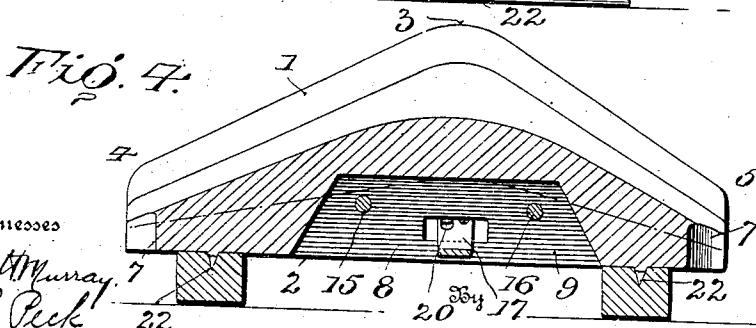
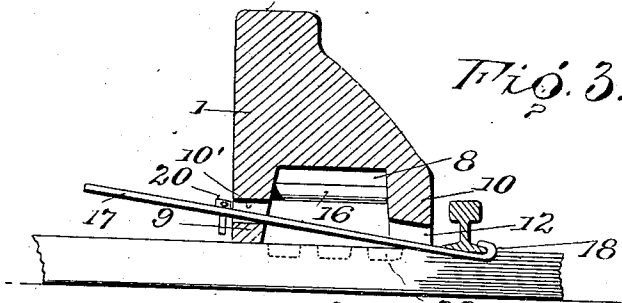
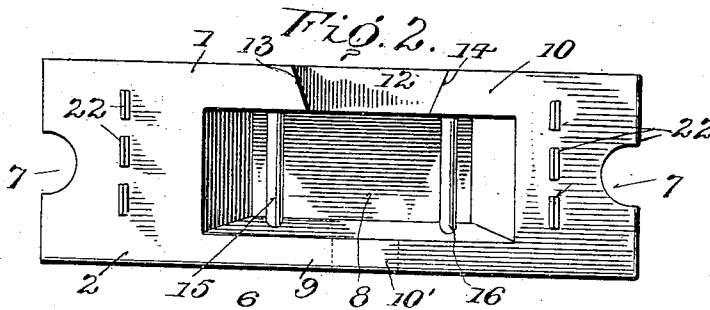
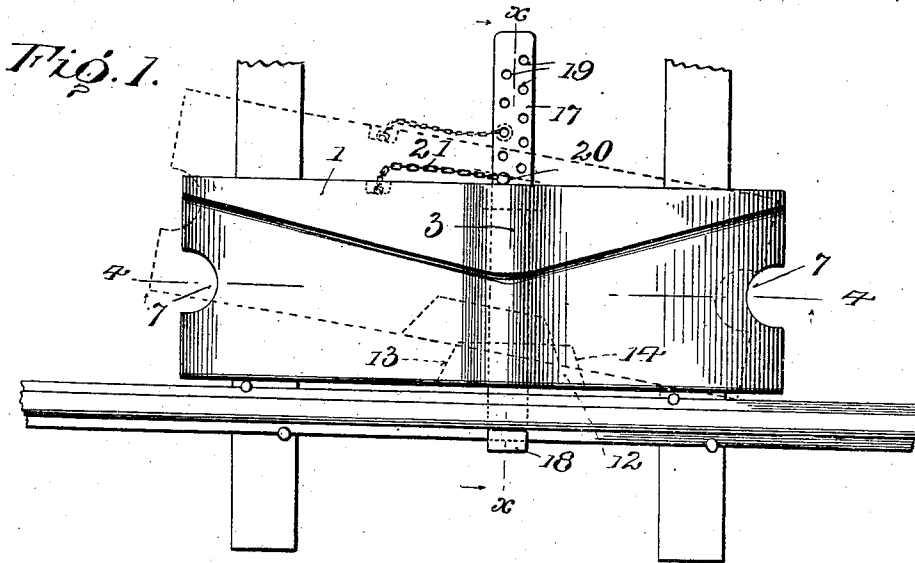


A. G. HEATH & J. W. HOWARD.
CAR REPLACER.

APPLICATION FILED DEC. 30, 1908.

935,845.

Patented Oct. 5, 1909.



Witnesses
H. L. Murray
C. R. Peck

Inventors
Albert L. Heath
and J. W. Howard
Simon Lyon
Attorney

UNITED STATES PATENT OFFICE.

