

J. CLEMENT.  
CAR REPLACER.

APPLICATION FILED MAR. 6, 1911.

1,064,818.

Patented June 17, 1913.

Fig. 1.

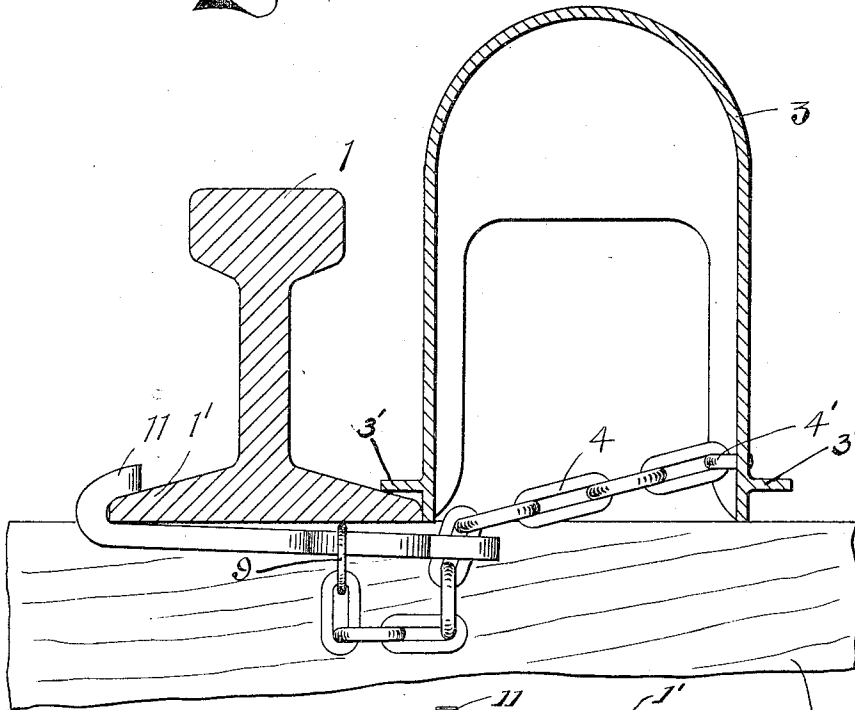


Fig. 3.

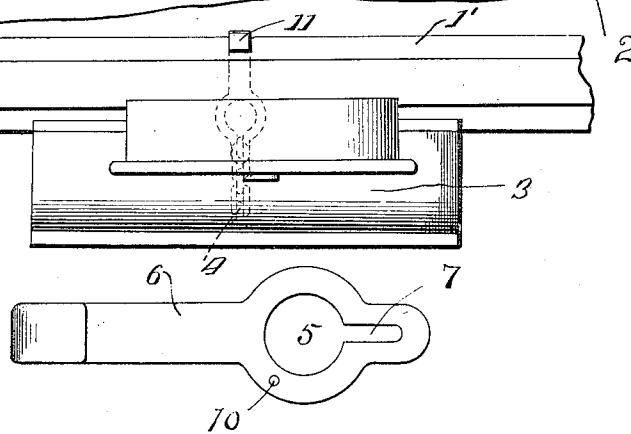


Fig. 2.

WITNESSES:

C. P. Wrigley  
H. A. Patterson

INVENTOR

Joseph Clement  
BY A. S. Patterson

ATTORNEY

# UNITED STATES PATENT OFFICE.

JOSEPH CLEMENT, OF PROCTOR, MINNESOTA, ASSIGNOR OF ONE-FOURTH TO JOSEPH RENEAUD, OF PROCTOR, MINNESOTA.

## CAR-REPLACER.

1,064,818.

Specification of Letters Patent.

Patented June 17, 1913.

Application filed March 6, 1911. Serial No. 612,699.

*To all whom it may concern:*

Be it known that I, JOSEPH CLEMENT, a citizen of the United States, residing at Proctor, in the county of St. Louis and State of Minnesota, have invented certain new and useful Improvements in Car-Replacers, of which the following is a specification, reference being had therein to the accompanying drawing.

My invention relates to improvements in car replacers.

