

F. B. PLASKO.
CAR REPLACER.
APPLICATION FILED AUG. 3, 1910.

983,166.

Patented Jan. 31, 1911.

Fig. 7

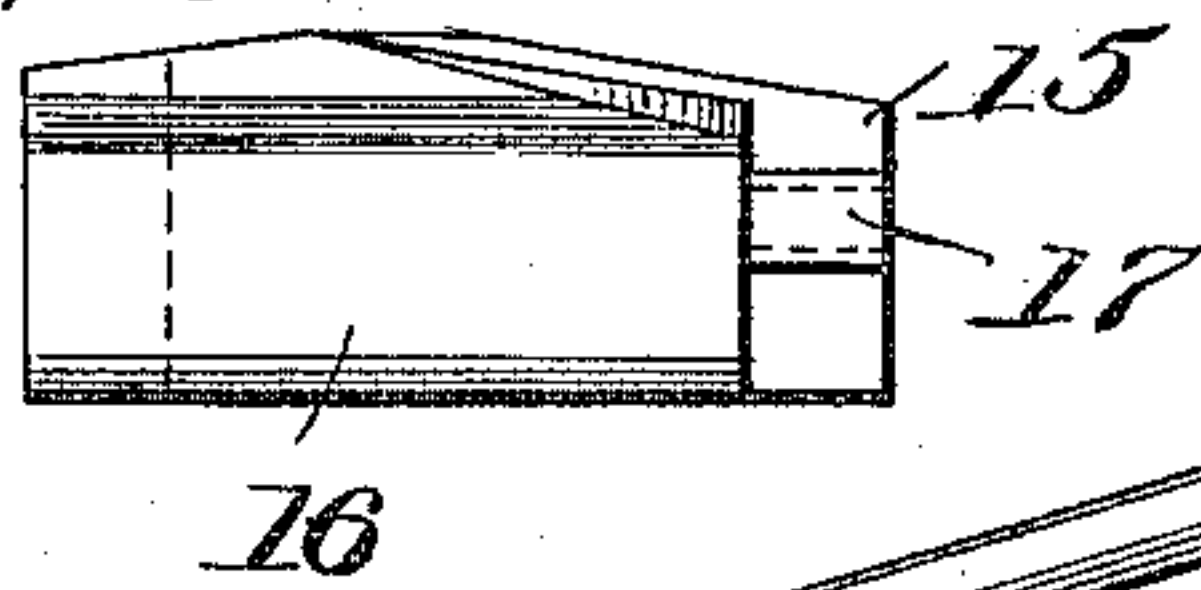


Fig. 1.

