

W. ELMS.  
Car-Replacer.

No. 165,082.

Patented June 29, 1875.

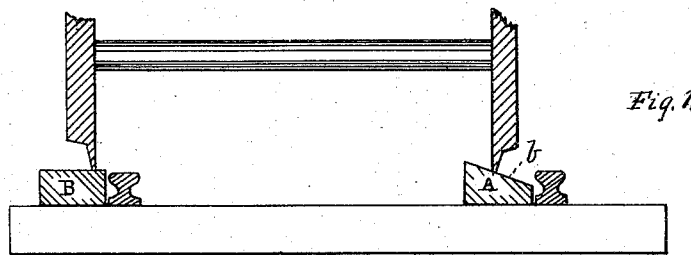


Fig. 1.

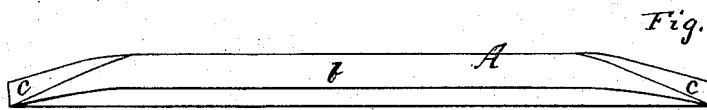


Fig. 2.

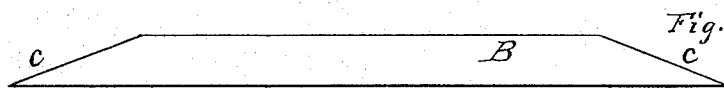


Fig. 3.

Witnesses.

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# UNITED STATES PATENT OFFICE

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## IMPROVEMENT IN CAR-REPLACERS.

Specification forming part of Letters Patent No. **165,082**, dated June 29, 1875; application filed  
January 9, 1875.

*To all whom it may concern :*

Be it known that I, WILLIAM ELMS, of Dover, in the county of Piscataquis and State of Maine, have invented certain new and useful Improvements in Wrecking-Blocks for Railroad-Cars; and I do hereby declare that the following is a full, clear, and exact description thereof, that will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1 shows a section of my invention as applied to the rails; A B, details of the blocks.

My invention consists of a pair of blocks of peculiar form for replacing engines or cars which have run off the track. They may be used in any situation where a motive power can be brought to bear upon the car; and from their peculiar construction the forward motion of the car also moves it sidewise toward the track.

Referring to the drawing, A shows one of the blocks, beveled upon one side, *b*, and also at one or both ends, *c*. This block rests upon the sleepers on the inside of the rail, its beveled side next to it, while the end is placed under the wheel of the car. The side *b* is so cut as to be lower than the top of the rail, as shown. B shows the other block, flat on top, and somewhat higher than the top of the rail, but beveled at one or both ends. This block

is placed outside of the rail, one end resting on the sleepers, while the other or beveled end is placed under the car-wheel. The rail end of each block is placed close to the rail when the car is not too far from the track. The blocks being placed in position, the car is moved forward and rises on the blocks. The side bevel of the block A causes its wheel to slide as it rises toward the rail until the flange strikes it. The wheel on the other side follows the height of the block B, causing it to pass over the rail, the wheel-flange dropping into place on the inside. When the car is too distant from the track to be replaced immediately, it can be moved toward it by degrees, the blocks being adjusted to draw it toward its proper position until it can be put in place, as described.

What I claim as my invention is—

1. The block A in a car-replacing device, beveled at one or both ends, and upon one side, *b*, as described and shown.

2. In combination with said block A, the block B, beveled at one or both ends, and having its top somewhat higher than the top of the rail, as and for the purpose set forth.

In testimony that I claim the foregoing, I have hereunto set my hand this 5th day of January, 1875.

WILLIAM ELMS.

Witnesses :

WM. FRANKLIN SEAVEY,  
H. N. FAIRBANKS.