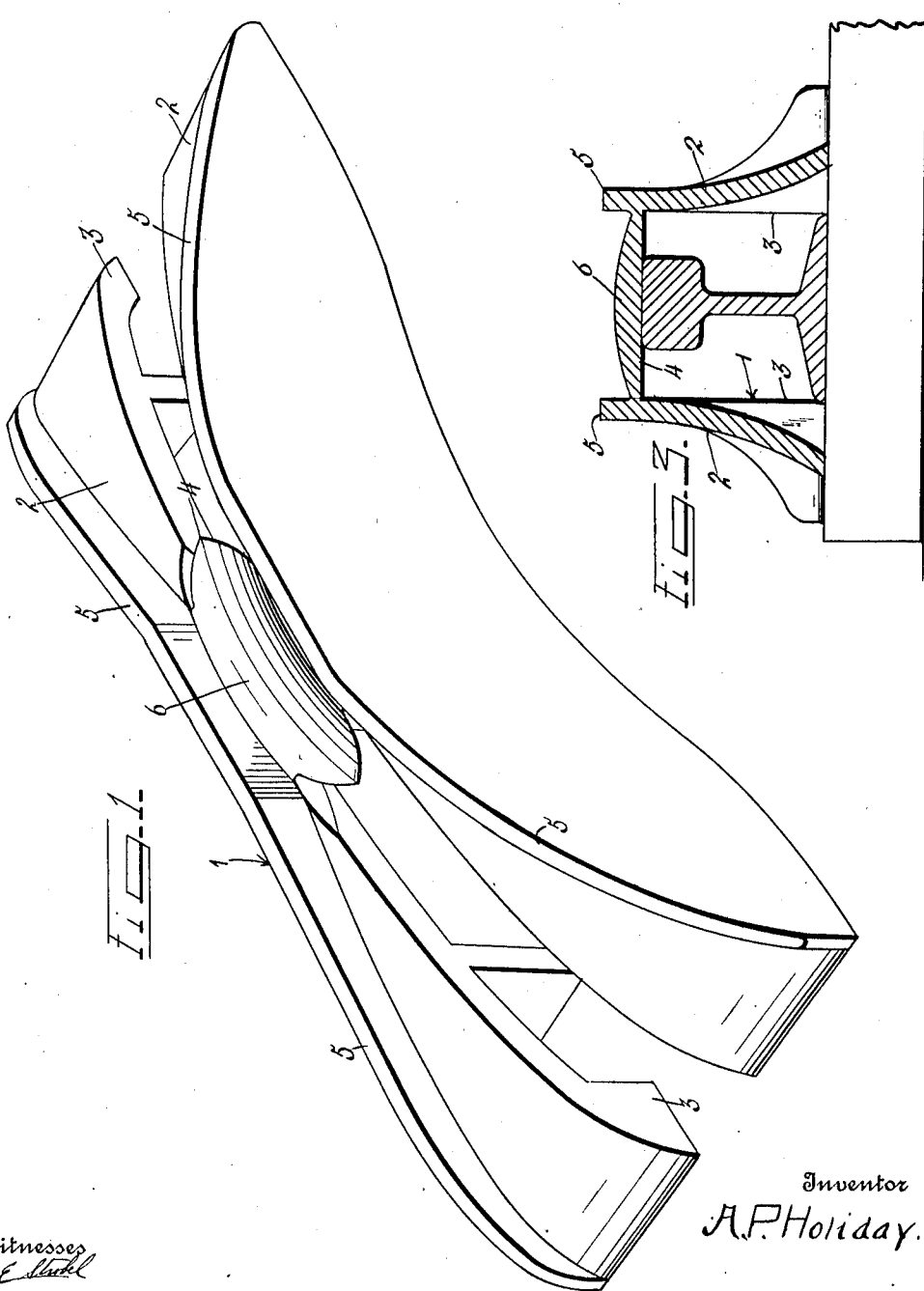


A. P. HOLIDAY.
CAR REPLACER.
APPLICATION FILED JUNE 26, 1911.

1,035,704.

