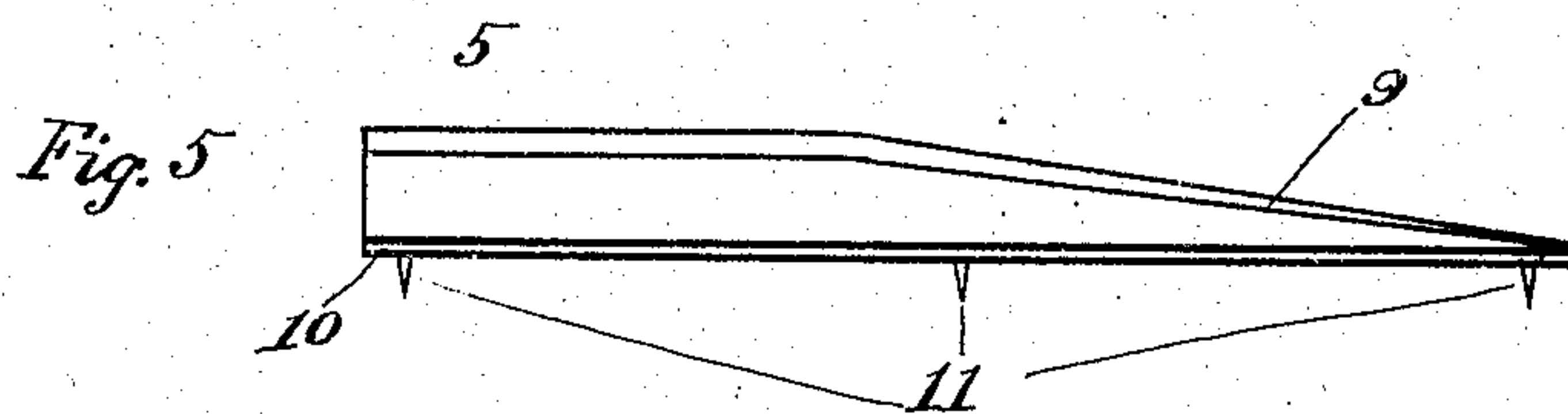
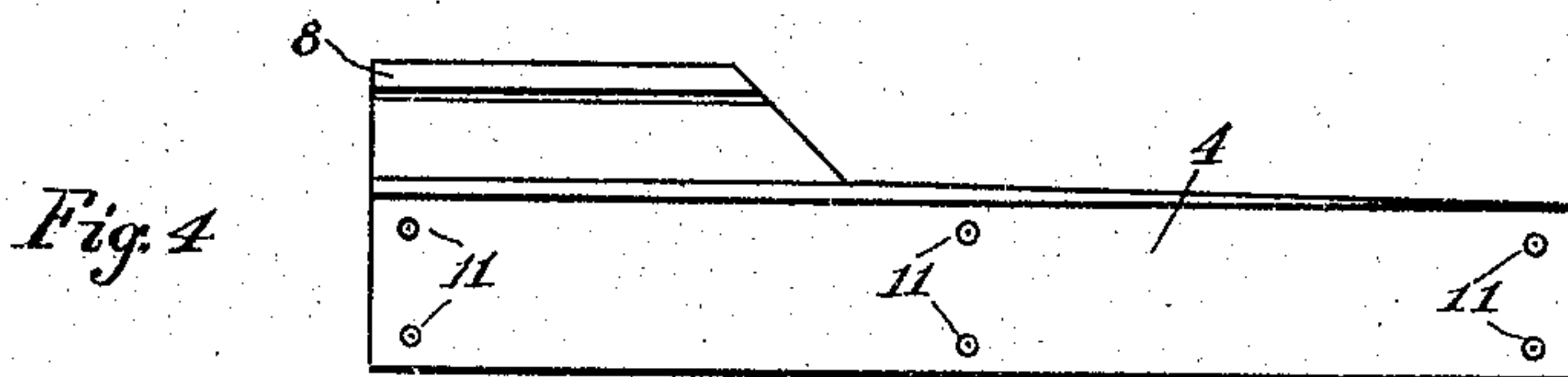
