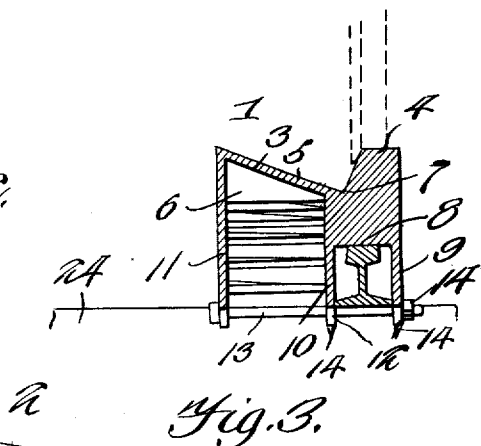
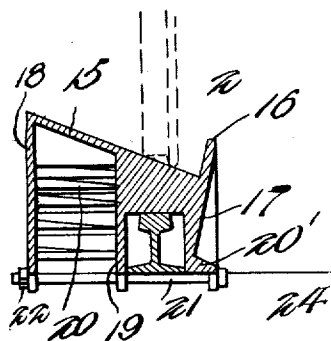
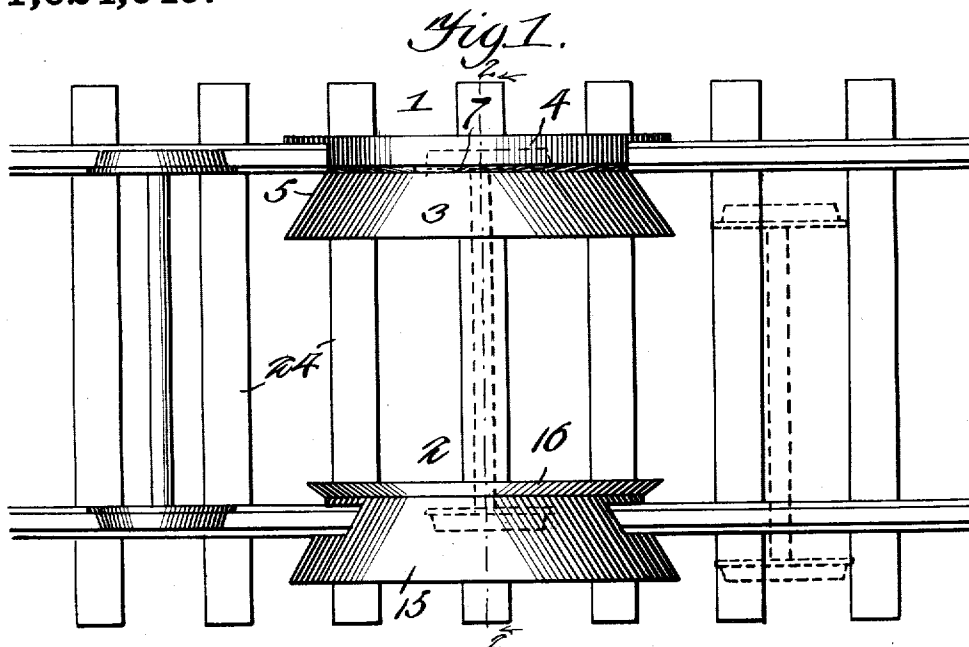


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CAR DERAILER.
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1,024,049.

Patented Apr. 23, 1912.



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CAR-RERAILER.

1,024,049.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, WILLIAM H. ALLEN, a citizen of the United States, residing at Welch, in the county of McDowell and State of West Virginia, have invented new and useful Improvements in Car-Rerailers, of which the following is a specification.

This invention relates to railway replacing frogs, and has for its object to provide means for replacing the wheels of railway cars and locomotives upon the track when they are derailed by accident, and the object of the invention is to provide a device of this character which is extremely simple in construction, which may be easily and quickly applied and which will perform the functions for which it is devised with efficiency and with certainty.

With the above, and other objects in view, which will appear as the description progresses, the invention resides in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings there has been illustrated a simple and preferred embodiment of the improvement, and in which

Figure 1 is a top plan view of my car replacer or frog showing the same in applied position upon a railroad track. Fig. 2 is a central transverse sectional view of the car-replacing members taken on line 2-2 of Fig. 1, with a portion of a car shown in position upon the same. Fig. 3 is a detail perspective view of one of the frog members.

