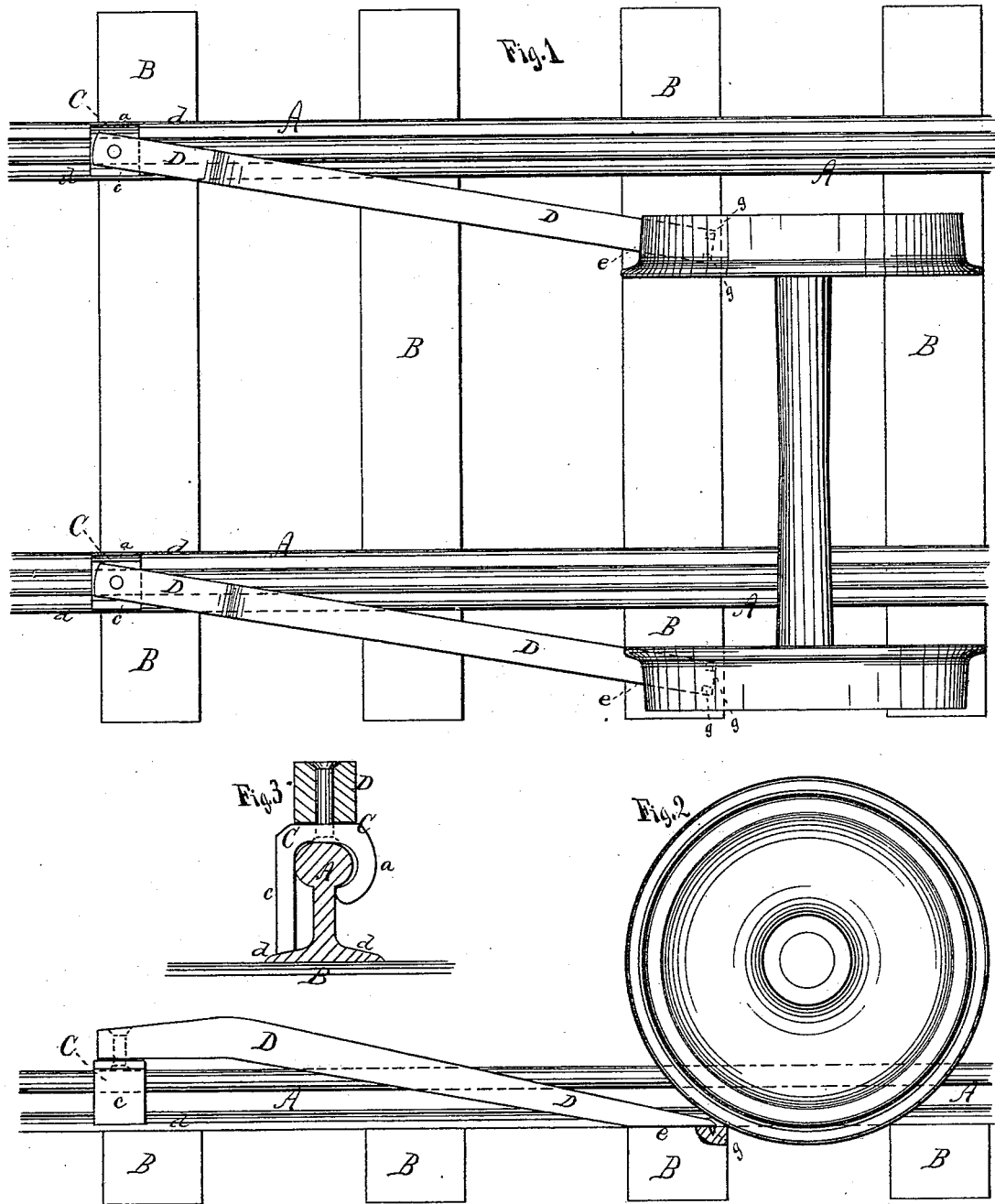


O. J. WILLIAMS.  
Car-Replacer.

No. 167,421.

Patented Sept. 7, 1875.



Witnesses.  
C. N. Woodward.  
J. Duff.

Owen John Williams  
Inventor,  
per C. N. Woodward  
Atty.

# UNITED STATES PATENT OFFICE

OWEN J. WILLIAMS, OF BUFFALO, NEW YORK.

## IMPROVEMENT IN CAR-REPLACERS.

Specification forming part of Letters Patent No. 167,421, dated September 7, 1875; application filed June 5, 1874.

*To all whom it may concern:*

Be it known that I, OWEN JOHN WILLIAMS, of Buffalo, in the county of Erie and State of New York, have invented certain new and useful Improvements in Railroad Wrecking-Frogs, of which the following is a specification:

This invention relates to certain improvements in wrecking-frogs in which are employed an inclined rail, having at one end a clamp which overlaps the tread of the rail, the said clamp being held in position by a set-screw passing through one of the arms of the clamp. Such class of devices have been found very objectionable, owing to the fact that they cannot be employed where a guard-rail occurs, as the set-screw will have to be withdrawn so far from the arm of the clamp in which it is screwed to pass over the tread of the rail, as to come in contact with the guard-rail, thereby precluding its use in such position; and, moreover, the set-screw has been found not to effectually hold the inclined rail in place.

The object of my invention is to overcome such objections; and to this end it consists, principally, in providing the inclined rail or frog with a clamp at one end, which overlaps the rail, and one vertical arm of which projects down to the base of the rail, thereby supporting the frog, and allowing it to be employed in any position.

In the drawings, Figure 1 is a plan view of a section of track with my device placed there-

on. Fig. 2 is a side view. Fig. 3 is a cross-section of a rail at the "saddle."

A A are the rails, and B B the ties. C C are metal clamps or saddles, which set down over the rail, (see Fig. 3,) one side bent inward in the form of a hook, as at *a*, while the other side *c* runs downward in a straight line, and rests upon the top of the lower flange *d*, as shown. D is the usual incline rail, which is pivoted to the top of the clamp C, and has its lower end beveled off at *e*, to enable it to be set evenly upon a tie, as shown in Fig. 2. The extreme outer point of this flat portion or sole *e* is provided with two or more spurs or points, *g g*, which are pressed into the tie by the weight of the wheels, and thus assist in holding the frog in place.

I do not claim an inclined rail having a clamp at one end, which overlaps the tread of the rail, and which is confined in place upon the rail by a set-screw; but

What I claim is—

The inclined rail D, pivoted to and in combination with the clamp C, having a hook, *a*, and a vertical arm, *c*, which rests upon the base of the rail, all substantially as set forth.

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

OWEN J. WILLIAMS.

Witnesses:

C. N. WOODWARD,  
JOSEPH H. WILLIAMS.