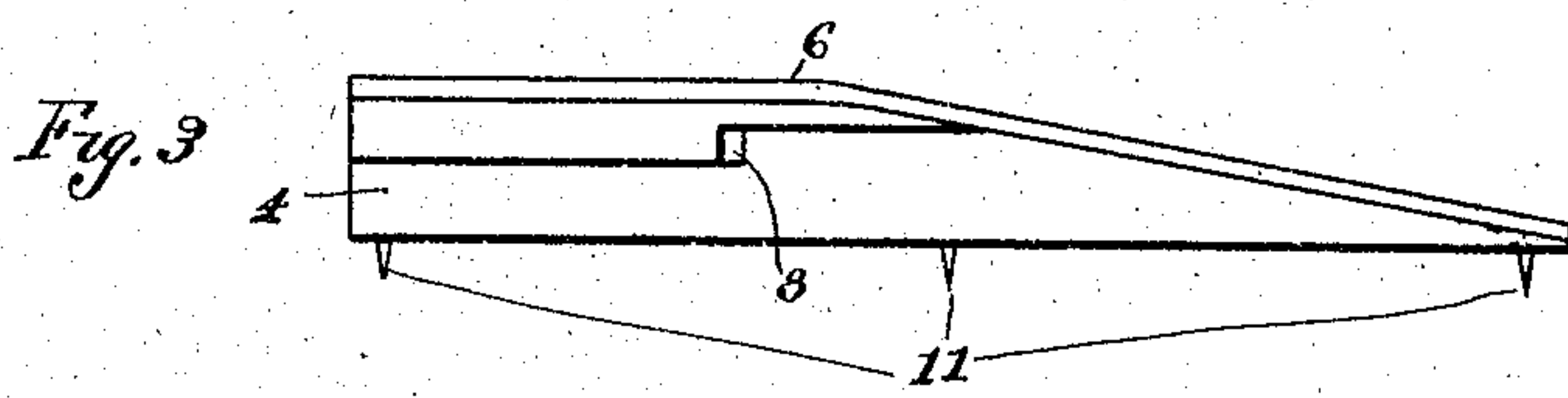
