

**E. NEWCOMB.**  
**Car-Replacers.**

No. 150,971.

Patented May 19, 1874.

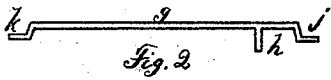


Fig. 2.



Fig. 3.

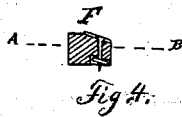


Fig. 4.

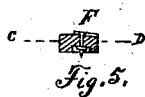


Fig. 5.

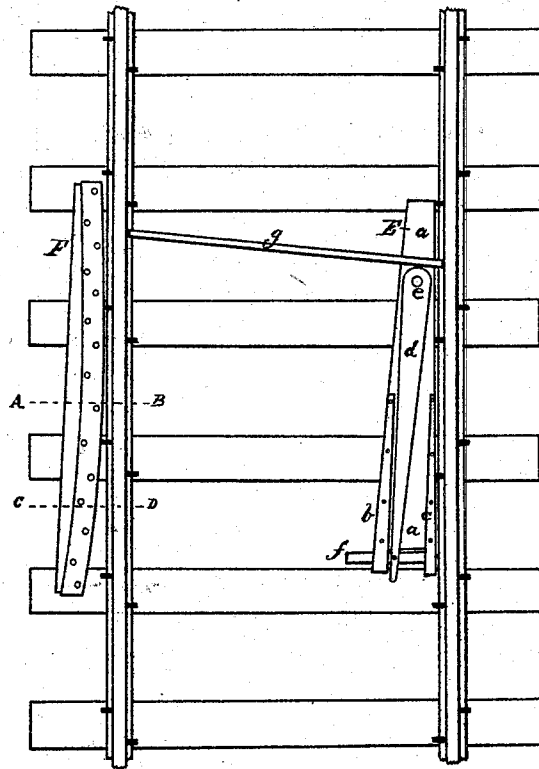


Fig. 1.

Witnesses.  
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# UNITED STATES PATENT OFFICE.

ELISHA NEWCOMB, OF WESTBROOK, MAINE.

## IMPROVEMENT IN CAR-REPLACERS.

Specification forming part of Letters Patent No. **150,971**, dated May 19, 1874; application filed April 20, 1874.

*To all whom it may concern:*

Be it known that I, ELISHA NEWCOMB, of Westbrook, in the county of Cumberland and State of Maine, 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 thereof, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings and the letters of reference marked thereon, which form a part of this specification.

Figure 1 is a top plan. Fig. 2 is a side elevation of the brace. Fig. 3 is a side elevation of the device which is placed upon the inside of the track to assist in the replacement of the car. Figs. 4 and 5 are transverse sections of the device to be placed on the outside of one of the rails, the same being taken on the lines A B C D of Fig. 1.

Same letters show like parts.

The general purpose of my invention is to provide a device for the replacing of cars upon the rails when the same have by accident or otherwise become displaced therefrom. I am aware that inclined planes variously constructed and in different combinations have before been employed for this purpose.

My invention consists in a novel structure or combination of inclined planes with other devices to accomplish this purpose. One of the parts of my invention is placed on the inside of one of the rails, and is held firmly in its proper position by hooks at one end and by a detachable brace at the other. The other part of my invention consists of a double-inclined plane rising to a height sufficiently greater than the rail to carry the flange of the wheel over the rail, and having at the same time an inclination of its upper surface toward the rail, so that when the wheel is sufficiently elevated it will slide over toward and take its proper place upon the rail. Both of these parts are placed upon the cross-ties and held in position on them by hooks, points, or projecting bolts.

I will first describe that part which is placed upon the inside of the rail and is shown in position in Fig. 1. It consists of a bed, *a*, which carries the two supplemental tracks *b c*. It has, further, the frog *d*, pivoted at *e* to the

bed *a*, and attached to a cross-bar, *f*, to keep the frog in the position in which it is placed for actual use. I also employ with this part of my invention the brace *g*, which has the socket *h*. The ends of the supplemental rails *b c* are furnished with the hooks *i*, to be embedded into or pass over the edge of one of the cross-ties to aid in holding the device in position.

I will now describe the operation of this part of my invention.

Those wheels of a car which after the displacement are on the inside of one of the rails are drawn up onto the bed *a* in such manner that the tread of the wheels rest upon one of the two supplemental rails *b c* which is next to or in contact with the inside of the rail. The position of the frog *d* controls the position of the tread of the wheel relative to the rails *b* or *c*. As illustrated in Fig. 1, the frog is so placed that the wheel must pass onto the supplemental rail *c*. The cross-bar *f* regulates the position of the frog *d*. This cross-bar slides under the rails *b* and *c*, and when the entire device is placed close to the inside of the railway-track, the inner end of the cross-bar, striking the base of the rail, pushes the frog over into its proper position. This device, to be placed on the inside of the track, is capable of being applied to replace cars in either of the two directions in which they may be traveling. The brace *g* has the socket *h* to fit over the forward end of the bed *a*, as illustrated in Fig. 1. The bent portion *j* fits into the hollow on the side of one rail, and the end *k* into the same portion of the opposite rail. Thus the bed is kept firmly pressed against the inside of one of the rails of the track. Hooks upon the ends of the cross-bar *f*, together with the hook *i*, aid in holding the device in position.

The operation of this part of my invention is evident. The wheel is carried up upon the supplemental rail and parallel with the track until in position to be run onto the rail by the operation of the other part of my invention, which I will now describe.

This part consists, as has already been intimated, of a double-inclined plane whose upper surface shelves toward the rail of the track on the outside of which it is located.

The purpose of the transverse inclination of the top surface is that the car-wheel turning on it shall slide inward and downward, and thus drop into proper position on the track.

The effect of this sliding of the wheel on the part last referred to upon the wheel which is drawn up on the part placed on the inside of the other rail is next to be observed.

For greater distinctness, I will here designate that part of my invention illustrated in Fig. 1, which is placed inside the rail, by the letter E, and the other by F. The highest part of the part F is placed exactly opposite the end of the one of the two supplemental rails *b* or *c* which happens to be used at the same time. When, therefore, the wheel, by the weight of the car and the operation of the frog *d*, slides down onto the rail next to which is placed the inclined plane F, the wheel on the part E being at the end of the supplemental rail *b* or *c* is pushed over, so as to be placed in proper position on the rail next to the said part E.

It will be observed that the frog *d* is made

wedge-shaped, with the point of the wedge toward the wheels to be replaced. It also has slightly beveled sides. The operation of the frog is, in consequence, to push the wheel over onto the track, near to which the frog is placed, and thus it operates to facilitate and materially aid in not only the directing of its wheel to its proper track, but also the sliding down of the opposite wheel on the shelving top surface of the part F.

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

The combination of the two parts E and F, arranged and constructed as described, and having their points and the brace *g* to hold the same in position, as herein set forth.

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

ELISHA NEWCOMB.

Witnesses:

FRANK H. JORDAN,  
JOHN W. STOCKWELL.