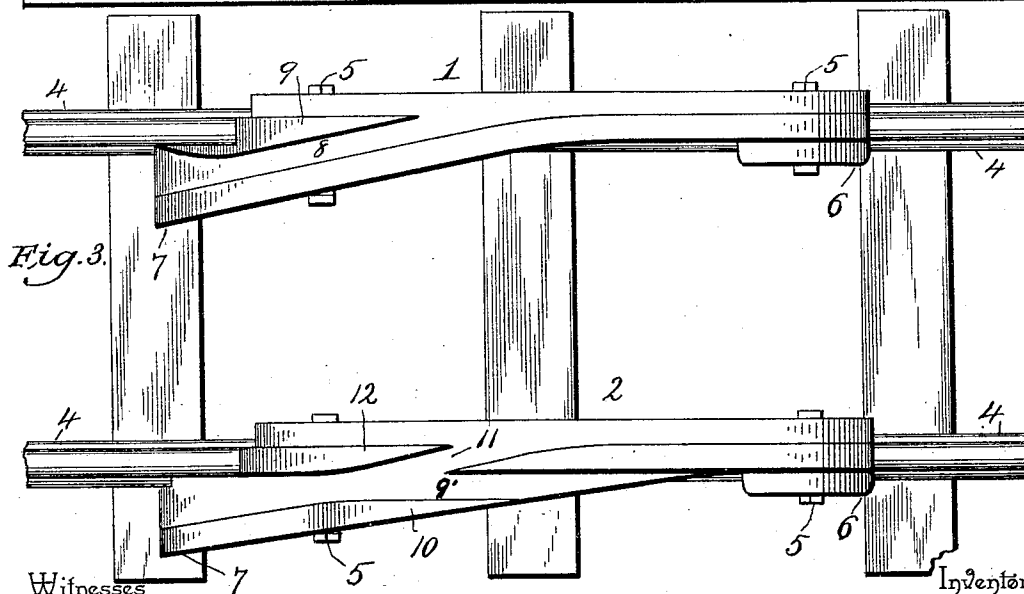
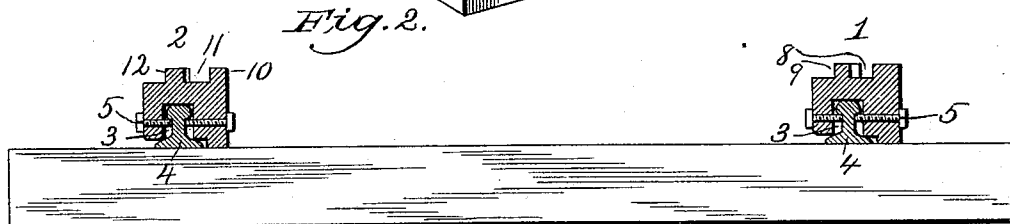
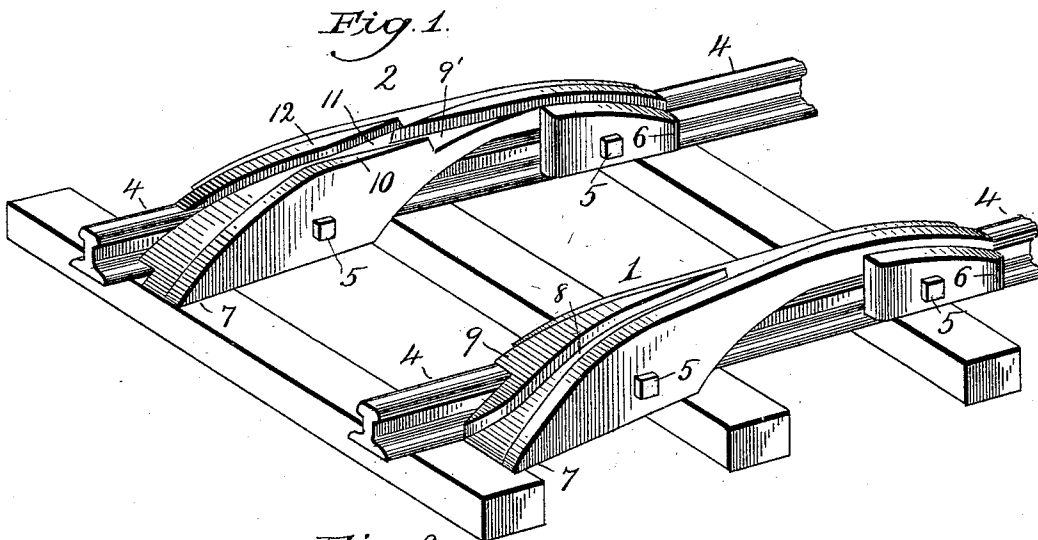


(No Model.)

