M. S. SHOTWELL.

Car-Replacer.

No. 212,990. Patented Mar. 4, 1879.

Fig. 1.

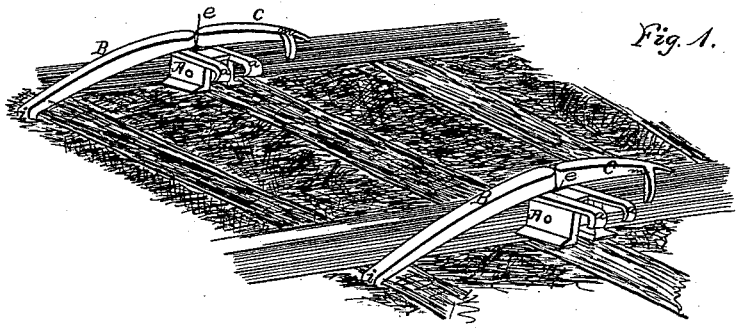
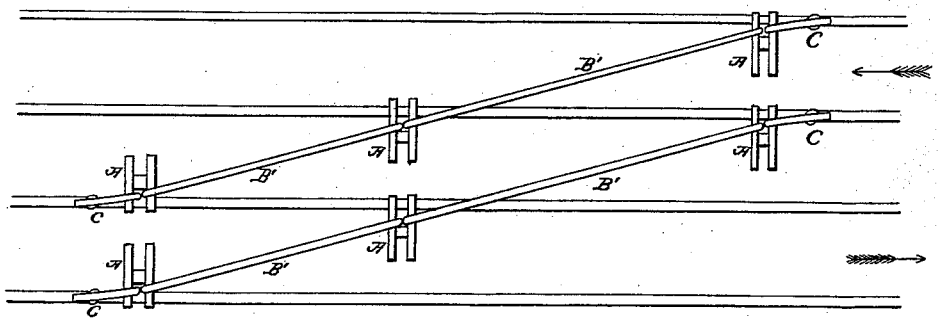


Fig. 2.

Fig. 3.



Witnesses;
Chas. D. Gill
Frank L. Ciesman

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By his Attys.
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UNITED STATES PATENT OFFICE.

MELANCTHON S. SHOTWELL, OF HARRISBURG, PENNSYLVANIA.

IMPROVEMENT IN CAR-REPLACERS.

Specification forming part of Letters Patent No. **212,990**, dated March 4, 1879; application filed November 2, 1878.

To all whom it may concern:

Be it known that I, MELANCTHON S. SHOTWELL, of Harrisburg, in the county of Dauphin and State of Pennsylvania, have invented a new and useful Improvement in Car-Replacers, of which the following is a specification, reference being had to the accompanying drawings.

The invention relates to an improvement in car-replacers, as will be hereinafter more fully described, the object being to supply a simple, adjustable, portable means for replacing cars which have left the track, and of connecting with adjacent sidings or tracks.

Figure 1 is a perspective view of the invention. Fig. 2 represents detached perspective views of the separate parts thereof. Fig. 3 shows a plan view of the invention so modified as to form a switch or siding whereby a train may be carried around a wreck or obstruction.

In the accompanying drawings, A represents the base-plate, which consists of the two rails *a*, mounted upon or made a part of the standards or frames *b*, resting upon and connected by the plate *c*, which, being beveled on its under side, insures a firm adjustment of the base-plate to the base of the rail, a block, *d*, being secured between the central portions of the standards *b*, as shown.

The ends of the rails *a* are formed into hooks (at one or both ends) of suitable size to fit over and gripe the upper portion of an ordinary railway-rail, and thereby hold the base-plate or frame A in position at right angles to the same, the height of the standards *b* being such that the edge of the plate *c* will rest upon the base of the rail. When the frame A is in this position there is a space left between the edge of the block *d* and the side of the railway-rail, forming a socket, *e*, hereinafter mentioned.

B and C represent two bars of steel, which are used to conduct the wheel to the rail. The bar B is slightly bent or inclined vertically, and is provided at one end with a pivot, *f*, extending downward at right angles to the bar, its other end being finished off in the form of a spike, *i*, also extending downward.

The bar C is shorter than the bar B, but is similarly bent at its inner end, which is constructed in the form of a pivot, *l*, resembling the pivot *f*, its outer end being tapered to an edge, adjacent to which the sides of the bar are provided with ears *m*, which fit on opposite sides of the railway-rail.

When the bars B C are in proper position to conduct the wheel to the rail, the pivots *f l* are placed in the socket *e*, so that the inner ends of the bars will be opposite to each other.

The outer end of the bar C is then rested upon the rail, the ears *m* fitting on opposite sides thereof and holding it in position, while the outer end of the bar B is placed over the cross-tie just in front of the car-wheel, the spike *i* serving to firmly retain it in place.

It is obvious that a frame, A, with bars B C, should be provided for each rail, so that both wheels of the car may be moved over a corresponding plane. When the bars B C are in the position above described, it is only necessary to draw the car forward, when the wheels will pass up the bars and onto the rails.

It is evident that the outer end of the bar B can be placed at different angles, so that the operation will be equally effective whether the wheels are adjacent to or removed from the rail.

It is also obvious that by substituting for the long bar B above described an auxiliary bar, B′, having in place of the spike end an additional pivot end to unite with auxiliary frames A and short bar C, a means of connection with adjacent sidings or tracks may be readily constructed, as shown distinctly in Fig. 3.

By connecting the inner or pivot ends of the bars B C at the side instead of on top of the railway-rail, I am enabled to use a longer and stronger pivot on said ends without thickening the shoe or base-plate, and to place the spike end of the bar B close against the flange of the railway-rail when the car-wheel to be replaced on the rail is in such a position. It is plain that this could not be done if one end of the bar B were on top of the rail.

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

1. A car-replacer consisting of a base-plate which may be adjustably attached to the railway-rail, and having a socket, in combination with two detachable rails, the inner ends of which meet at and are secured in the said

socket at the side of the said railway-rail, while the outer end of one rail is free to be pointed at different angles, and the outer end of the other is retained by ears secured to its sides upon the rail upon which the car-wheel is to be placed, substantially as specified.

2. A car-replacer consisting of the base-plate A, composed of the mounted rails *a*, having hooked ends, in combination with the rail B, having pivot *f* and spike *i*, and with the rail C, having pivot *l* and ears *m*, substantially as set forth.

In testimony that I claim the foregoing improvement in car-replacers, as above described, I have hereunto set my hand this 15th day of October, 1878.

MELANCTHON S. SHOTWELL.

Witnesses:

R. I. FLEMING,

WM. MITCHELL.