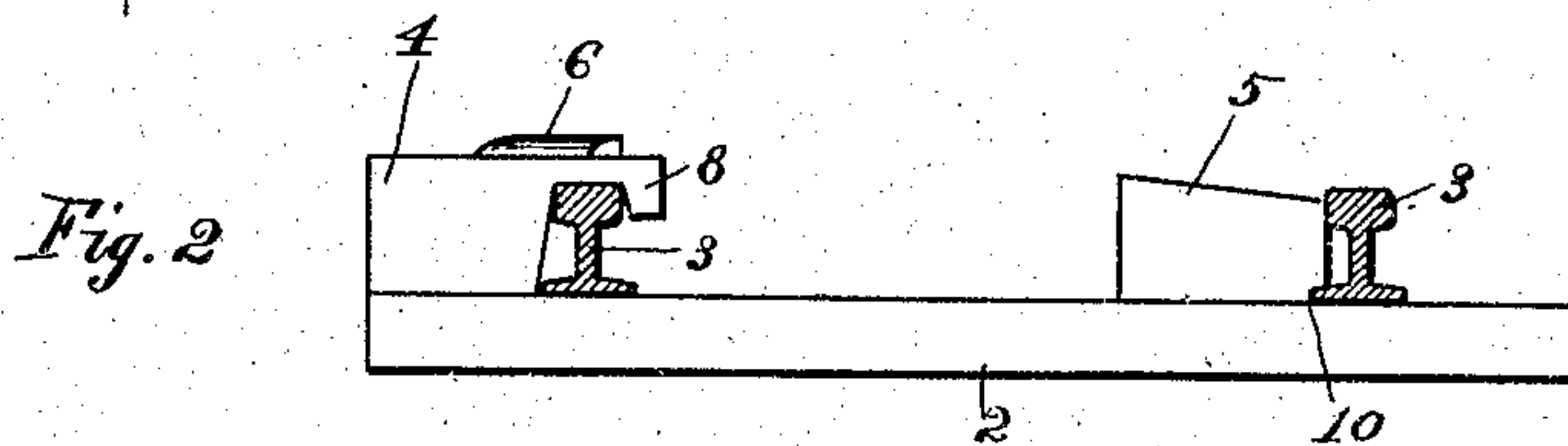
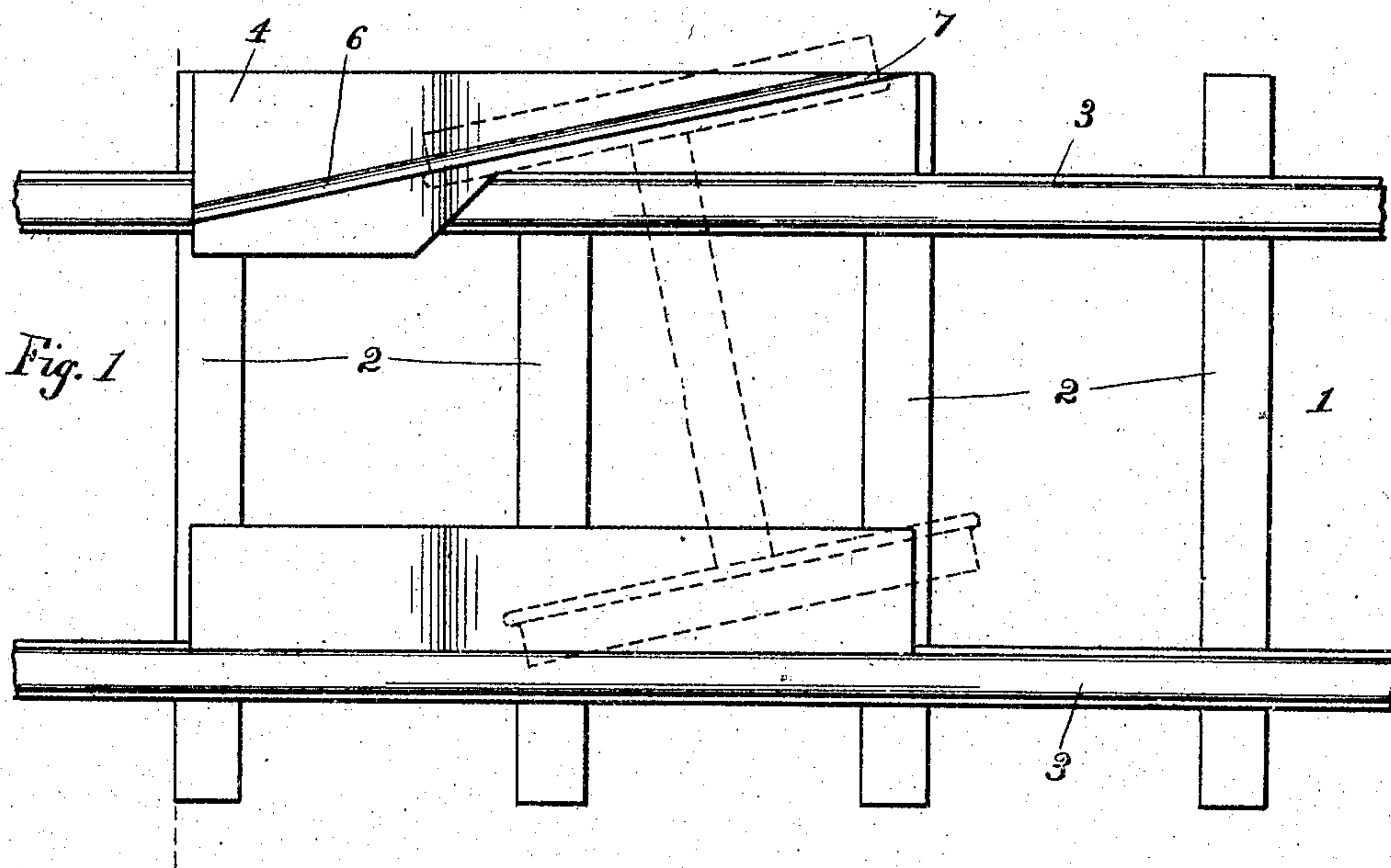