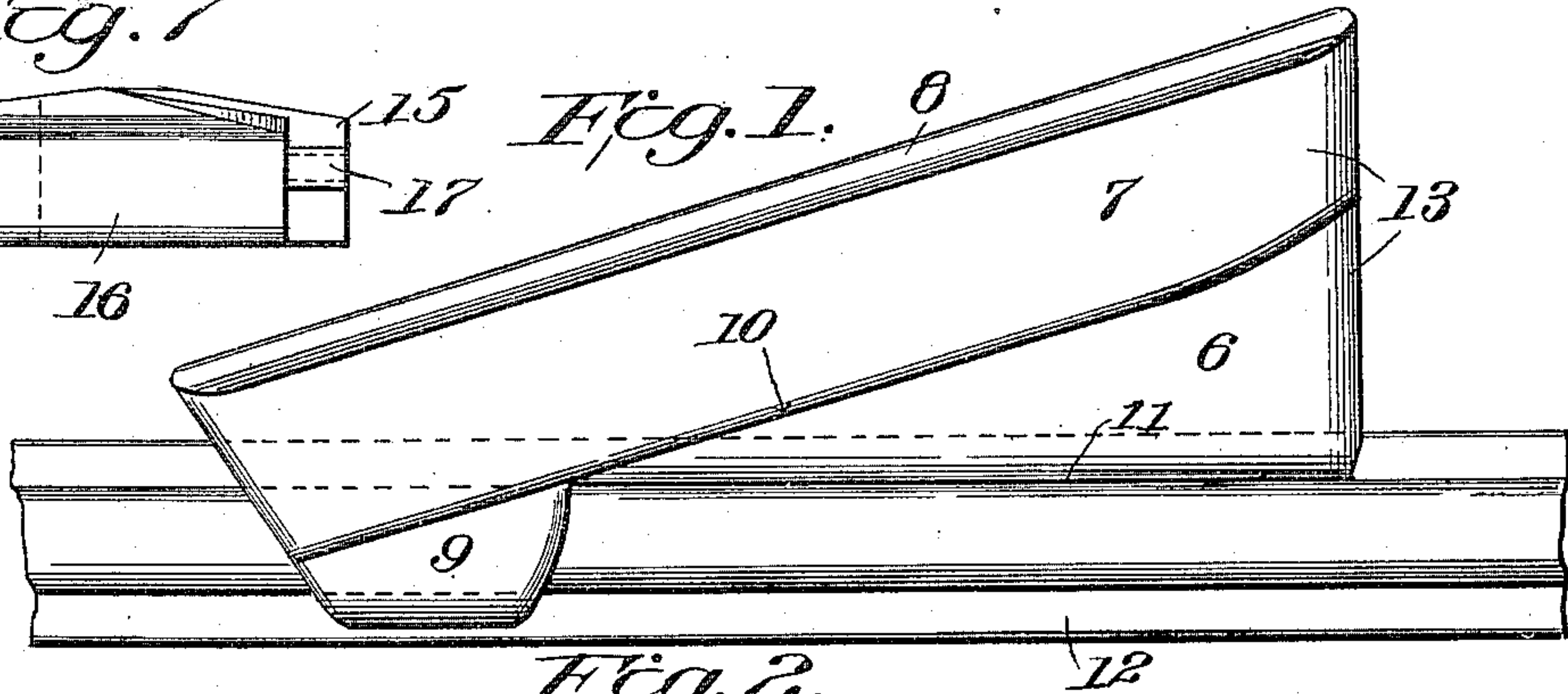


Fig. 2.

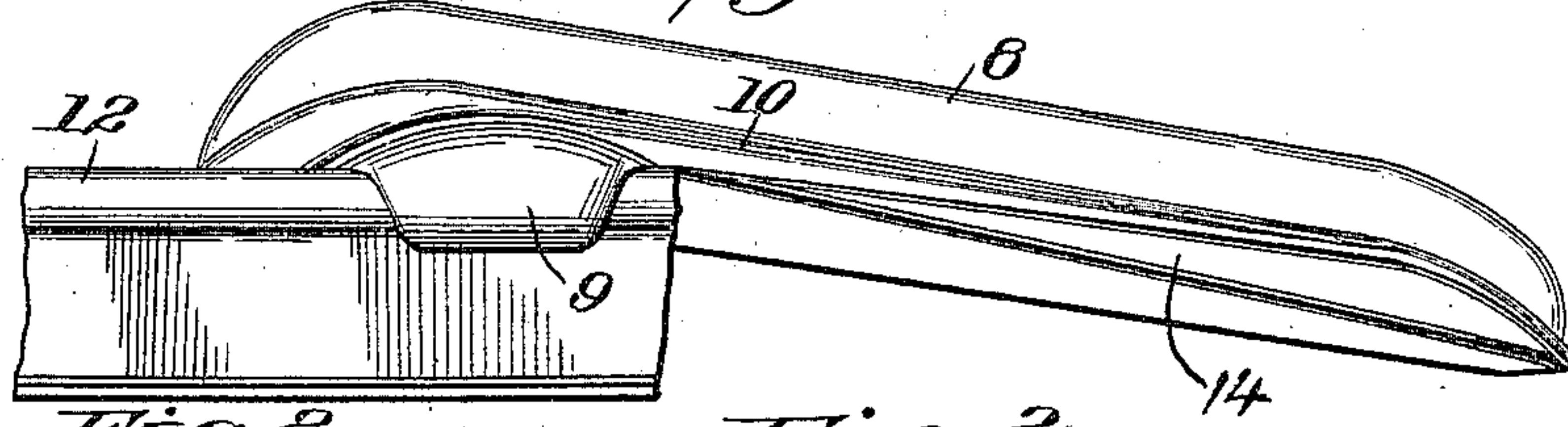


Fig. 3.

