

B. S. Lawson,

Car Replacer.

No. 97,204.

Patented Nov. 23. 1869.

Fig. 1.

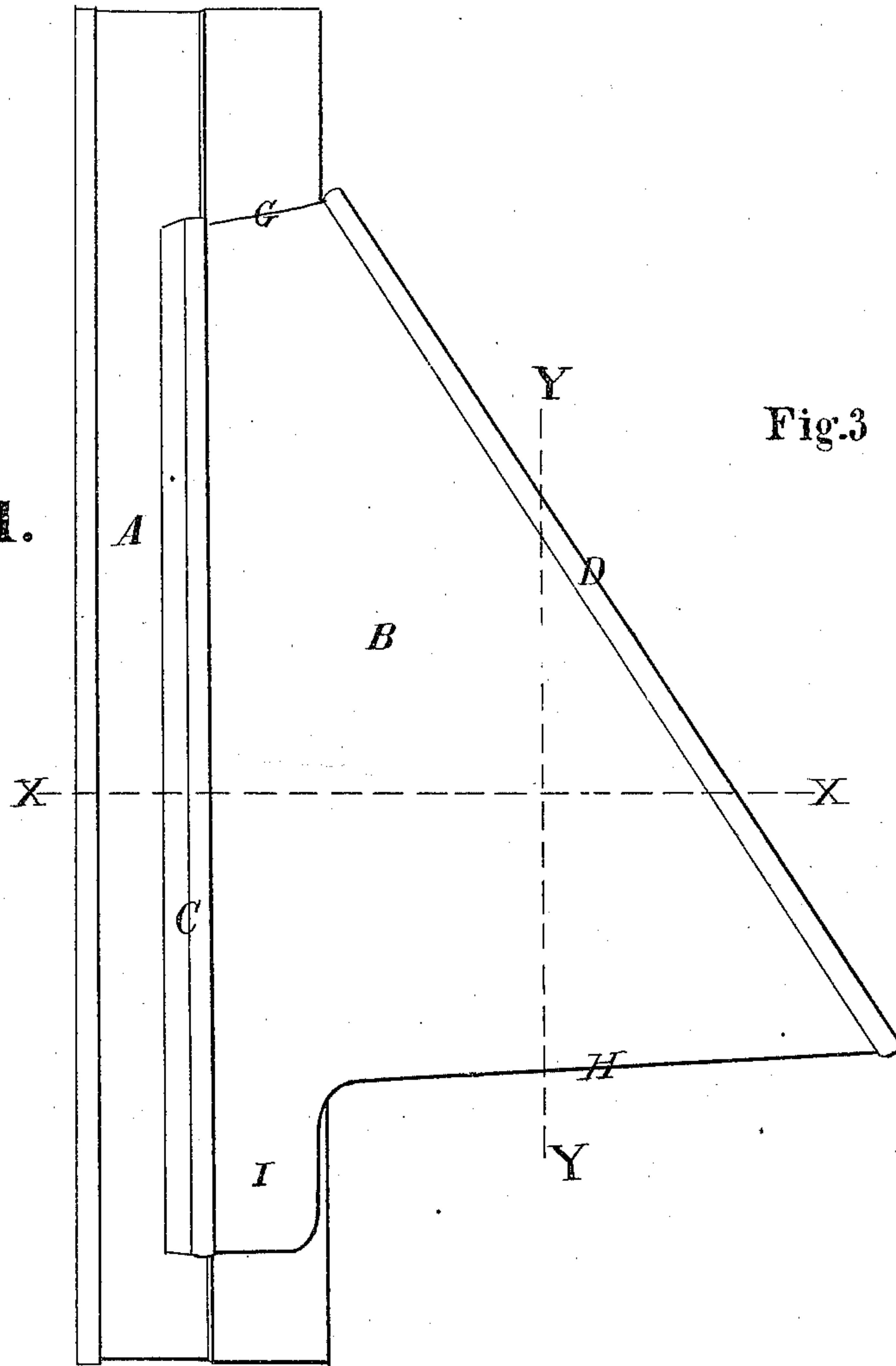
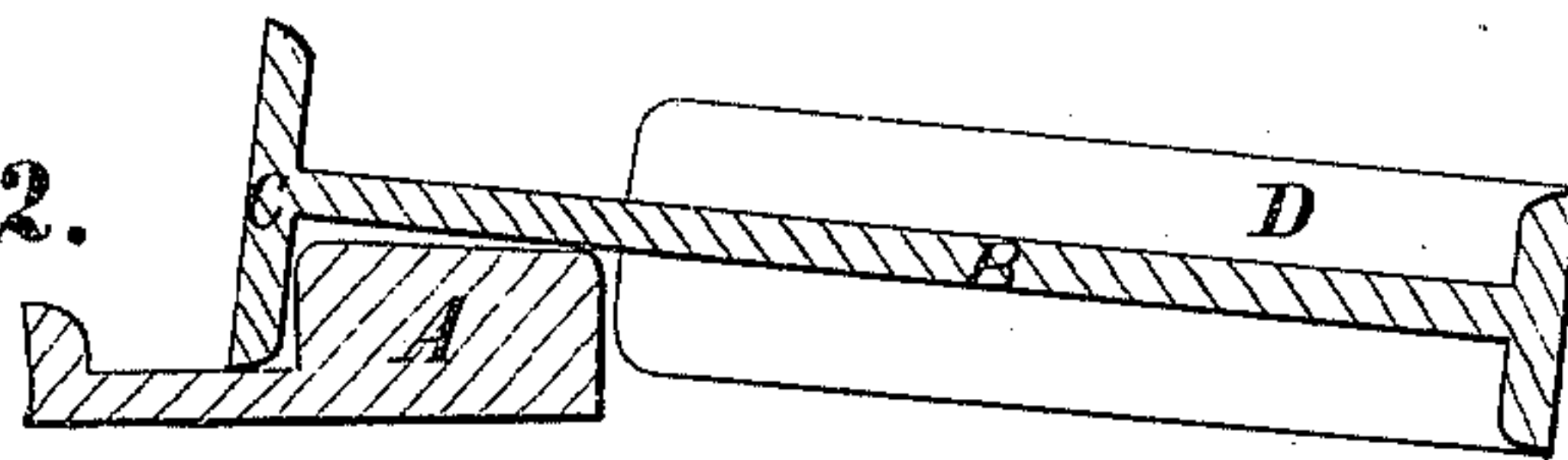