With the devices now in general use for replacing derailed cars much trouble is experienced because the frogs slip from position and it is often necessary to make several unsuccessful attempts before the wheels are replaced. This sometimes detaches the ties from the rails and strains the axles. With my device these deficiencies are overcome by the following construction.

The improved device comprises two members represented respectively at 1 and 2, said members being each preferably formed of cast steel. The frog 1, which may be termed the right hand member comprises essentially a hollow guide head 3 and a track engaging web or flange 4. The guide head 3 comprises an arched member having its upper face curved and sloping downwardly toward the web 4, as designated by the numeral 5. The inner portion of the shell comprising the guide head is provided with

a plurality of transversely arranged reinforcing members 6 so that the said guide head will effectively support the wheels of the car which is to be positioned thereon. The web or engaging flange 4 is also arched as clearly illustrated in the figures of the drawing and its inner face adjacent the guide head is slightly inclined from its bottom to its top. A channel 7 is provided between the inner side of the flange 4 and the guide head 3. The upper portion of the web 4 is solid and provides a horizontally straight under face 8, as shown in the sections. The said flange is provided with a depending vertical wall 9 upon its outer face and a corresponding depending wall 10 upon its inner face. This wall 10 also connects with the guide head 3 and the opposite end or face of the said guide head is provided with a depending flange 11. The flanges 9, 10 and 11 are each provided with suitable eyes 12 having alining openings and being adapted for the reception of removable bolt members 13. The under face of the flanges 9, 10 and 11 are further provided with integrally formed teeth 14, the same being adapted to engage with the ties of the rails so as to sustain the member 1 upon the said ties.

The rail is adapted to be positioned within the pocket provided between the flanges 9 and 10 and the head thereof is adapted to bear upon the under face 8 of the flange 4, as clearly illustrated in the figures of the drawing. When the device is thus positioned the bolts 13 are inserted within the eyes 12 and have their threaded portions engaged by nuts 14', so as to quickly and securely position the device upon the track as well as upon the ties of the track. The left hand member designated by the numeral 2 is of a substantially similar construction to that just described, except that the guide head 15 has its upper curved face sloping toward a reduced web or flange 16. The flange 16 is provided with a depending wall 17, and the head 15 is provided with a pair of spaced walls 18 and 19. The portion of the head between the walls 18 and 19 comprises a shell which is reinforced through the medium of transversely arranged integrally formed strips 20. The remaining portion of the member 15 is solid as clearly illustrated in the sectional view upon the drawing and the space between the walls 17 and 19 comprises a

channel or compartment adapted for the reception of the rail adapted to be engaged by this member. The lower face of the wall 17 is provided with an offset horizontal portion 20', and the lower horizontal edges of all the walls, 17, 18 and 19 are provided with alining eyes, the same being adapted for the reception of removable bolts 21 which are adapted for the reception of nuts 22. The said walls 17, 18 and 19 are further provided with integrally formed spurs 23 which are adapted to engage with the ties 24 between the rails.

The operation of the device is so well known to those skilled in the art that a detail description thereof is deemed unnecessary, but from the above description, taken in connection with the accompanying drawings, it will be noted that I have provided a simple, cheap and thoroughly effective device for the purpose intended, and it is to be understood that while I have illustrated and described the preferred embodiment of the improvement, as it now appears to me, changes in the minor details of construction, within the scope of the following claim may be resorted to if desired.

Having thus fully described the invention, what I claim as new is:—

30 A car replacer having its lower portion cut away longitudinally whereby a means is

provided for the reception of the rail and to permit the device to rest steadily upon the ties of the rail, and comprising an arched guide head, and a track-engaging web, the said guide head being inclined downwardly and toward the said track-engaging web, the said web having its inner face adjacent the guide head inclined upwardly, and the point of juncture of the said guide head and web forming a channel providing a means to prevent the wheels of the car from slipping off the replacer, the said guide head being of a hollow formation and being provided with a plurality of transversely arranged reinforcing members so as to effectively support the wheels of the car to be positioned thereon, and the lower extending portions of the device being of equal length and being provided with integral formed teeth, and further provided with alining eyes adapted for the reception of a removable bolt, the said bolt being adapted for the reception of the nuts whereby a means is provided to securely and quickly fasten the device upon the track and ties.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM H. ALLEN.

Witnesses:

ELI MARSHALL,

E. J. BROWN.