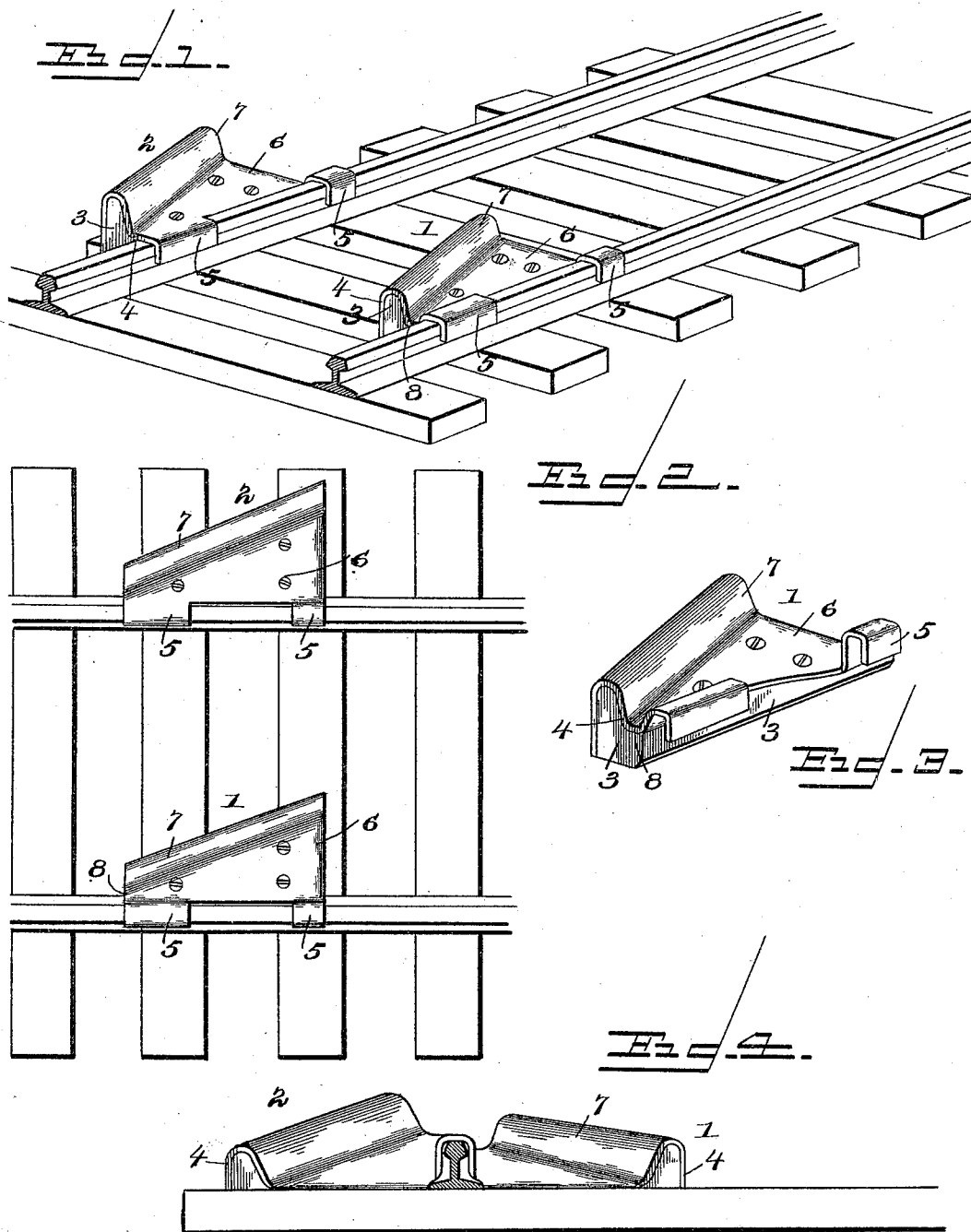


(No Model.)

F. W. REANEY.
CAR REPLACER.

No. 513,531.

Patented Jan. 30, 1894.



