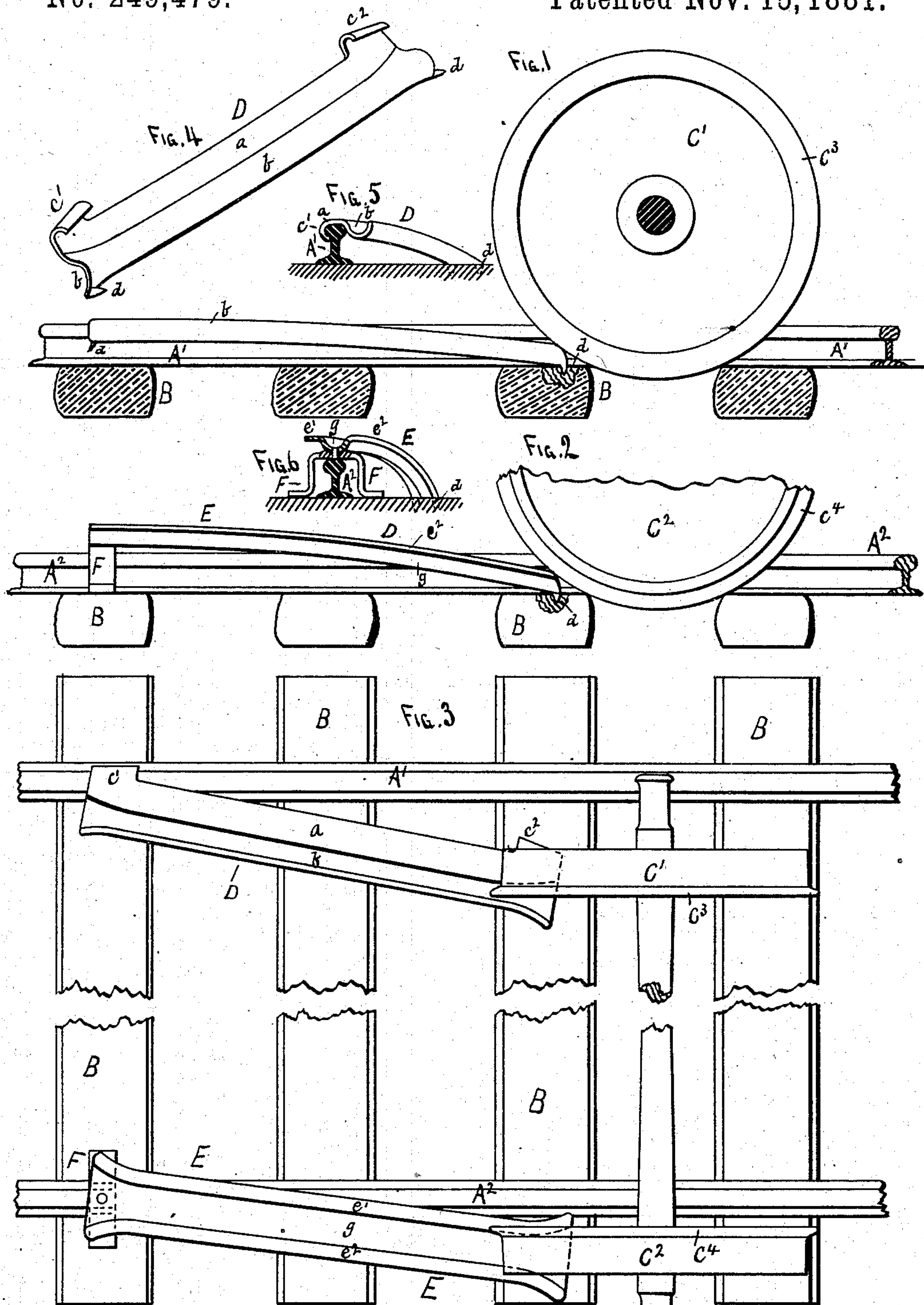


(No Model.)

J. L. OWENS.
RAILWAY WRECKING FROG.

No. 249,479.

Patented Nov. 15, 1881.



WITNESSES.
Louis Feesser
Edward Robert.

John Lloyd Owens,
INVENTOR, BY
Louis Feesser & Co., Attys.