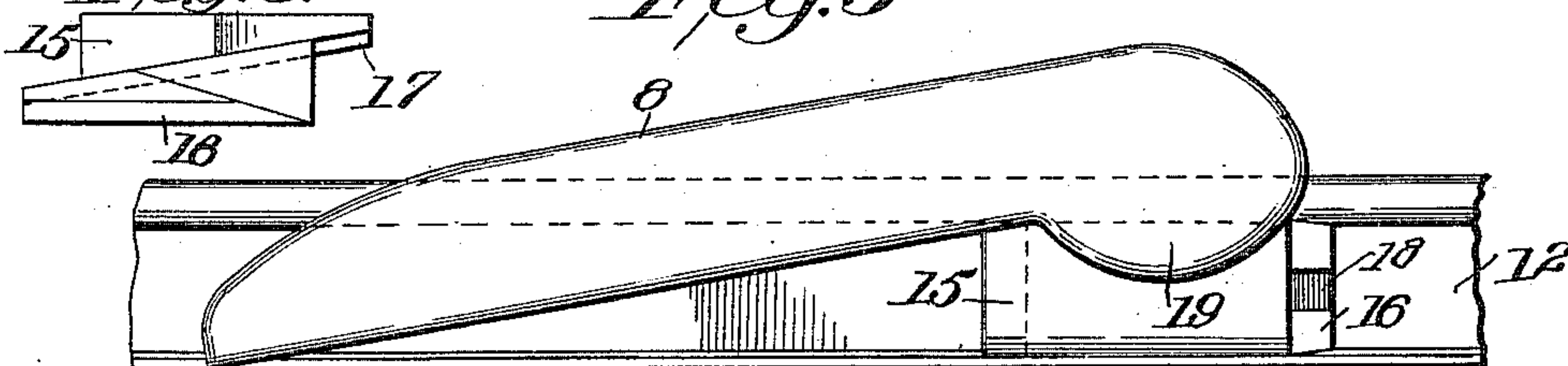


Fig. 4.