D. D. GREEN.
CAR REPLACER AND DERAILER.

No. 496,055.

Patented Apr. 25, 1893.



Witnesses

Wm. A. Schornborn.
N. J. Riley

Inventor

D. D. Green.

By his Attorneys,

Cash & Co.

UNITED STATES PATENT OFFICE.

DANIEL D. GREEN, OF SCOFIELD, UTAH TERRITORY.

CAR REPLACER AND DERAILER.

SPECIFICATION forming part of Letters Patent No. 496,055, dated April 25, 1893.

Application filed June 11, 1892. Serial No. 436,371. (No model.)

To all whom it may concern:

Be it known that I, DANIEL D. GREEN, a citizen of the United States, residing at Scofield, in the county of Emery and Territory of Utah, have invented a new and useful Car Replacer and Derailer, of which the following is a specification.

The invention relates to improvements in car replacers and derailers.

The object of the present invention is to provide a simple and inexpensive and strong and durable car replacer and derailer, adapted to be readily attached to rails, and capable of enabling cars after being replaced on the rails to be moved backward and forward over them without liability of accidentally derailing them.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings and pointed out in the claim hereto appended.

In the drawings—Figure 1 is a perspective view of a car replacer and derailer constructed in accordance with this invention. Fig. 2 is a transverse sectional view. Fig. 3 is a plan view showing the frogs arranged for derailing.

Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 and 2 designate right and left hand frogs provided in their lower faces with longitudinal grooves 3, and adapted to be placed upon rails 4 which fit in said grooves and have the frogs secured to them by horizontal bolts or screws 5 arranged at the inner and outer sides of the frogs, and engaging under the heads of the rails. The frogs fit snugly to the rails and are supported by them, and may therefore be of a much lighter construction than could be employed were they not supported throughout their lengths by the rails. The upper faces of the frogs present a general incline from the middle to the ends 6, which rest upon the rails, and to the ends 7 which are supported by cross ties and are arranged adjacent to the rails and form inclines up which the wheels of a car to be replaced

ride. The right hand frog 1 or that one which replaces the wheel outside the rails is provided with a longitudinal guiding groove 8 in which the flange of the wheel runs, and it is provided with a guard point 9 arranged over the rail adjacent to the point where the groove diverges from the rail and adapted to prevent the flange of a wheel approaching it from the end 6 of the frog from following the path of the guide groove, and becoming derailed, thereby enabling the wheel to move backward and forward over the frog without liability of becoming derailed. The left hand frog 2 which replaces the inside wheel and which in the operation of replacing receives the flange of the wheel is provided with a longitudinal groove or way 9', and a guard point 10 and the longitudinal groove or way enables the wheel to move backward and forward over the left hand frog without becoming derailed. The left hand frog is also provided with a guiding groove 11 to enable it to be employed as a right hand frog in case a right hand frog should become broken, and the guiding groove 11 forms a guard point 12, which when the frog is employed on the right hand side, is adapted to engage the flange of the wheel to prevent the wheel following the groove 11.

In replacing a car, the frogs are arranged as illustrated in Fig. 1 of the accompanying drawings with the right hand frog arranged to receive the outside wheel; and in Fig. 3 of the accompanying drawings, the frogs are reversed for derailing a car.

It will be seen that the frogs are simple and inexpensive in construction and are adapted to enable a car to be readily replaced or derailed, and that they are supported by the rails and may be of light construction. It will also be apparent that after a car has been replaced the wheels may move backward and forward over the devices without liability of accidentally derailing the car which is of great advantage.

What I claim is—

In a car replacer a reversible frog adapted to be used on either rail and having a rail receiving groove in its lower face and inclin-

ing from its middle to its ends, and having a longitudinal groove or way in its upper face and provided with the guide point 10 and having an angularly disposed guiding groove
5 11 forming a stationary point 12, substantially as and for the purpose described.

In testimony that I claim the foregoing as

my own I have hereto affixed my signature in the presence of two witnesses.

DANIEL D. GREEN.

Witnesses:

J. H. ECCLES,

J. E. INGLES.