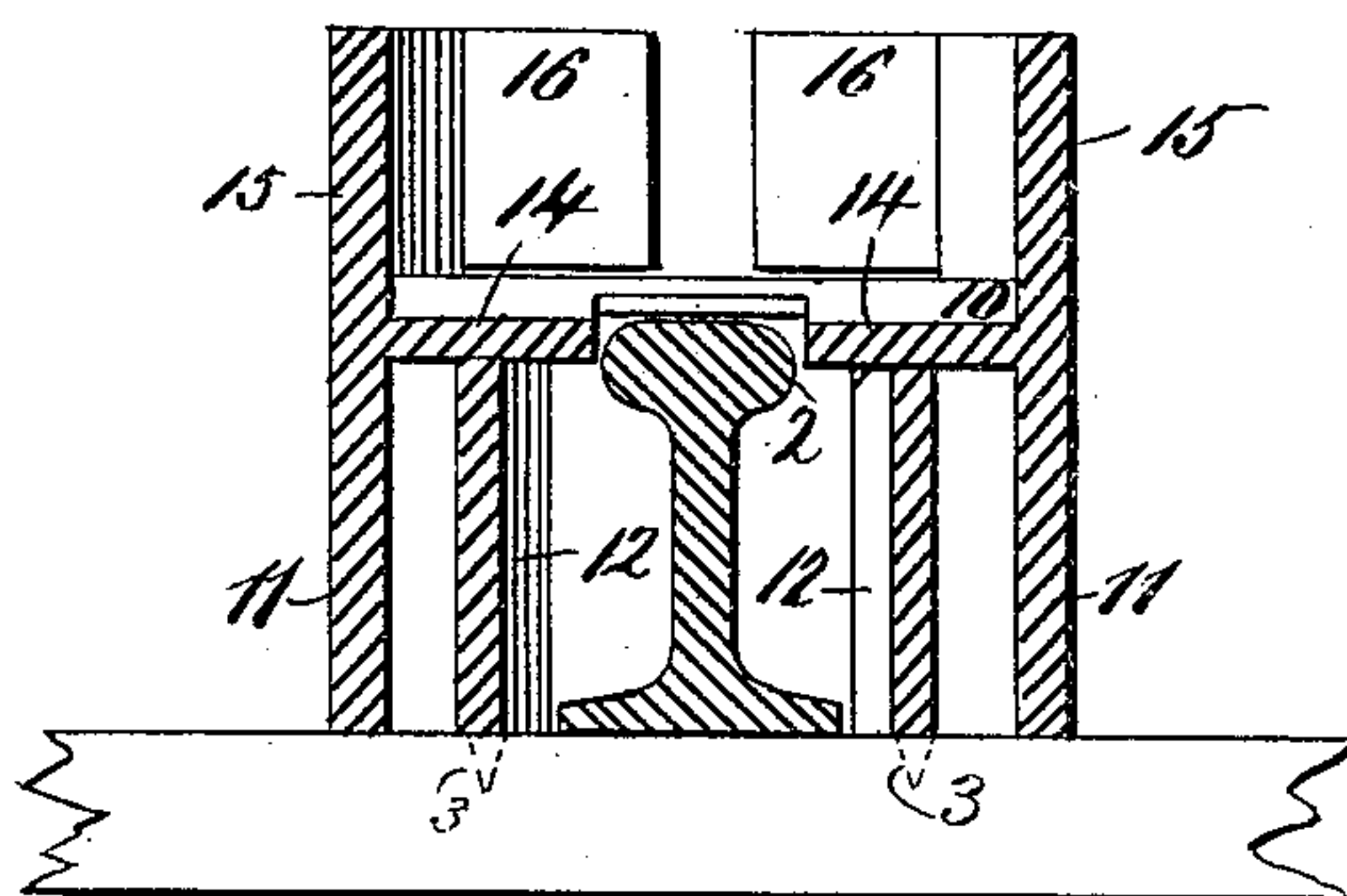
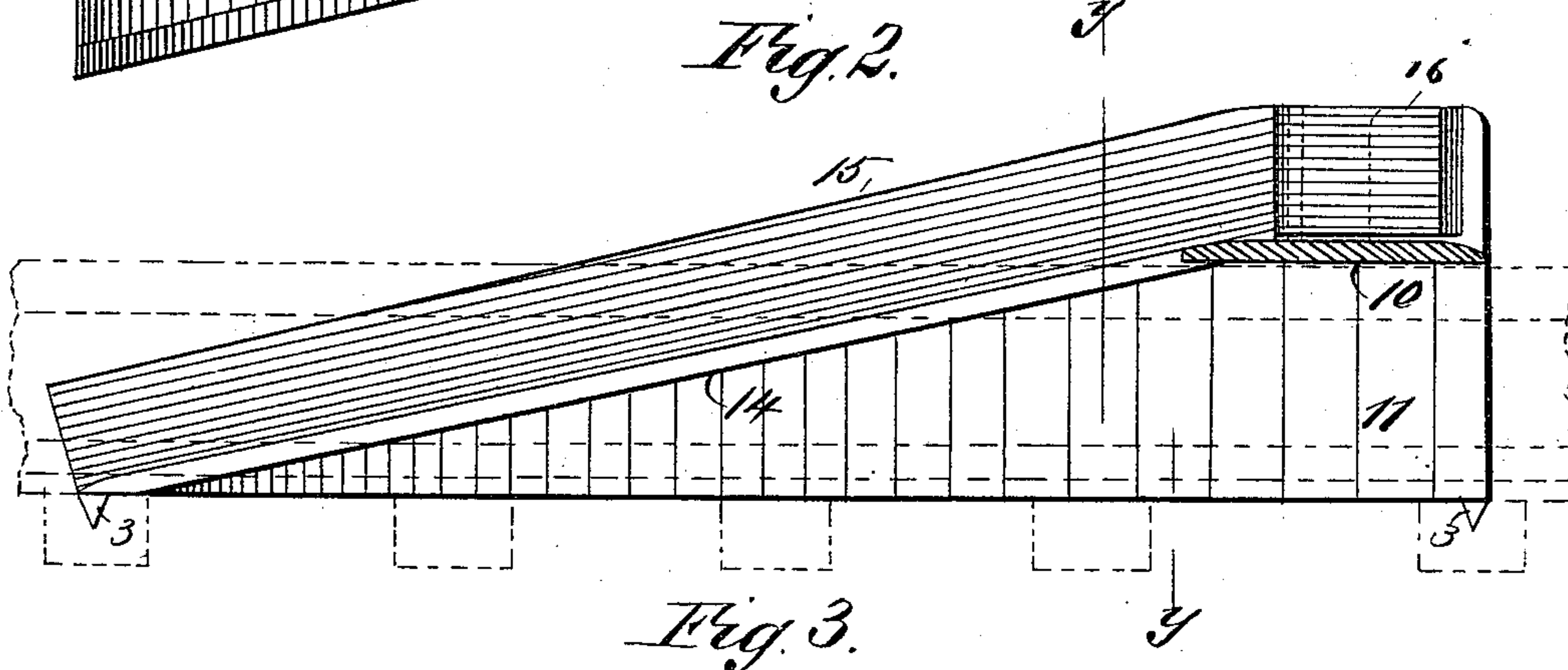