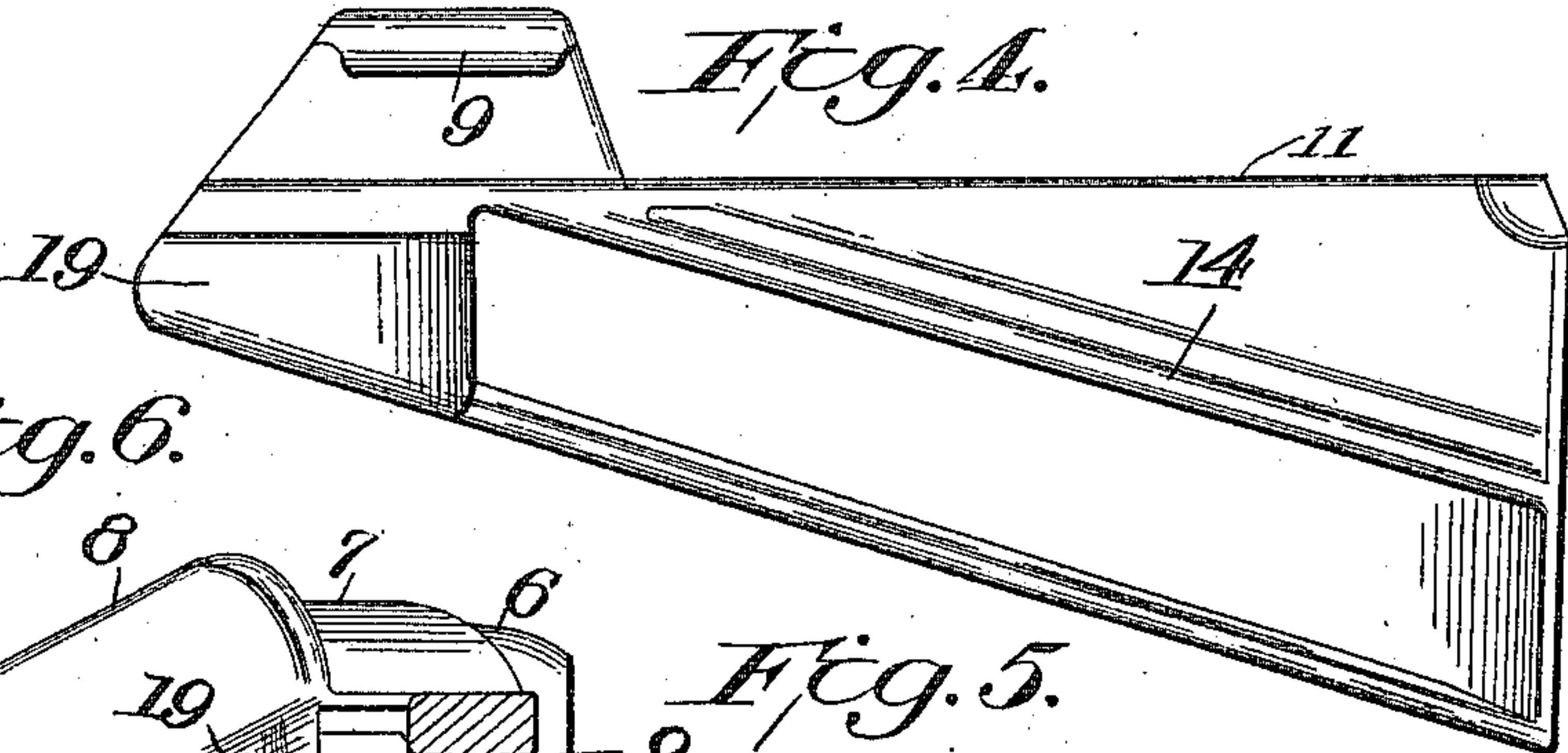


Fig. 6.

