

No. 897,673.

PATENTED SEPT. 1, 1908.

B. STRICKLAND.
CAR REPLACER.

APPLICATION FILED APR. 20, 1908.

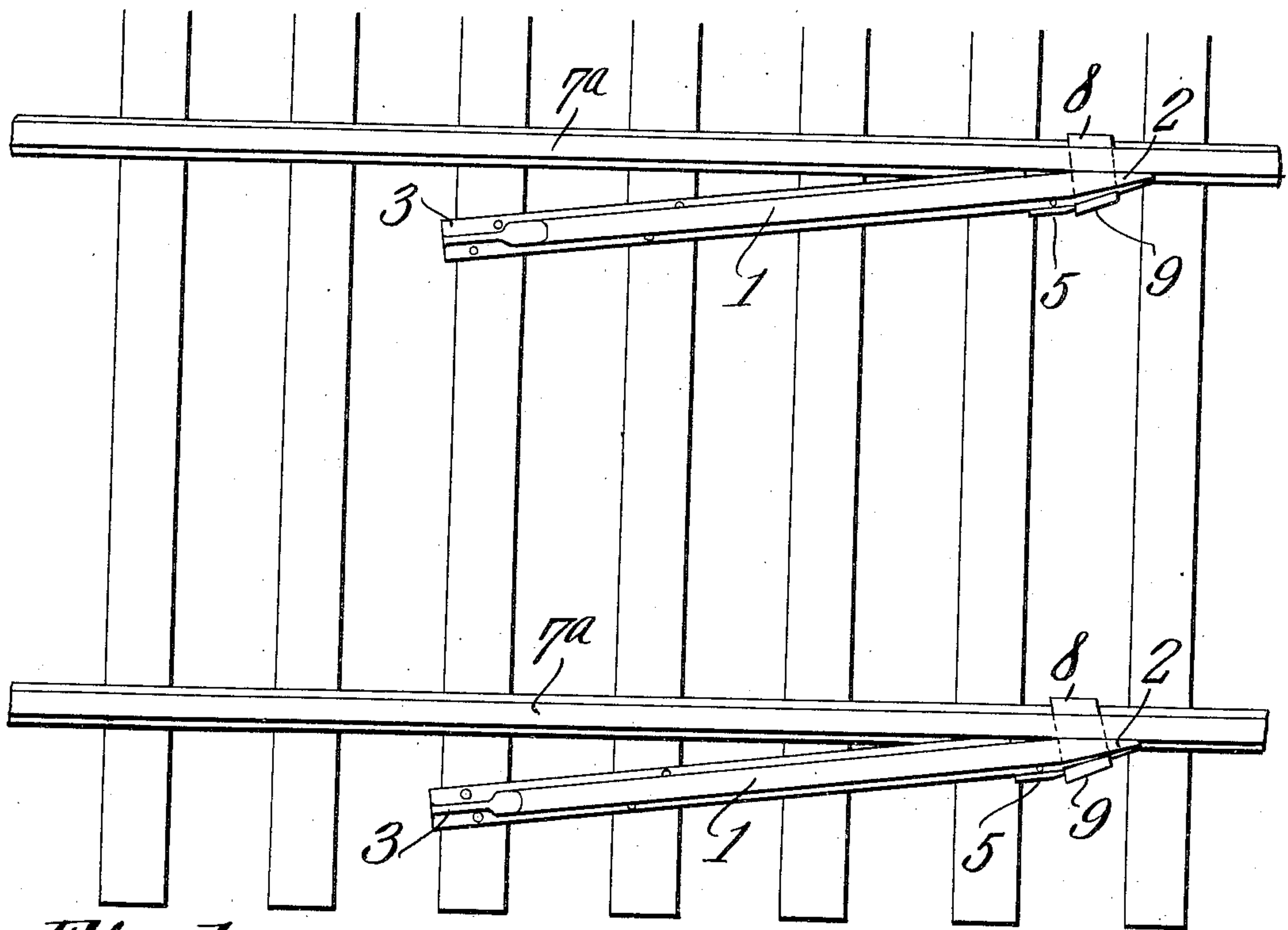


Fig. 1.

