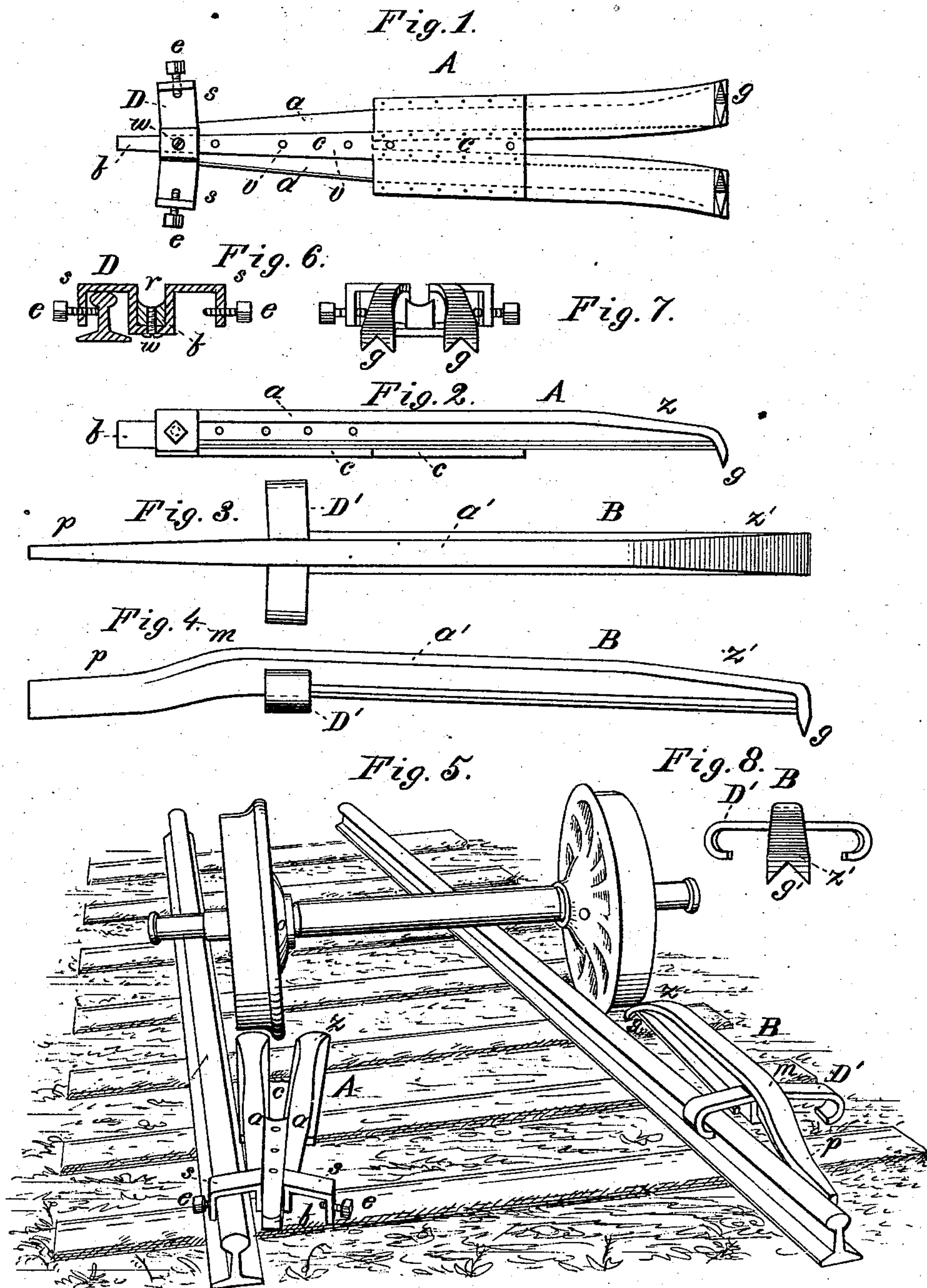


(No Model.)

W. TOOMBS.  
CAR REPLACER.

No. 287,738.

Patented Oct. 30, 1883.



WITNESSES

Villette Anderson.  
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# UNITED STATES PATENT OFFICE.

WILLIAM TOOMBS, OF LOGAN, UTAH TERRITORY.

## CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 287,738, dated October 30, 1883.

Application filed June 23, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, WM. TOOMBS, a citizen of the United States, residing at Logan, in the county of Cache and Territory of Utah, have invented certain new and useful Improvements in Car-Replacers; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of a part of this invention, and shows a bottom view of the inside frog. Fig. 2 is a side view of the same. Fig. 3 is a top view of the outside frog. Fig. 4 is a side view of the same. Fig. 5 is a perspective view of the invention. Figs. 6, 7, and 8 are detail views.

This invention has relation to wreckers' frogs or car-replacing rails; and it consists in the construction and novel arrangement of devices, as hereinafter set forth, and particularly pointed out in the appended claims.

In the accompanying drawings, the letter A designates the inner replacing frog or guide, which is reversible, and B the outer or single guide-rail.

The letter *a* designates the track-rails of the replacer-frog A. At one end these rails rise as high as the track-rails of the roadway, and at their other ends they slope downward, forming inclined planes, as indicated at *z*. On the under sides of these shallow ends spurs *g* are formed, which, when the weight of a car comes on the rail, are pressed into a tie, and hold the rail securely in position, so that it cannot slip.

Between the heads or higher ends of the rails *a* is fitted an elongated iron block or bearing, *b*, which projects beyond the ends of the rails and fits into the middle recess, *r*, of a double-arch connection or hook-piece, D, which extends transversely; its hook-wings *s* being designed to extend over a rail of the

road-track. The block *b* is secured to the hook-piece D by a bolt or screw, *w*, and the hook-wings *s* are provided with set-screws *e*, whereby they are firmly secured to the rails. Under the block *b* and the heads of the rails *a* is a base-plate, *c*, which is firmly secured to the block *b* by bolts, as indicated at *v*. In this frog one of the rails *a* serves as a guard or check for the other.

The higher portion, *m*, of the single rail B is arched or bent upward and then downward, terminating in a tapering point, *p*, as shown in the drawings. It is provided with a double-hook connection, D', which is used with the hooks downward, the replacer-rail being moved endwise into connection therewith after it has been placed in engagement with the track-rail. The elevation *m* is sufficient to carry the flange of the wheel over the road-track rail.

In using the replacers the frog A is always arranged with one branch within the road-track, and the single replacer-rail B is placed on the outside, in order that the wheels may be elevated sufficiently for their flanges to pass over the road-rail.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

1. A reversible replacer-frog, consisting of the elongated rails *a*, center block, *b*, base-plate *c*, and the double-arched hook D, having set-screws in its hook-wings, substantially as specified.

2. The combination, with the reversible replacer-frog A, having the double-arched hook-connection D and set-screws *e*, of the single rail-replacer B, having the arch *m*, and the reversible double-hook connection D', substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM TOOMBS.

Witnesses:

R. CROFT,  
JOS. BYWATER.