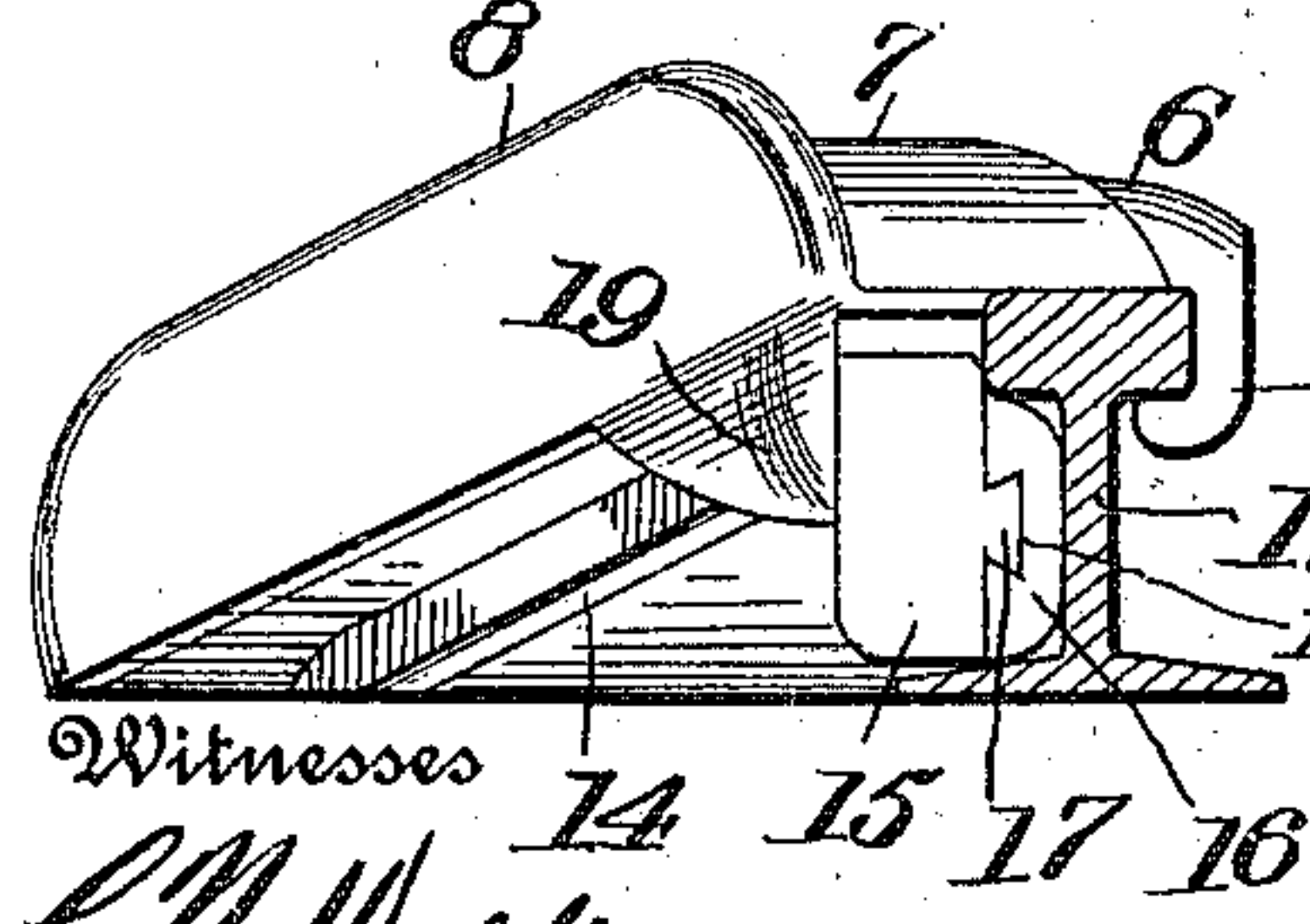
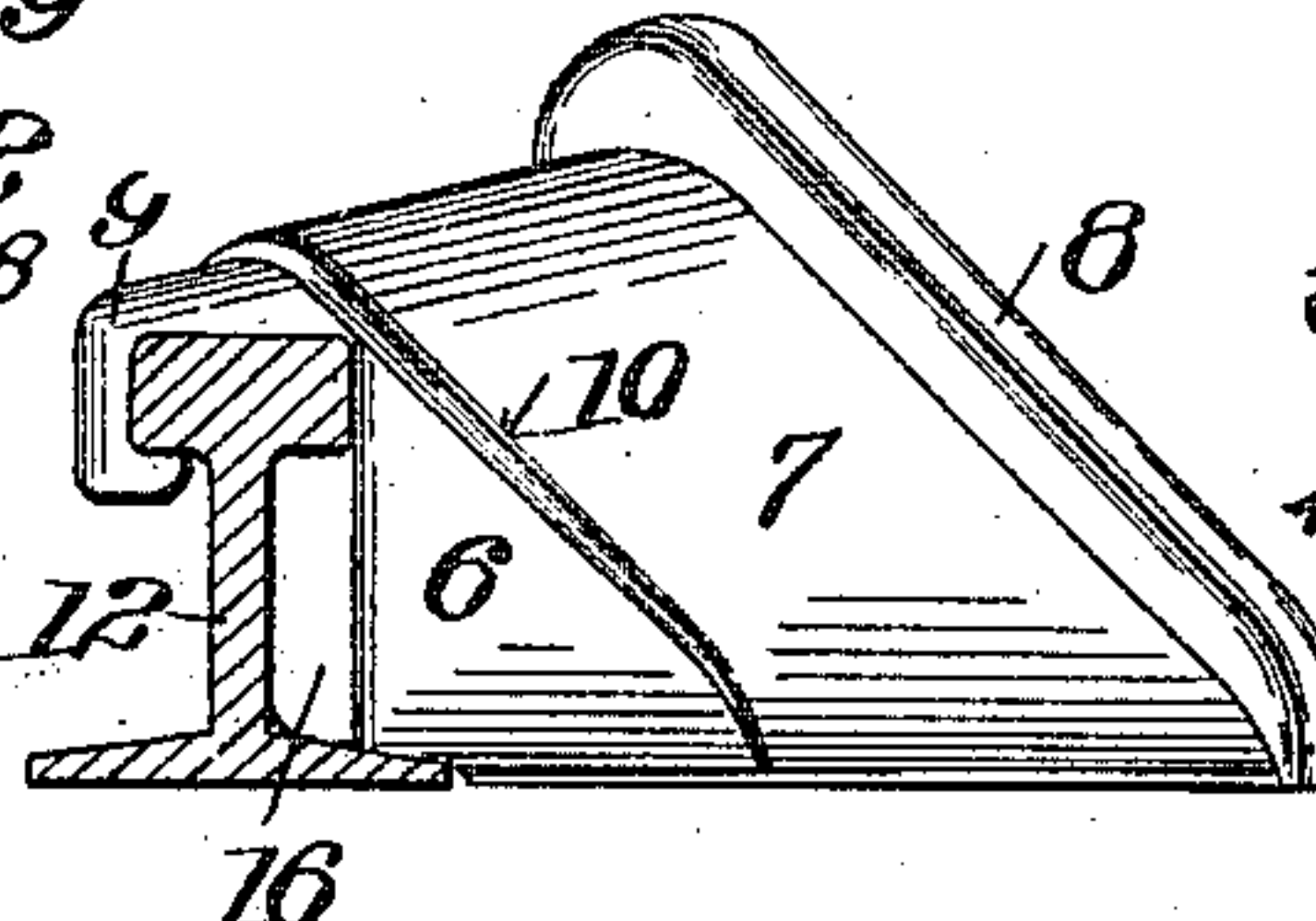


Fig. 5.