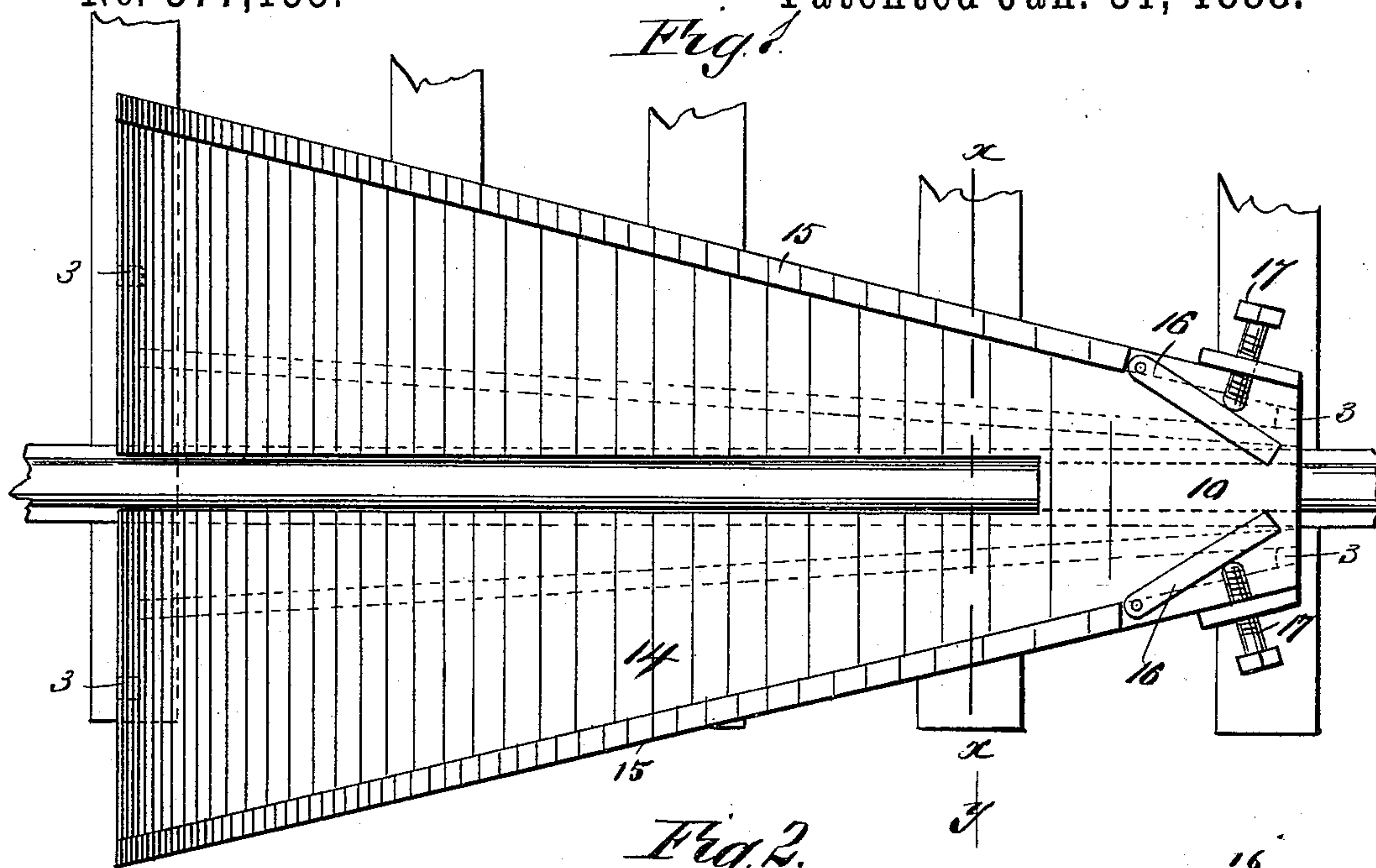
(No Model.)

