

W. W. WILCOX & S. PUTMAN.

CAR PLACER.

APPLICATION FILED FEB. 26, 1909.

934,778.

Patented Sept. 21, 1909.

2 SHEETS—SHEET 1.

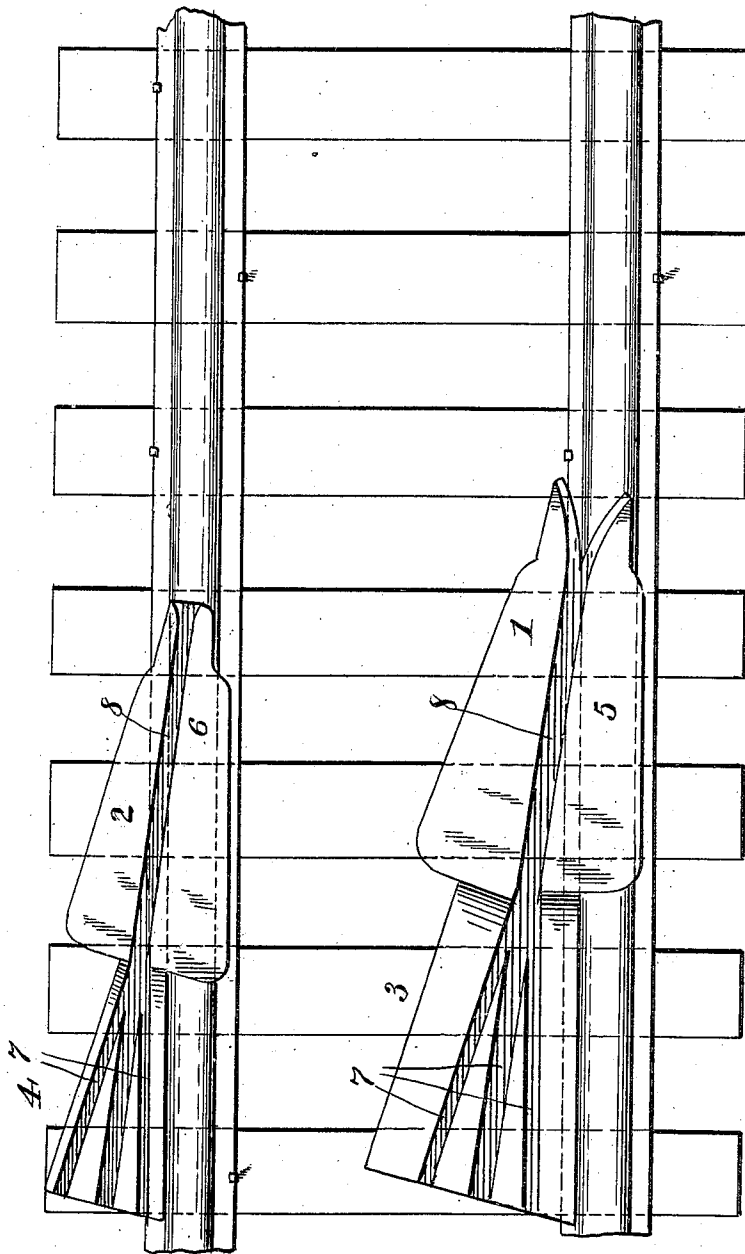


Fig. 1.

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2 SHEETS—SHEET 2.

Fig. 2.