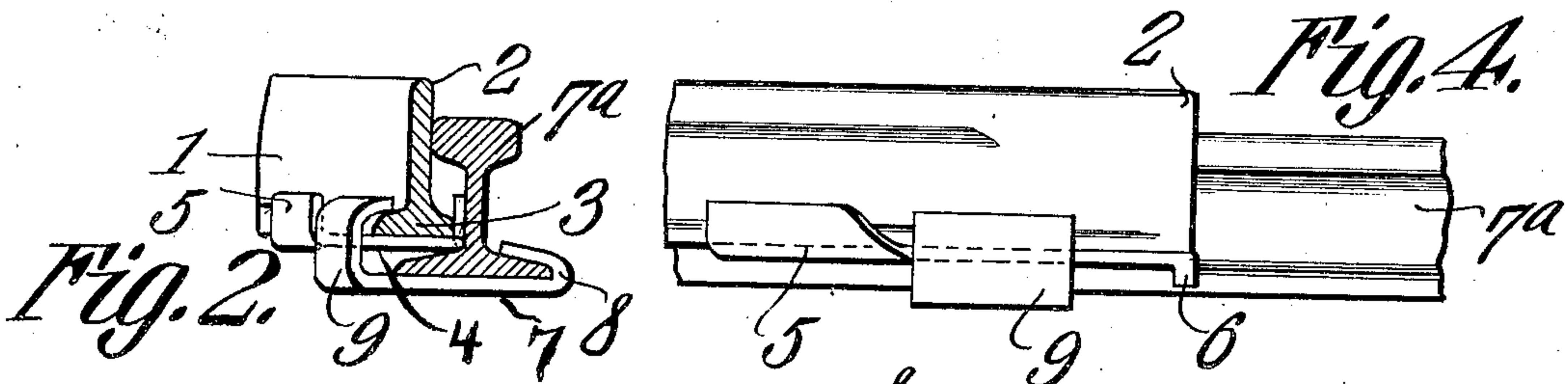


Fig. 2.

Fig. 4.

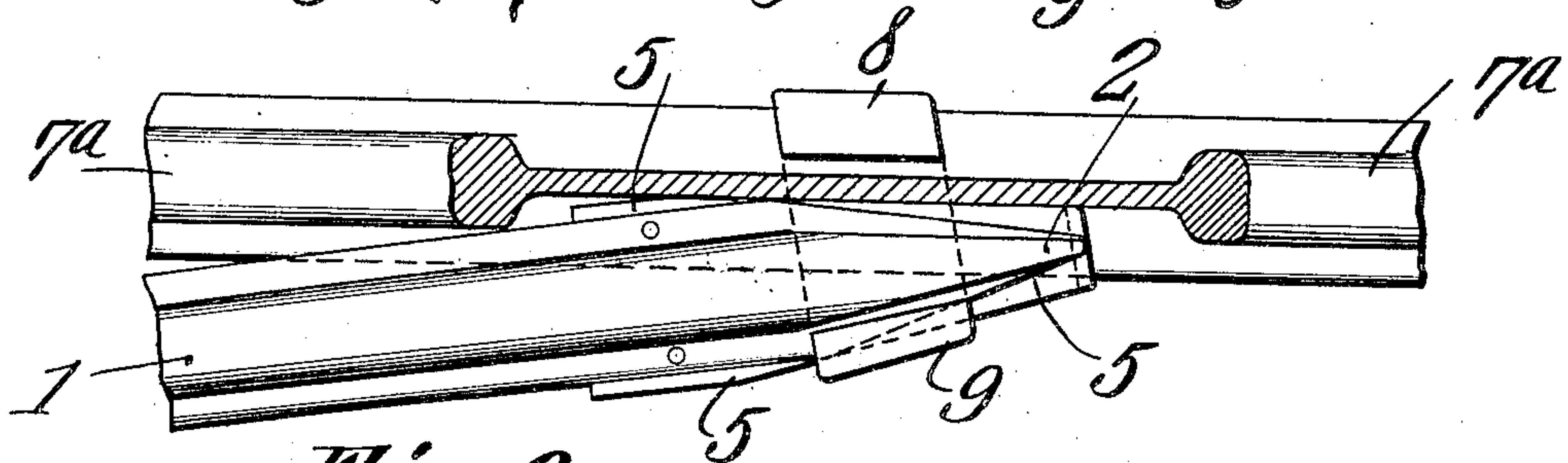


Fig. 3.

Witnesses

E. J. Hunt
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UNITED STATES PATENT OFFICE.

BERRY STRICKLAND, OF COMPASS LAKE, FLORIDA, ASSIGNOR OF ONE-HALF TO JAMES C. JONES, OF GREENHEAD, FLORIDA.

CAR-REPLACER.

No. 897,673.

Specification of Letters Patent.

Patented Sept. 1, 1908.

Application filed April 20, 1908. Serial No. 428,198.

