

CHARLES C. ASH.

Improvement in Car-Replacers.

No. 114,745.

Patented May 16, 1871.

Fig 1.

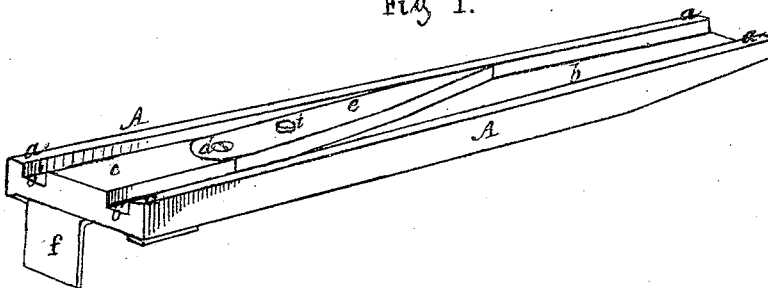
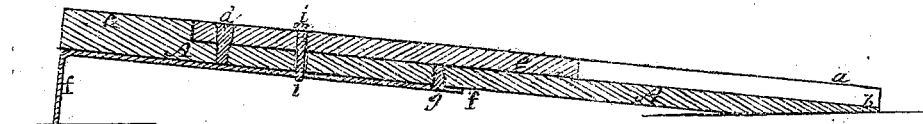


Fig 2.



Witnesses.
Jno D. Vinton } Charles C. Ash
Edmund Masson. } By atty A.B. Stoughton.

UNITED STATES PATENT OFFICE.

CHARLES C. ASH, OF MANOR HILL, PENNSYLVANIA.

IMPROVEMENT IN CAR-REPLACERS.

Specification forming part of Letters Patent No. 114,745, dated May 16, 1871.

To all whom it may concern:

Be it known that I, CHARLES C. ASH, of Manor Hill, in the county of Huntingdon and State of Pennsylvania, have invented a new and useful Improvement in Portable Rail and Switch for Replacing Railroad-Cars upon the Track; and I do hereby declare the following to be a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawing, making a part of this specification, in which—

Figure 1 represents, in perspective, the car-replacer. Fig. 2 represents a longitudinal section through the same.

I am aware that many devices have been essayed for replacing cars that have been thrown from the track back again upon the rails; but from their complication, or the lack of their having attached to them all the appliances for their ready and instant use, they have failed to go into general use.

My invention consists in combining, with a shoe, frog, or grooved rail, a pivoted switch and rest or support, so that the moment the weight of the car is brought upon the shoe, frog, or rail the switch is firmly held in its proper position without other fastening or any care on the part of the user.

To enable others skilled in the art to make and use my invention, I will proceed to describe the same with reference to the drawing.

A is a shoe or frog, which may be of cast or wrought iron, having marginal rails *a a* upon it. The point or lower end of this shoe or frog between the rails is sunk, as at *b*, to the depth of the flanges on ordinary car-wheels, or a little more, and at its head or top portion there is a solid part, *c*, tapering somewhat toward the point, and at its lower end, as at *d*, there is pivoted a switch, *e*, which can move to and against the side rails *a a*, as may be required. The part *c* and the switch *e* divide the sunken portion *b*, so as to form at its upper end two separate grooves, *b' b'*.

Underneath the shoe or frog A is a rest or support, *f*, which is of the height, or thereabout, that the top of the rails of a railroad-track is above the sill or cross-ties, or rather of such height as will bring the top surface of the side rails *a* on a level with the top surface of the rails of a permanent track. This rest or support *f* is pivoted to the under side of the shoe or frog, as at *g*, Fig. 2, and a pin or stud, *i*, in the switch *e* passes through a transverse slot in the bottom of the shoe or frog, and into or through the support *f*, so that, when the switch is set for the properly conducting of the wheels of the deplacd car up onto the track, the support is also, and by the same act, moved into its proper position for resting upon the sill, tie, or other permanent supporting bed or base, and the moment that the weight of the car to be replaced comes upon the shoe or frog, as well as while moving on or over it, it holds said support firmly thereto, and the support being, as above mentioned, united to the switch by a pin, stud, or bolt, *i*, it consequently holds the switch from moving, and insures that the wheels of the car will be properly conducted up onto the permanent rails or track.

The whole affair is light, easily carried on the train, is inexpensive, and very efficient for its purpose.

When it is to be used, every requisite being connected to it, there are no separate parts or pieces to be hunted up or liable to be lost or misplaced.

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

In combination with a shoe or frog, A, with its appliances, as described, and with the switch *e* pivoted thereto, the pivoted support or rest *f*, operating in connection therewith, substantially as and for the purpose described.

CHARLES C. ASH.

Witnesses:

E. S. McMURTRIE,
O. E. McNEIL.