UNITED STATES PATENT OFFICE.

JOHN LLOYD OWENS, OF MINNEAPOLIS TOWNSHIP, HENNEPIN COUNTY,
MINNESOTA.

RAILWAY WRECKING-FROG.

SPECIFICATION forming part of Letters Patent No. 249,479, dated November 15, 1881.

Application filed August 15, 1881. (No model.)

To all whom it may concern:

Be it known that I, JOHN LLOYD OWENS, a citizen of the United States, residing in Minneapolis township, Hennepin county, Minnesota, have invented certain new and useful Improvements in Railway Wrecking-Frogs, of which the following is a specification.

This invention relates to implements used in replacing cars upon tracks; and it consists in 10 channeled bars adapted to fit the inner and outer flanges of the wheels, whereby the cars are prevented from running off from the replacers, as hereinafter shown. I attain these objects by the use of the mechanism illustrated in the 15 accompanying drawings, in which—

Figure 1 is a side view of a section of railroad-track and a car-wheel off the track, showing the manner of arranging the inner replacing-rail. Fig. 2 is a similar view, showing the 20 manner of arranging the outer replacing-rail; and Fig. 3 is a plan view of Figs. 1 and 2. Fig. 4 is a perspective view of the inner replacer-bar. Fig. 5 is an end view of the inner, and Fig. 6 is an end view of the outer, replacer-bar.

25 A' A² are the rails, B the ties, and C' C² two car-wheels off the track, as shown.

D is a curved metal bar having a flat portion, *a*, and hollow channel *b* throughout its length.

30 *c'* *c*² are small hooks formed upon the edge of the flat part *a*, at the ends, and one of them, *c'*, adapted to clasp the tread of the rail, as shown, while the other end rests upon one of the ties when the car is to be replaced upon the 35 track from one direction, and the other hook, *c*², made to clasp the rail and the end *c'* rest upon a tie when the car is to be replaced upon the track from the opposite direction, the bar thus being changeable end for end, as shown.

40 E is another bar, similar to the bar D, except that it has two flat places, *e'* *e*², on either side of a channel, *g*, and pivoted by one end to a head, F, adapted to fit over the rail and rest upon one of the ties B, as shown. By this 45 means the bar may be turned around to adapt it to fit the car-wheels from both directions. Small spurs *d* will be formed upon the under side of the ends of the bars D and E to enter

the ties upon which they rest, to prevent the wheels C' C² pushing them along the rails when 50 running up to them. The ends of both bars will be made flaring, as shown, so that the flanges of the wheels will more readily enter their channels.

When the replacers are to be used the bar 55 D is placed with its lower end beneath the edge of the wheel C', which is between the rails, with the channel *b* opposite the flange C³, and the hook *c'* on the other end clasping the rail, and the other bar, E, placed with its head F 60 resting upon a tie, and its lower end beneath the other wheel, C², with the flange C⁴ opposite the channel *g*, as shown. Then, when the car is pulled forward, the flanges C³ C⁴ will run up the channels *b* *g*, and the tread of the inner 65 wheel, C', run upon the flat portion *a* and thus be replaced upon the track, the head F being high enough to raise the flange C⁴ above the rail, as shown.

In the ordinary replacers formed of a straight 70 rail or bar and without a channel for the flange, the wheels are very liable to run off the bars, as the strains are nearly all at an angle to the bars, and only one flange, C⁴, is utilized to guide the wheels up the bars; but by the use of the 75 channels *a* *g* both flanges C³ C⁴ are used, hence the wheels will be very much less liable to mount the bars.

What I claim as new, is—

1. The curved plate D, having the channel 80 *b*, flat portion *a*, and hooks *c'* *c*², substantially as and for the purpose set forth.

2. The curved plate E, having the channel *g* and flat portions *e'* *e*², in combination with and pivoted to the head F, substantially as set 85 forth.

3. The combination and arrangement of the curved bars D E, constructed and adapted to be operated substantially as set forth.

In testimony whereof I have hereunto set 90 my hand in the presence of two subscribing witnesses.

JOHN LLOYD OWENS.

Witnesses:

C. N. WOODWARD,
LOUIS FEESER, Sr.