To all whom it may concern:

Be it known that I, BERRY STRICKLAND, a citizen of the United States, residing at Compass Lake, in the county of Jackson and State of Florida, have invented a new and useful Car-Replacer, of which the following is a specification.

This invention relates to car replacers or wrecking frogs, such as are used for placing derailed cars or engines on the track.

It has for its object to provide a device simple in construction and susceptible of being adjusted to any angle relative to the main line.

It is well known with most devices of this kind now in use considerable difficulty is experienced in forcing the flanges of the wheels over the main line rail which such wheels must cross in order to replace the car or engine. The present invention aims to remedy this defect by so constructing the device that the end adjacent the main line will raise the car wheel sufficient to clear the rail.

Still another object of the invention is to provide an improved means for fastening the device to the main line such as will not permit displacement during the operation of forcing the car on the rails.

With these and other objects in view, as will more fully hereinafter appear, the invention consists in certain novel features of construction and arrangement of parts, hereinafter fully described, illustrated in the accompanying drawings, and particularly pointed out in the appended claims, it being understood that various changes in the form, proportions, size and minor details of the structure may be made without departing from the spirit or sacrificing any of the advantages of the invention.

In the accompanying drawings:—Figure 1 is a plan view illustrating the invention applied to a railway track. Fig. 2 is a detailed view of the fastening member. Fig. 3 is a plan view of the elevating platform at that end of the device secured to the rail. Fig. 4 is an elevation of the same.

Similar numerals of reference are employed to indicate corresponding parts throughout the several figures of the drawings.

In the construction illustrated in Figs. 1 to 4 inclusive, an ordinary railway rail 1 of a suitable length is provided with a frog end 2 at one end and a bevel surface on the opposite end extending from the base flange 3 up-

wardly to the top of the device, the function of which will presently appear.

Suitably secured to the forward or frog end of the device is a lifting shoe preferably formed of a single piece of metal, a portion of the sides of which are turned upwardly at right angles to the upper face 4, forming flanges 5 adapted to straddle the base flange 3 of the device, the remaining portion of the opposed sides converging and at the forward end directly underlying the end of the frog 2. A projection 6 is formed on the lower face of the shoe and extending downwardly at right angles to the lower face and of a length sufficient to support the upper face of the frog above the plane of the main rails 7^a for a distance to permit the flange of a wheel to clear said main rails.

A fastening member preferably formed of a single piece of metal 7 or other suitable material and of a length sufficient to straddle the main rail 7^a and frog end of the device is provided on one side with a portion curved upwardly and inwardly forming a hook 8 adapted to engage the base flange of the main rail 7^a. The opposite end of the fastening member is provided with a hook 9 curved upwardly and inwardly but of considerable greater length than the hook 8 is adapted to engage the lifting shoe and base flange 3 of the device when the latter is resting on the base flange of the main rail, as clearly shown in Figs. 1 to 4 inclusive. It is to be observed that the hooks 8 and 9 are turned oblique to the base of the fastening member 7. This construction prevents slipping since the pressure on the frog end 2 caused by a car being forced up the bevel surface at one end of the device will increase the friction between the main rail frog end and hooks 8 and 9. In the use of the device, the frogs are used in pairs, as illustrated in Fig. 1, one frog fastened to each of the rails 7^a as before explained, to allow the wheels forced over the bevel surface to be properly guided on the rails 7^a.

What is claimed is:—

1. A car replacer embodying a member adapted to be secured to a rail, a lifting shoe on one end of said member provided with a downward projection adapted to engage the flange of a rail and elevate the upper face of said member above the plane of said rail.

2. A car replacer embodying a member provided with a bevel surface on one end thereof, a lifting shoe on the other end of

said member provided with opposed up-turned flanges, and a projection extending downwardly and at right angles to the lower face of said lifting shoe.

5 3. A car replacer embodying a member adapted to be secured to a rail, a lifting shoe on one end of said member provided with a downward projection adapted to engage the flange of the rail and elevate the upper face
10 of said member above the plane of said rail, and means to secure said member to the rail.

4. A car replacer embodying a member adapted to be secured to a rail, a lifting shoe on one end of said member provided with a

downward projection adapted to engage the flange of the rail and elevate the upper face of said member above the plane of said rail, and a fastening member provided with hooks on the opposed ends thereof having oblique walls adapted to engage the base flanges of
15 said rail and shoe member. 20

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

BERRY STRICKLAND.

Witnesses:

W. H. LEWIS,
G. M. THOMAS.