No. 791,474.

PATENTED JUNE 6, 1905.

M. H. KENASTON.  
CAR REPLACING FROG.  
APPLICATION FILED DEC. 14, 1903.



WITNESSES:

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INVENTOR,

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*By Higdon & Higdon*  
*Atty*

## UNITED STATES PATENT OFFICE.

MYRE H. KENASTON, OF KANSAS CITY, MISSOURI.

## CAR-REPLACING FROG.

SPECIFICATION forming part of Letters Patent No. 791,474, dated June 6, 1905.

Application filed December 14, 1903. Serial No. 185,038.

*To all whom it may concern:*

Be it known that I, MYRE H. KENASTON, a citizen of the United States, residing at Kansas City, in the county of Jackson and State of Missouri, have invented new and useful Improvements in Car-Replacing Frogs, of which the following is a specification.

My invention relates to car-replacing frogs.

Referring to the accompanying drawings, Figure 1 illustrates a section of a railroad with the car-replacer in position and a pair of trucks in dotted lines indicating the position of the displaced car as it travels on the replacers in the act of being replaced. Fig. 2 illustrates a front end view of the two replacers, showing the position they occupy relative to the rails when they are ready for replacing the car. Fig. 3 is a side elevation of the replacer illustrated at the left-hand end of Fig. 2. Fig. 4 is an inverted plan view of Fig. 3. Fig. 5 is a side elevation of the replacer illustrated in an end view at the right-hand end of Fig. 2.

I will now further proceed to describe my invention by referring to corresponding numerals on the drawings and specification, in which—

1 illustrates a sketch of a railroad-track constructed of the usual ties 2 and the rails 3.

The replacing-frogs 4 and 5 are constructed of solid body portions, but may be arranged from near their middle to the front ends with open cores. (Not shown.) The frog 4 is provided with an upwardly and obliquely extending rib 6. Said rib extends obliquely across the top of the frog, as shown, the lower end of said rib at 7 extending downward over the inclined portion of the frog. The inner portion of this frog 4 is provided with an inwardly and downwardly extending flange 8.

This flange snugly engages the top of the rail, which prevents it from slipping or sliding outward as the car-wheels pass over it. The replacer 5 is constructed of a plain body portion with one end, 9, formed into a wedge-like shape, the same as the replacer 4. The top surface of this replacer is slightly inclined outward toward the rail, the outer inclined upper surface engaging the rail slightly below the top thereof, as shown at 5 in Fig. 2. The lower edge of this replacer 5 is grooved at 10 and is adapted to engage over the head of the rail. I have further provided spurs 11 integral to the bottom of the replacer-frogs. These spurs are adapted to be driven into the ties 2 to assist in holding them firmly in position.

Having now fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

In a car-replacing device of the character described, the combination of "companion car-replacing frogs," provided with retaining-spurs, one of the frogs adapted to engage the rail-ties on the outside of the rail with a portion thereof engaging over the top of the rail, the other frog adapted to engage the ties opposite to the first-mentioned frog which closely impinges on the rail on the inside, an integral wheel-guiding rib obliquely and longitudinally of one of the frogs and an outwardly-inclining upper face to the other frog, substantially as shown and described.

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

MYRE H. KENASTON.

Witnesses:

GEO. H. ROBERTS,  
M. L. LANGE.