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UNITED STATES PATENT OFFICE.

ROBERT H. WATTERSON, OF ONEIDA, NEW YORK.

CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 304,590, dated September 2, 1884.

Application filed March 3, 1884. (No model.)

To all whom it may concern:

Be it known that I, ROBERT H. WATTERSON, of Oneida, in the county of Madison and State of New York, have invented certain new and useful Improvements in Car-Replacers; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification, in which—

Figure 1 is a plan view of a section of a rail or bed-piece showing my railroad wrecking-frog or car-replacer applied. Fig. 2 shows in section my improved railroad wrecking-frog or car-replacer, and also the spuds in the bottom of this section, which are designed to prevent the same from slipping. Fig. 3 is a cross-section of a double clamp through line *y*, indicated on Fig. 1. Fig. 4 is a top view of the device with the clamp or gripping-arm removed. Fig. 5 is a bottom view of the extension or carrying bar with clamps, the body of replacer being removed. Fig. 6 is a perspective view of a modification of the clamp.

In the modification shown in Fig. 6 the clamp E is formed with a longitudinal slot, which permits it to slide through under the extension-bars from one side to the other, rendering the said clamp less liable to be broken off in case the wheels should mount the bed-piece and run over.

The object of this invention is to provide a device for the purpose of replacing or putting onto the track the wheels of a derailed engine or the wheels of a derailed railroad-car truck.

It consists in a double-beveled base or bed-piece combined with a pivoted clamp, and having one or more gripping arms or clamps, as will be fully understood from the following description, when taken in connection with the annexed drawings.

In Fig. 1 I have represented a section of a rail or bed-piece showing my improved railroad wrecking-frog applied, indicating in dotted lines the car-replacer adjusted for replacing a derailed car-truck or engine onto the track.

This car-replacer or frog-section consists of

a horizontal base or bed-piece, B, having spurs or spuds in the bottom of same to prevent slipping, this base or bed-piece B having an inclined surface, P, which extends from the lowest point, P', to a level above the horizontal plane of the rail.

At C is a half-socket, through which a bolt or rivet, C', is passed vertically. This bolt or rivet is the vertical pivot of a laterally-movable arm, B', to which I pivot a reversible clamp, C'', and also the clamp E.

It will be observed that I bevel the front end of the base or bed-piece at F, and also at G, for the purpose of adapting it to the T-shaped rail when in working position.

It will also be observed that at V, I have underscored the shoulder or the bed-piece for the purpose of receiving the offset of the clamp or gripping-iron C'.

It will be seen from the foregoing that I have a railroad reversible wrecking-frog, or car-replacer, being reversible in itself, and which is applicable to both rails, either out or inside of the track.

The car-replacer is rigidly held on the ties by the clamps or claws, and also the spuds in the bottom of the same.

The double clamp or gripping-arm C'' is also adapted to engage with the T-head of the rail, and the auxiliary clamp or claw E, being reversible, is also adapted to engage with the rail on either side of the track.

Having described my invention, I claim—

1. A railroad wrecking-frog or car-replacer, double-beveled, as described, in combination with a carrying-bar and a reversible clamp, substantially as described.

2. A railroad wrecking-frog or car-replacer consisting of a wedge-shaped base which is laterally beveled and adapted to fit the side of a railroad-rail, in combination with a horizontal extension or carrying bar provided with two reversible pivoted clamps, substantially as described.

3. In a railroad wrecking-frog or car-replacer, a pivoted double clamp or gripping device, in combination with a reversible clamp and a carrying-bar to which clamp is pivoted, substantially as described.

4. The combination of a wedge-shaped base

or bed piece, a carrying-bar, a double clamp,
and a reversible clamp applied to the free end
of said extension or carrying bar, all con-
structed and adapted to operate substantially
5 in the same manner and for the purpose de-
scribed.

In testimony that I claim the foregoing as

my own I affix my signature in presence of
two witnesses.

ROBERT H. WATTERSON.

Witnesses:

WASHINGTON I. TILLOTSON,
JOSEPH BIB.