The object of my invention is to provide a car replacer which can be readily applied to the tie and rail at any desired point, and which is firmly held in position against both longitudinal and lateral movement.

Another object of my invention is to provide a more simple, cheap and effective device of this character having certain details of structure hereinafter more fully set forth.

In the accompanying drawings: Figure 1 is a vertical transverse sectional view of a rail on a tie, showing my improved replacer in position on the tie. Fig. 2 is a top plan view of the grab-hook. Fig. 3 is a top plan view of Fig. 1, showing the car wheel thereon.

Referring now to the drawings, 1 represents the rail of the track, and 2 the tie, which is arranged in the usual manner, and 3 is the rerailing or replacing frog, which is of a hollow form for the purpose of lightness and is provided with proper braces. The frog 3 is tapered down toward one or both ends and is of such a height that the tread of the wheel of a derailed vehicle may be run up on the frog to bring the flange of said wheel above the rail tread.

Secured at 4' to the inside of the frog is the chain 4, which passes downwardly through the opening 5, in the grab-hook 6. The said opening 5 has an elongated slot 7 in communication therewith and which slot is of a width slightly greater than that of the metal of which the chain is constructed, so that a certain link of the chain can pass from the opening into said slot, but the succeeding link, being arranged at right angles to the first link, cannot pass through the slot. The chain 4 is preferably secured to the grab-hook 6 by means of a small link 9 entering the opening 10, whereby the grab-hook and the frog are at all times secured together so that they cannot be separated and misplaced or lost.

The said frog 3 is provided adjacent its lower ends with the outwardly extending flange 3', which, as shown in Fig. 1 of the drawings, engages the upper face of the base of the rail and prevents the inward tilting of the frog.

The grab-hook 6 has its end turned upwardly, as indicated at 11, which end extends over the upper face of the flange 1' of the base of the rail and is firmly held against movement transversely of the rail.

From the foregoing description it will be seen that the grab-hook can be attached to the rail at any point between the ties, and that it requires neither spikes nor bolts to attach the same, but may be placed under the rail above the ballast of the track, and that it cannot cause any injury to either the road-bed, the rail or the tie, and yet may be firmly held in position.

In operation the grab-hook is placed under the rail above the ballast and the hooked end is passed over the flange of the base of the rail. The frog is placed upon the ties up against the base of the rail and the chain 4 is drawn tight through the opening 5 in the grab-hook, and the last link through the opening is turned on edge and passed into the slot 7, so that the frog is securely locked on the ties. Any longitudinal movement of the frog on the tie will tighten the chain, as the grab-hook will not move.

It is understood from the foregoing that the device is readily applicable to either the inside or outside of the rail, as the occasion may require.

Having thus described my invention, what I claim and desire to secure by Letters Patent is:

1. A car replacer comprising a frog, a chain secured to the frog, a grab-hook adapted to extend under the rail and having one end adapted to engage the upper face of the base of the rail and its opposite end having a key-hole slot through which the chain passes, whereby the chain may be adjustably held so as to lock the frog to the rail.

2. A car replacer, comprising a frog, a flange carried by the side of the frog above its lower end and adapted to engage the upper face of the base of the rail, a chain secured to the frog, a grab-hook adapted to extend under the rail and having one end adapted to engage the upper face of the

base of the rail on the opposite side from the flange, said hook having a key-hole slot in its opposite end through which the chain passes, whereby the chain may be  
5 adjustably held so as to lock the frog to the rail.

3. A car replacer, comprising a hollow frog, a flange carried by the inner face of the frog above its lower end and adapted to  
10 engage the upper face of the base of the rail, a chain secured within the frog above the lower edge thereof, a grab-hook adapted to extend under the rail and to engage the

upper face of the base of the rail and to which is secured the free end of the chain, 15  
said grab-hook having a key-hole slot through which the chain passes, whereby the chain may be adjustably held so as to lock the frog against the rail.

In testimony whereof I hereunto affix my 20  
signature in the presence of two witnesses.

JOSEPH CLEMENT.

Witnesses:

FRED. C. MITCHELL,  
S. D. BURDOIN.

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