ALBERT G. HEATH AND JOHN W. HOWARD, OF STILLMORE, GEORGIA.

CAR-REPLACER.

Specification of Letters Patent.

Patented Oct. 5, 1909.

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Application filed December 30, 1908. Serial No. 469,917.

To all whom it may concern:

Be it known that we, ALBERT G. HEATH and JOHN W. HOWARD, citizens of the United States, residing at Stillmore, Emanuel county, State of Georgia, have invented certain new and useful Improvements in Car-Replacers; and we 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.

The object of the invention is to provide a car replacer which is adapted to be more readily attached to the track and rigidly held and also providing means whereby it may be set at any desired angle to the rail.

Another object of the invention is to provide a more simple, cheap and effective device to accomplish the desired results.

In the accompanying drawings, Figure 1, is a top plan view showing the device of our invention applied to a railroad track, dotted lines indicating different positions of the parts thereof. Fig. 2, is a bottom plan view. Fig. 3, is a cross sectional view, on the line $x-x$ Fig. 1. Fig. 4, is a longitudinal section on the line 4-4, Fig. 1.

The body of our frog or replacer, is indicated generally by the reference numeral 1, and is usually composed of a suitable casting of the desired dimensions and durability. The top or upper face of the body can be suitably formed, although in the specific example illustrated, it is longitudinally inclined downwardly from the central portion 3, to the opposite ends 4, 5, and is laterally inclined downwardly from the usual top outer edge wall or flange 6. If so desired, the end portions of the bottom face of the body can be formed with spurs or projections 22, to enter the ties for holding the body in place, and also the ends of the body can be notched, at 7, to receive holding spikes or other suitable fastening devices. In the example shown, the body is longitudinally recessed, at 8, at its under portion, forming longitudinal side walls 9, 10, which, if so desired can be connected by cross stay bolts 15, 16, traversing the recess 8. The outer wall 9, that is, the wall removed from the adjacent railroad rail, is formed with a longitudinally elongated slot 10', opening transversely therethrough, while the wall 10, at a point opposite said slot, is formed with a

longitudinally elongated notch or opening 12, extending transversely therethrough and formed with inwardly converging end walls 13, 14. The opening 12, is usually of greater length than the opening or slot 10'.

17 is an elongated bar passing transversely through the body 1, and adapted to pass beneath the base of a rail to which the replacer is to be applied, and at its inner end having an upturned hook 18, to receive the rail base and hold the bar and the replacer thereto. The outer portion of said bar, projecting laterally and outwardly beyond the body 1, is formed with series of holes or perforations 19, any one of which is adapted to transversely receive stop pin 20, usually confined to the body 1, against loss, by chain 21. The stop pin is designed to hold the body to the rail and against outward movement on the bar 17. The bar 17 passes transversely through the openings 10', and 12, of the body, and by reason of the formation of said openings, and the employment of the removable stop pin 20, and the variously arranged perforations 19, the block or body 1, can be arranged parallel with or at any suitable angle to the rail to which the bar 17, is confined while said bar is held in its position substantially at an angle of ninety degrees with said rail. The advantages of such an arrangement will be readily understood by those skilled in the art who will also readily understand that various modifications might be resorted to without departing from the spirit and scope of our invention.

What we claim is:—

1. A car-replacing beveled-block having a passage extending transversely therethrough intermediate the ends thereof and of greater width at its inner end than at its outer end, in combination with a bar formed at its inner end for attachment to a rail to hold the bar extending laterally from and about the block being movable on said bar to assume various angles with respect thereto, and an adjustable stop for limiting outward movement of the block on the bar.

2. A car replacer block, in combination with a bar arranged transversely thereof, said block having a laterally enlarged passage therethrough for said bar and being movable outwardly of said bar and at various angles thereon, a stop adjustable lon-

gitudinally of said bar to limit outward movement of the block thereon, and means for fastening said bar to a rail.

3. A car replacer block having a laterally enlarged transverse passage therethrough, in combination with a bar extending loosely through said passage and adapted to pass beneath a rail base and having a hook to receive the same, said block being adjustable longitudinally of said bar and to various angles with respect thereto, said bar at its

outer end portion having a longitudinal series of perforations, and a stop pin adjustable longitudinally of the bar through the medium of said perforations.

In testimony whereof we affix our signatures, in presence of two witnesses.

ALBERT G. HEATH.
JOHN W. HOWARD.

Witnesses:

W. A. BRINSON, Jr.,
S. E. EDENFIELD.