Patented Aug. 13, 1912.
2 SHEETS—SHEET 1.



Witnesses
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O. S. Hallett.

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A. P. Holiday.

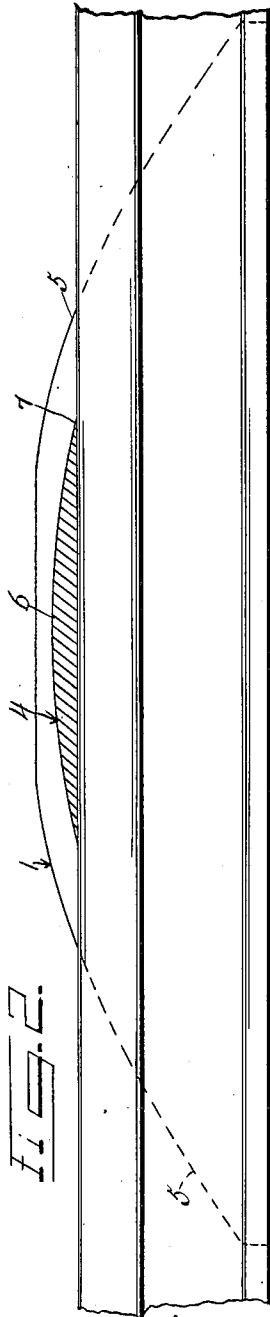
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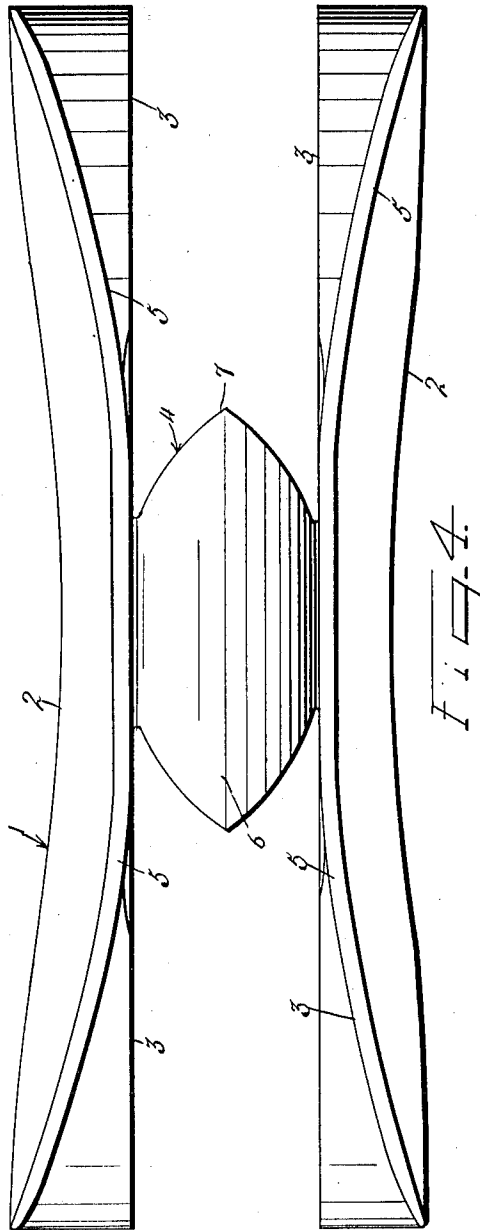
1,035,704.

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2 SHEETS-SHEET 2.



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UNITED STATES PATENT OFFICE.

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CAR-REPLACER.

1,035,704.

Specification of Letters Patent.

Patented Aug. 13, 1912.

Application filed June 26, 1911. Serial No. 635,308.

To all whom it may concern:

Be it known that I, ASHLEY P. HOLIDAY, a citizen of the United States, residing at Jamestown, in the county of Stutsman, State of North Dakota, have invented certain new and useful Improvements in Car-Replacers; and I do hereby 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.

