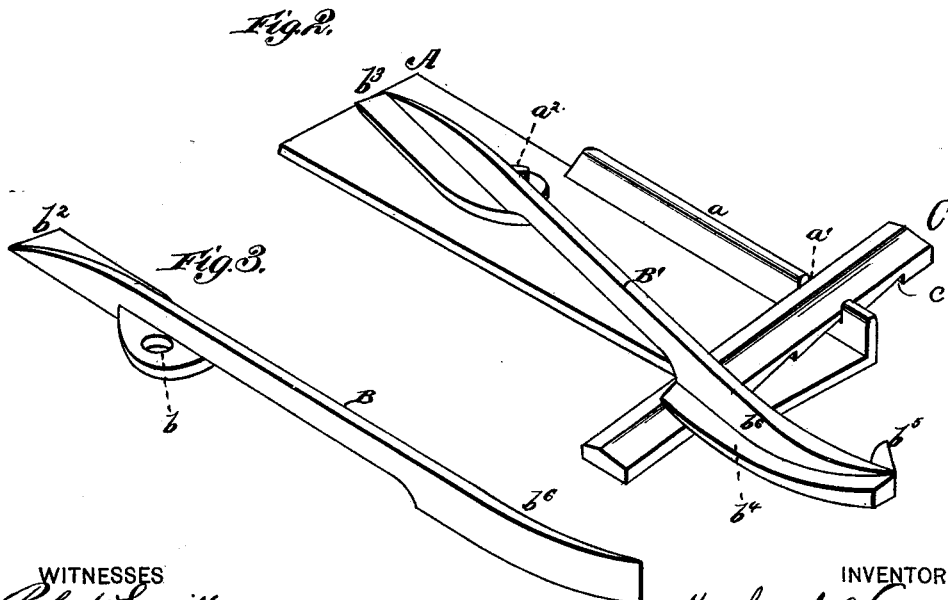
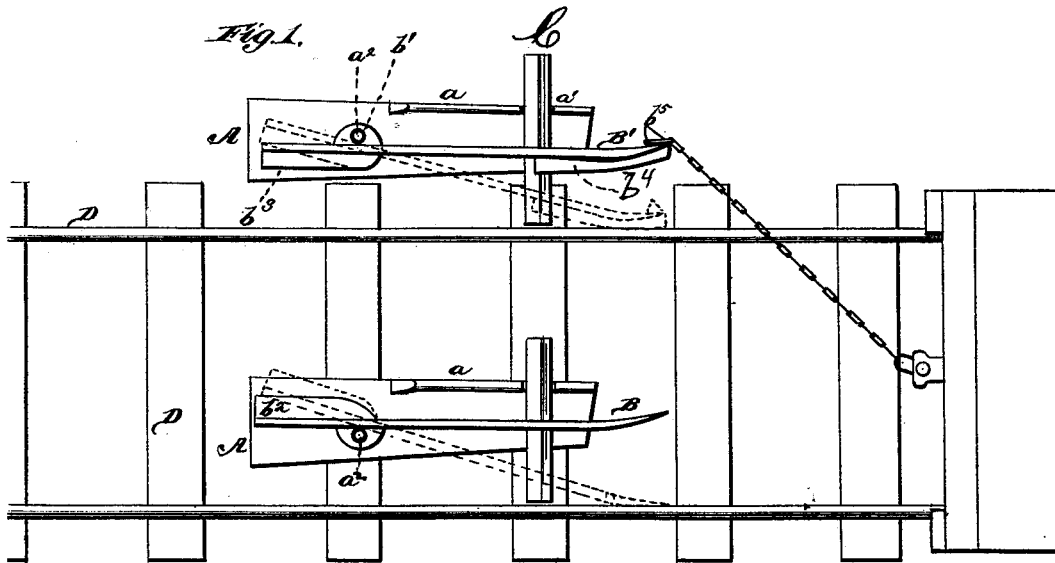


M. HERRENS.
Car-Replacer.

No. 221,460.

Patented Nov. 11, 1879.



WITNESSES
Robert Smith
W. R. Severance

INVENTOR
Michael Herrens
Gilmore, Smith & Co.
ATTORNEYS

UNITED STATES PATENT OFFICE.

MICHAEL HERRENS, OF ST. LOUIS, MISSOURI.

IMPROVEMENT IN CAR-REPLACERS.

Specification forming part of Letters Patent No. **221,460**, dated November 11, 1879; application filed April 26, 1879.

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 construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a track showing my device applied. Fig. 2 is a perspective view; and Fig. 3 is a perspective view of one of the supplementary rails.

Identical parts in the drawings are designated and referred to by the same letters.

My invention relates to devices for replacing cars upon the track; and it consists in two bars, which serve the purpose of supplementary rails, which are pivoted to plates at or near their lower ends, and having their upper ends resting upon transverse inclined bars, as will herein more fully appear.

A represents plates for resting on the ground or ties, the lower sides of which may be roughened or provided with projections to prevent them from slipping in their use. These plates are provided each with a pivot, a^2 , and the flange a , which flanges have notches a' .

B and B' are bars or supplementary rails. These rails or bars are provided with the holes b b' , for receiving the pivots a^2 of the plates A, and the flanges or plates b^2 and b^3 , and the rail B' has an additional flange, b^4 , and the hook b^5 .

C represents transverse bars provided with notches c . These bars lie in the notches a' .

The rails B and B' are curved at b^6 , for the purpose of laying the curved portions of the replacer-rails against the track-rails, the pivots a^2 being at any desired distance from the track-rails of the road.

The operation of my invention is as follows: A car being off of the track, (represented by D,) the rails B B' are so placed when on the plates A that the flanges of the car-wheels will rest against the flanges b^2 b^3 . The trucks of the

car are then moved onto the rails B B', which should be of suitable length to receive one set of trucks. The car is then stopped and force applied to the hooked end of the rail B', thus causing the rails B and B' to swing their free ends down the incline of the bars C, upon which the free ends rest, against the rails of the road, the flange b^4 of the rail B' raising the car-wheels high enough to pass their flanges over the rail of the road, the notches c preventing the bars C from becoming displaced by the operation.

The supplementary rails should be set on a line with the position of the car, and the series of notches c on the bars C enables me to retain the bars C in position at any required length.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a car-replacing device, the plates A, provided with the flanges a , notches a' , and pivots a^2 , in combination with the bars C, provided with notches c , and the rails B B', as and for the purposes set forth.

2. In a car-replacing device, the rails B and B', provided with the flanges b^2 b^3 , holes b b' , and curves b^6 , in combination with the plates A, as and for the purposes set forth.

3. In a car-replacing device, the rail B', provided with the flange b^4 and the hook b^5 , in combination with the bar C, having notches c , and the plate A, as and for the purposes set forth.

4. In a car-replacing device, the rails B B', provided with the flanges b^2 b^3 b^4 , holes b b' , curves b^6 , and hook b^5 , in combination with the plates A, provided with the pivots a^2 , flanges a , and the transverse bars C, as and for the purposes substantially as set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

MICHAEL HERRENS.

Witnesses:

JAMES J. SHEEHY,
W. N. SEVERANCE.