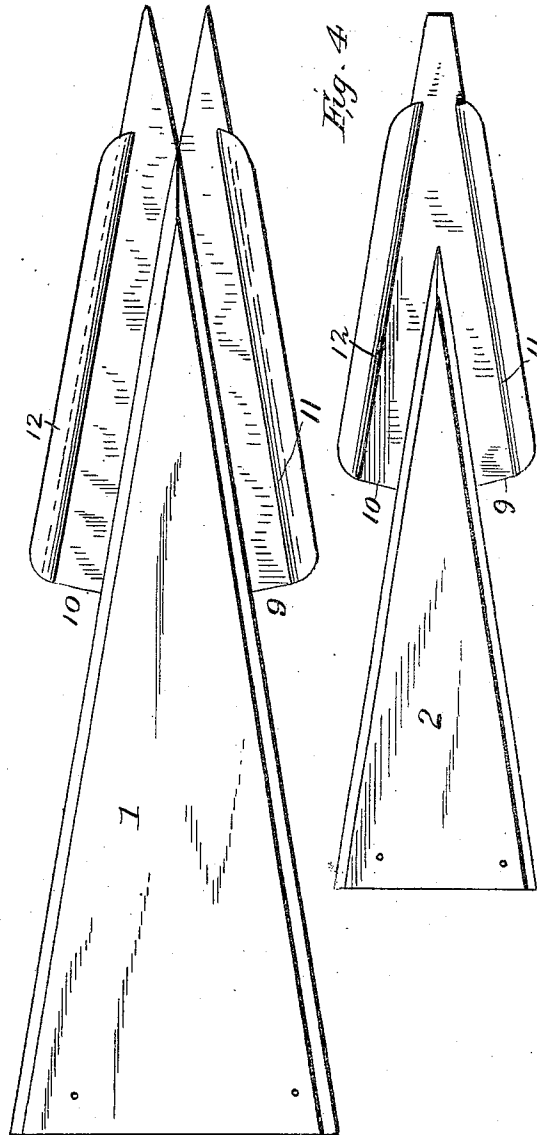
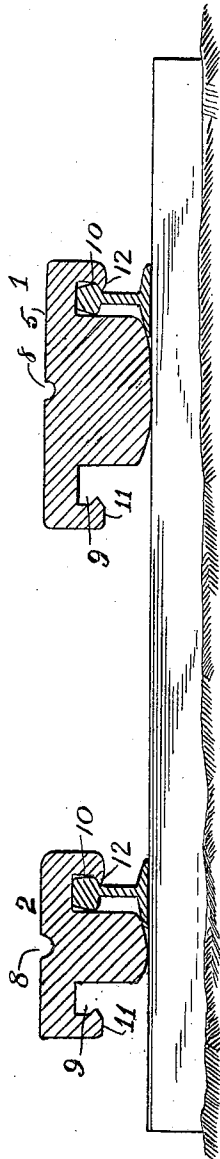


Fig. 3.

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# UNITED STATES PATENT OFFICE.

WELINGTON W. WILCOX AND SOLOMAN PUTMAN, OF OHIO CITY, OHIO.

## CAR-PLACER.

934,778.

Specification of Letters Patent. Patented Sept. 21, 1909.

Application filed February 26, 1909. Serial No. 480,189.

*To all whom it may concern:*

Be it known that we, WELINGTON W. WILCOX and SOLOMAN PUTMAN, citizens of the United States, residing at Ohio City, in the county of Van Wert and State of Ohio, have invented certain new and useful Improvements in Car-Placers, of which the following is a specification.

Our invention relates to improvements in what may be termed car placers. Its objects are to provide for readily and expeditiously replacing a derailed car upon its track and to effect the same in a simple manner and with the minimum expenditure of labor.

It consists of certain novel features or instrumentalities substantially as hereinafter fully disclosed and specifically pointed out by the claims.

In the accompanying drawing illustrating the preferred embodiment of our invention—Figure 1 is a plan view thereof. Fig. 2 is a cross section of the same. Figs. 3 and 4 are inverted views of the two wrecking frogs, respectively.

In carrying out our invention, we employ two wrecking frogs 1 and 2, respectively, which are effective for ready application laterally to the rails of the track, as required in the event of the derailment of a car; also each frog being wholly in a single piece or casting. One frog, 1, is somewhat the larger, being applicable to the inside of a rail according to the derailment of the car, and the other frog 2 being applied to the outside of the opposite rail. These frogs primarily are sloping as at 3, 4, respectively, for a suitable distance along their upper surfaces, and horizontal as at 5, 6, along the remainder of said surfaces. In the sloping surface of each frog is a series of preferably three longitudinal grooves or channels 7 effective for the reception of the wheel-flange, converging at the upper terminus of the slope, from thence the horizontal surface of each is provided with a single groove or channel 8 into which the aforesaid grooves or channels merge respectively. Each frog

has in its underside two grooves or channels 9, 10 respectively, each adapted for the reception of either rail, the grooves of each frog converging into a single forward terminal, thus providing for the application of either frog to either rail according to the derailment of the car it may be required to place upon the track. The walls or sides of the grooves 9, 10 are formed along their lower edges with horizontal or longitudinal ledges or projections 11, 12 respectively, which take under the treads of the rails for the attachment of said frogs thereto and for their retention against forcible displacement from said rails when in use, said frogs being adapted to allow of being forced into place upon the rails. They are suitably held against endwise movement when in use, by being spiked to the ties as will be readily understood. These wrecking frogs are capable of use even at a switch in event of their need, or at any other point along the track where a derailment may occur.

We claim—

1. A wrecking frog having a sloping surface provided with a series of converging grooves and a horizontal surface provided with a single groove common to any of the series, and the underside having two converging grooves which terminate in a single groove whereby a rail may be received in either groove.

2. A wrecking frog having in its upper surface a series of wheel-flange receiving grooves with a single groove common to any of said series, said frog having in its underside two converging grooves which terminate in a single groove, and longitudinal projections on the lower edges of the frog extending into the grooves.

In testimony whereof we affix our signatures, in the presence of two witnesses.

WELINGTON W. WILCOX.  
SOLOMAN PUTMAN.

Witnesses:

F. L. WISE,  
C. F. KOCH.