Fig. 3



Fig. 2.



Witnesses.

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BENJAMIN S. LAWSON, OF NEW YORK, N. Y.

Letters Patent No. 97,204, dated November 23, 1869.

IMPROVED CAR-REPLACER.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern :

Be it known that I, BENJAMIN S. LAWSON, of New York, in the county of New York, and State of New York, have invented a new and valuable Improvement in Portable Railway-Frogs; 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 plan view of my invention.

Figure 2 is a cross-section of the same, through line X X.

Figure 3 is a longitudinal section of the same, through line Y Y.

My invention relates to street-railways; and consists, mainly, in the construction of and novel arrangement of devices in a portable railway-frog, whereby the wheels of a street-car thrown off the track can be readily guided back upon the rails.

The letter A, of the drawings, designates the rail of a street-railway.

B represents the portable frog, a plate of cast or malleable-iron, trapezoidal in its general shape, and having its inclining sides flanchred, as at C and D.

The inner flanch, C, is formed to hook over or catch on the inner side of the rail, to prevent the frog from being thrown off when the wheel comes against the bevelled base H.

The outer flanch, D, is formed to correspond with the flanch of the car-wheel, and to guide it to and on the rail.

The small bevelled end G fits the rail in such a manner that when the car-wheel reaches it and rolls off, it continues across the rail, and falls into its proper position.

The frog is prevented from being tilted by the pressure of the wheel on the bevelled base H, by the extension of the inner flanch, and of a portion, I, of the plate adjoining, to the rear, so that the wheel will first touch the bevelled base at a point forward of its bearings.

As the frog is bevelled and flanchred alike on each side, it can be used on either side of the track by turning it over.

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

The portable frog, herein described, having flanches C and D, bevelled base H, and projecting portion I, constructed and arranged to operate as specified.

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

BENJAMIN S. LAWSON.

Witnesses:

E. MILLER,
ALEX. MAYER.