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CAR-REPLACER.

983,166.

Specification of Letters Patent.

Patented Jan. 31, 1911.

Application filed August 3, 1910. Serial No. 575,273.

To all whom it may concern:

Be it known that I, FRANK B. PLASKO, citizen of the United States, residing at Norwalk, in the county of Huron and State of Ohio, have invented certain new and useful Improvements in Car-Replacers, of which the following is a specification.

This invention relates to car replacers, or so called wrecking frogs, and has for its object to provide an improved device for replacing cars on the rails of a railway track.

The invention comprises a block with an inclined part up which the wheel can travel to the rail, and novel means for retaining the block in position on the rail, said means including a hook forming part of the block and a two part wedge which retains the block in place and which will tighten under longitudinal pressure when the block is engaged by the car wheel.

The invention is hereinafter described and is illustrated in the accompanying drawings in which—

Figure 1 is a top plan view of the device. Fig. 2 is an elevation of one side. Fig. 3 is a elevation of the other side. Fig. 4 is a bottom view of the device removed from the rail. Figs. 5 and 6 are opposite end views of the device. Figs. 7 and 8 are respectively side and top views of the wedge for holding the device in place.

Referring specifically to the drawings, the block has an inclined part 7 to receive the tread of the rail, and at one edge of this part is a flanged piece 8 which projects above the top surface of the tread part and serves to guide or confine the wheel on said tread part. At the other edge of the part 7 is a triangular part 6 the surface of which is lower than the tread part 7, forming a shoulder at 10 to guide the wheel flange. The side edge 11 of the part 6 is inclined or extends at an angle to the main block, to fit closely against the side of the rail 12. These parts 6 and 7 are rounded or inclined downwardly as indicated at 13, at the end where the wheel mounts the block, and the tread part 7 may be strengthened by a longitudinal rib 14 thereunder. At the upper end of the block a hook 9 projects from the side of the tread part 7, at the edge thereof oppo-

site to the flange 8, and said hook 9 is shaped to engage over the head of the rail and under said head on the side thereof opposite to the main part of the block when the latter is applied to the rail. The function of this hook is to hold the block to the rail and to retain the same in proper position to produce the result desired. As a further retaining means I provide a double wedge shown particularly in Figs. 6, 7 and 8. This consists of two sections 15 and 16 which interlock with each other by means of a rib 17 on the section 15 fitting in a groove 18 on the section 16, the meeting surfaces of the sections being inclined to one another to produce a wedge action. This wedge is properly shaped and constructed to fit between the web of the rail and a lug 19 depending on the underside of the tread part 7 at the upper end thereof, as particularly shown in Fig. 3, the face of the lug 19 on the side toward the rail being flattened to fit against the side of the part 15 of the wedge, the section 16 of the wedge being fitted against the rail web. The rib 17 is preferably dovetailed, to hold the wedge sections together.

In the use of the device, the block is applied to the rail with the hook 9 engaged over the head thereof. The wedge is then applied and tightened by tapping up the parts, the pressure against the lug 19 drawing the hook 9 to tight engagement with the head of the rail. The block is thereby supported in the proper inclined position to receive the car wheel and allow the same to travel up the tread part of the block to the rail, the flange of the wheel running up along the shoulder 10 and thence over the hook 9, to the inside of the rail.

The devices will be made rights and lefts, so as to be capable of use on both rails of the track. To release the device it is simply necessary to loosen the wedge by tapping on the end of one of the sections thereof. The device may be very easily and quickly attached, without the inconvenience and delay of using spikes or other objectionable fastening devices to hold the replacer in position.

Having thus described my invention,

what I claim as new and desire to secure by Letters Patent is:—

5 A car replacer comprising a tapered block having a tread part 7, an upwardly projecting flange 8 at one side edge of said part, a depressed part 6 at the other side edge of said part, forming a shoulder 10 to engage the wheel flange, a hook 9 projecting at the upper end of said tread part, a depending

lug 19 at the upper end of said tread part, 10 and a wedge insertible between the rail and said lug.

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

FRANK B. PLASKO.

Witnesses:

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