T. HOLLIDAY.

CAR REPLACER AND PORTABLE SWITCH.

No. 377,155.

Patented Jan. 31, 1888.



WITNESSES:

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THOMAS HOLLIDAY, OF SANBORN, DAKOTA TERRITORY, ASSIGNOR TO
HIMSELF AND THOMAS M. MURPHY, OF SAME PLACE.

CAR-REPLACER AND PORTABLE SWITCH.

SPECIFICATION forming part of Letters Patent No. 377,155, dated January 31, 1888.

Application filed July 18, 1887. Serial No. 244,633. (No model.)

To all whom it may concern:

Be it known that I, THOMAS HOLLIDAY, of Sanborn, in the county of Barnes and Territory of Dakota, have invented a new and Improved Car-Replacer and Portable Switch, of which the following is a full, clear, and exact description.

This invention relates to a simple, efficient, cheap, and durable appliance for railways, the object of the invention being to provide for the replacing of derailed cars or locomotives, or for the transfer of said cars or locomotives from the main to a spur track; and to these ends the invention consists of the combinations of parts, including their construction, substantially as will be hereinafter more fully described, and specifically pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures of reference indicate corresponding parts in all the views.

Figure 1 is a plan view of my improved car-replacer and portable switch. Fig. 2 is a central sectional view of the same, and Fig. 3 is a cross sectional view taken on line *x x* of Fig. 1.

In the drawings, 10 represents an upper plate, which is supported by two outer plates, 11, which flare outward as they recede from the plate 10, the upper edges of these plates 11, however, being inclined downward from the plate 10. In addition to the plates 11, I arrange other plates, 12, beneath the plate 10, the upper edges of which also incline downward from the plate 10.

To the upper inclined edges of the two pairs of plates 11 and 12 I secure plates 14, and to the upper outer edges of these plates I secure ribs or flanges 15, which are continued over the face of the plate 10 by adjustable deflecting-plates 16, that are arranged in connection with set screws 17, by which they are advanced toward or from the longitudinal center of the plate 10. There is a space, 2, between the approaching edges of the plates 14, that is just wide enough to admit the tread of the rail, as is illustrated in Fig. 1; and in order that the device may be held against accidental displacement when adjusted, as represented in the fig-

ure referred to, I arrange downwardly-extending spurs 3 at one or both ends of the replacer.

In replacing a derailed car the device is applied, as represented in Fig. 1, just in advance of the wheels of the car to be operated upon; and it will be seen from the construction described and illustrated that the car may be replaced from either side of the track and guided properly to the rail by the deflecting-plates 16.

In transferring a car to a spur-track the device is applied as illustrated. The car-wheels are run upon the plate 10, and from thence shifted to a temporary rail leading to the spur-track, as will be readily understood by railroad men.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. In a car-replacer, the combination, with an upper plate, of inclined plates leading downward therefrom, flanges or ridges mounted at the sides of the inclined plates, and deflecting-plates mounted above the upper plate, and each adapted to be moved toward or from the longitudinal center of the upper plate and held at its point of adjustment, substantially as described.

2. In a car-replacer, the combination, with an upper plate, of two downwardly-inclined plates arranged in connection therewith, ridges or flanges connected to the inclined plates, deflecting-plates arranged above the upper plate, and adjustable screws arranged in connection with the deflecting-plate, substantially as described.

3. In a car-replacer and portable switch, the combination, with supporting-plates 11 and 12, of a plate, 10, mounted thereon, downwardly-inclined plates 14, between which there is a space, 2, that are also mounted upon the plates 11 and 12, spurs 3, flanges 15, extending upward from the plates 14, deflecting-plates 16, mounted above the plate 10, and adjustable screws 17, arranged in connection with the plates 16, substantially as described.

THOMAS HOLLIDAY.

Witnesses:

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