Inventor
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Witnesses
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By his Attorneys.

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UNITED STATES PATENT OFFICE.

FRANCIS W. REANEY, OF AUGUSTA, GEORGIA.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 513,531, dated January 30, 1894.

Application filed July 12, 1893. Serial No. 430,276. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS W. REANEY, a citizen of the United States, residing at Augusta, in the county of Richmond and State of Georgia, have invented a new and useful Car-Replacer, of which the following is a specification.

My invention relates to a car-replacer or wreck frog, and has for its object to provide a simple, portable, and reversible device provided with simple means for attachment to the rails, and so constructed as to offer no obstruction to the passage of the wheels already upon the track.

Further objects and advantages of this invention will appear in the following description, and the novel features thereof will be particularly pointed out in the appended claim.

In the drawings: Figure 1 is a perspective view of a pair of replacers embodying my invention applied in the operative position to a railway track. Fig. 2 is a plan view. Fig. 3 is a detail in perspective of the inside frog.

Fig. 4 is a similar view of a double frog embodying my invention and involving a duplication of the construction illustrated in the foregoing figures.

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

1 designates the inside and 2 the outside frog, comprising my improved replacing device, each frog being constructed of a core or body portion 3 of suitable material, such as wood, and a covering and protecting metallic plate 4, which is secured to such core or block by means of screws or similar devices. The side of the frog which is adapted to lie in contact with the rail is provided with clamps 5, consisting of loop-shaped keepers adapted to extend over the tread of the rail and lie at its sides in vertical planes parallel with the web of the rail.

6 represents the inclined table of the frog, which is bounded at the edge opposite the above-mentioned clamps with a rounded guard or rib 7, designed to prevent the wheel from leaving the frog before it has reached the plane of the rail. The protecting plate by which the surface of said guard or rib is

formed is extended down upon the outer side of the guard or rib to the plane of the under side of the core or block, thus providing a strong and durable construction.

The guard or rib 7 is preferably formed by an upward rounded extension of the core or block forming the body-portion of the frog, such rounded extension being covered by the metallic plate which forms the surface of the frog, the advantage of such construction consisting in the cheapness and at the same time durability and strength of the article. It will be understood that the clamps 5 are integral with the plate 4.

The inside and outside frogs, as shown in Fig. 1, are identical in construction, with the exception that the inside frog 1 is provided at the upper end of its inclined table, and between the upper end of the guard or rib and the adjacent clamp, with a channel or depressed portion 8, to avoid elevating the flange of the wheel beyond the necessary point. Hence, by this construction the succeeding wheels of the car or train which may have remained upon the track and therefore need no replacement, will not be obstructed in their movement and will not be in danger of displacement. The upper end of the inclined table of the outside frog, on the other hand, extends above the plane of the tread of the rail in order that the flange of the wheel may be carried over said tread.

The beveled inner sides and rounded upper edges of the guards or ribs are of particular advantage in preventing the wheels of the car from mounting thereover in ascending the inclined tables.

The improved frogs are made of such a length, about thirty inches, that they will rest upon two cross-ties of the road and will support only one wheel each at one time.

In Fig. 4 of the drawings I have illustrated a double frog consisting of an inside and an outside frog connected by the interposed clamp, this construction being of advantage in that it enables the wheels to be replaced whether they are upon the outside or the inside of the track without adjustment of the frogs.

Various changes in the form, proportion, and the minor details of construction may be

resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having described my invention, what I claim is—

The herein described car-replacing frog comprising a block or body-portion 3 provided at one edge with a vertical rounded extension, a protecting metallic plate secured to the upper surface of said block or body-portion, covering the rounded extension, and extending at its outer edge to the plane of the lower surface of the block, and clamps 5 integral with the opposite edge of the pro-

tecting plate and arranged to extend over and rest upon the tread of a rail, the contiguous portions of the clamps lying parallel with the sides of the tread to prevent interference with the flange of a wheel passing thereover, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

FRANCIS W. REANEY.

Witnesses:

H. W. WINGARD,
D. F. O'CONNOR.