This invention relates to improvements in car replacers and more particularly to those adapted to form a detachable part of the rail when properly positioned for practical use.

The object of the invention therefore primarily consists of a simple, practical and efficient device of the character referred to, whereby the replaced truck of a car or any portion thereof may be readily and conveniently positioned upon the track.

A further object of the invention is in the provision of a replacer which is constructed of a single piece of metal and adapted to be placed upon the track in such a manner as to receive and properly guide the wheels upon the track from either side thereof.

Briefly stated, the invention consists of a replacer constructed of a single piece of metal, cast or otherwise formed to provide a durable construction and to withstand the rough usage to which such devices are necessarily subjected, said derailer being especially designed and composed of two sections connected by a guiding web, the under surface of which normally rests upon the tread of the rail when the replacer is properly positioned with its opposite inner parallel faces thereof in contact with the rail, thereby forming a perfect guide for the wheels of the truck to the track upon which the replacer is positioned.

With the above and other objects in view, this invention resides in the novel features of construction, formations, combinations, and arrangements of parts to be hereinafter more fully described, claimed and illustrated in the accompanying drawings, in which:

In the drawings: Figure 1 is a perspective view of the complete invention. Fig. 2 is a longitudinal section of the same showing its application to an ordinary rail. Fig. 3 is

a transverse vertical section of the invention and also illustrating its application to the rail. Fig. 4 is a top plan view of the complete invention detached from the rail.

Referring to the drawings by numerals, 1 represents a car replacer which is composed of two similarly constructed members 2 especially designed and having inner parallel longitudinal faces 3 adapted for contact with the rail, said members being centrally connected by a web 4, the lower surface of which is adapted to rest or contact upon the tread of the rail to which the replacer is attached. The opposite receiving ends of the replacer thus constructed are flaring and provided with tapering guide flanges 5 extending from the receiving ends of the device to the centrally connected portion thereof above the tread of the rail.

As clearly shown in Fig. 1 the flaring receiving ends of the device are properly curved and are positioned on either side of the rail to guide the wheels to the centrally disposed web 4 upon which the wheels are finally brought in contact for guiding the latter in their proper position upon the track. The connecting web 4 is provided with an upper rounded riding surface 6, the ends of which are adapted to conform to the general contour of the replacer adjacent to its connected portion. As clearly shown the connecting web 4 is provided with opposite inclined edges 7 which communicate with the upper bearing portion of the replacer for receiving and properly guiding the flanges of the wheels of a derailed car upon the rails. It is further to be observed that the connecting web 4 is convexed as shown in the cross section in order to properly direct the flanges of the wheels of the truck upon the track, and that the flanged portions of the member 2 extend a considerable distance above the web whereby the wheels are guided in a practical manner. The guide flanges are strengthened along their length by the web 4 and are arranged in spaced relation to one another, whereby the wheels are properly directed upon the upper curved riding and guiding surface of the said web.

A very important and essential feature of the invention is in the particular construction and formation of the web 4 with respect to the members 2 connected thereby, and as clearly shown the opposite ends of

the web are inclined, forming edges against which the flanges of the wheels of a truck are adapted to contact for properly guiding the wheels thereof upon the rail.

5 From the foregoing description it will be clearly observed that a very practical device has been constructed for the purpose referred to, and that the practical utility and construction of the centrally disposed connecting web for the two sections of the device will be greatly appreciated for properly
10 guiding the wheels of the truck upon the rail. It will be further observed that the device as constructed can be conveniently
15 used in a practical manner as a frog when necessary by merely attaching the rails of a track section thereto in the usual manner.

What is claimed is:

A device of the character described composed of a single piece of metal having opposite side sections adapted to embrace the opposite sides of a rail, a centrally disposed web connecting said sections, said web having a convex upper surface and tapering toward each end, the lower surface of the web being adapted for contact with the tread portion of the rail. 20 25

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

ASHLEY P. HOLIDAY.

Witnesses:

JAMES A. MURPHY,
B. F. BIGELOW.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
