(No Model.)

G. H. GERE.

DEVICE FOR DERAILING CARS.

No. 383,723. Patented May 29, 1888.

Fig 1.

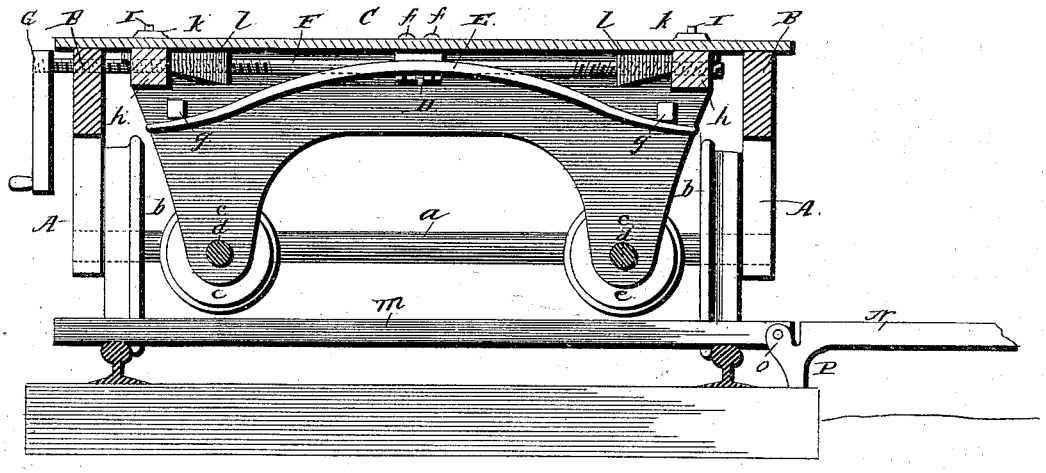
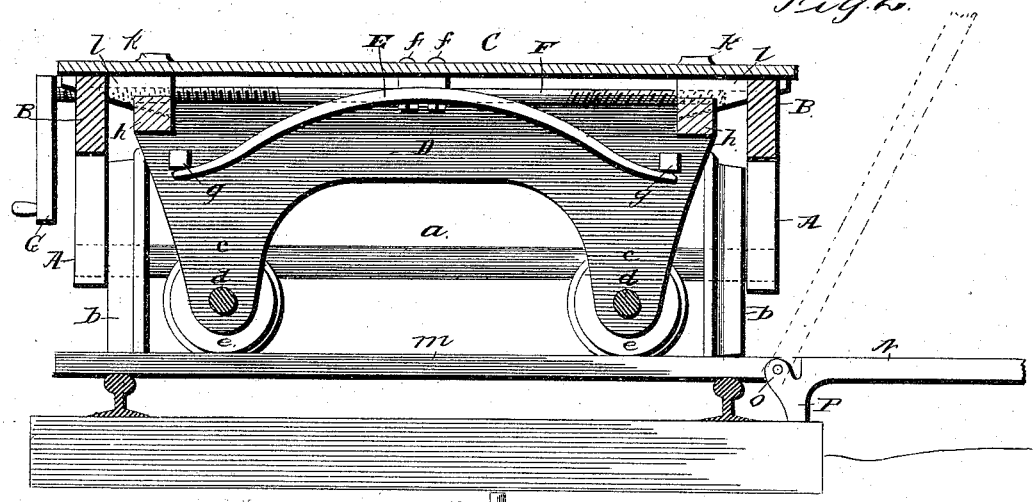


Fig 2.



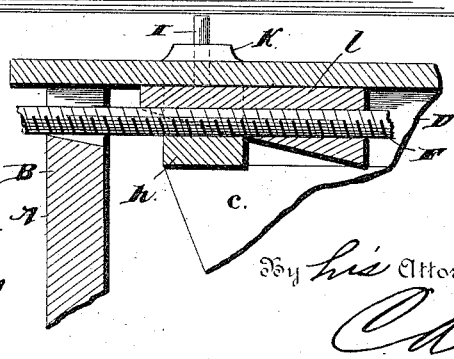


Fig 3.

Witnesses.
Geo. Thorpe.
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Inventor.
Geo. H. Gere.
By his Attorneys.
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UNITED STATES PATENT OFFICE.

GEORGE HUBERT GERE, OF FORT PLAIN, NEW YORK.

DEVICE FOR DERAILING CARS.

SPECIFICATION forming part of Letters Patent No. 383,723, dated May 29, 1888.

Application filed February 16, 1888. Serial No. 264,266. (No model.)

To all whom it may concern:

Be it known that I, GEORGE HUBERT GERE, a citizen of the United States, residing at Fort Plain, in the county of Montgomery and State of New York, have invented a new and useful Improvement in Devices for Derailing Cars, of which the following is a specification.

My invention has reference to devices for derailing cars; and it consists in the improved construction hereinafter described, whereby a simple and efficient arrangement is provided which will enable a truck to be readily removed from a permanent track, and at right angles thereto.

In the drawings, Figure 1 is a transverse section of a truck provided with my improvements. Fig. 2 is a like view showing the auxiliary devices brought into position for operation. Fig. 3 is a detail enlarged section to show more clearly the fitting of the wedges.

As shown in the accompanying drawings, a hand-truck has hangers A depending from the sides B of its platform C. The usual axles, *a*, bear in the hangers A and carry the wheels *b*. Within the dimensions of the sides B and axles *a* is a rectangular frame, D, which is provided with depending hangers *c*, which are arranged at right angles to the hangers A. Smaller shafts, *d*, bear at their ends in the hangers *c*, and are provided with wheels, *e*, of smaller tread and gage than the wheels *b*. A strong elliptical spring, E, is centrally secured at its center upon the under side of the platform C by bolts *f*. It is proposed to employ one of such springs at each end, and each has its free ends sprung under lugs *g*, located on the sides of the hangers *c*.

Longitudinal bars *h* are secured upon the upper side of the auxiliary frame beneath the platform and are each provided with vertical bolts I, which play through metal thimbles *k* on the platform, and serve to guide the auxiliary frame relative to the platform. Each of the said bars *h* is provided with a slot or recess, through which is adapted to move a wedge-shaped block, *l*, the lower inclined face of which bears in the slot of the recess, while the horizontal face on the top of the block bears against the under side of the platform.

A transverse shaft, F, is provided with oppositely-extending screw-threads, each of which engages a threaded opening in each of the blocks *l l*, which are reversed relative to each other. One end of the shaft F extends beyond one side of the truck, where it is provided with an operating-crank, G.

When the truck is being used on the permanent track, the auxiliary devices occupy the position shown in Fig. 1, where they are represented as being held up out of position by the power exerted by the springs E. When it is desired to remove the truck from the permanent track, temporary rails *m m* are laid transversely across the main-track rails, as indicated in Fig. 2, the said rails *m* occupying the same vertical plane as the tread of the wheels *e e*. The shaft F is then operated to move the blocks *l* away from each other, their wedge-bodies forcing the auxiliary frame downward to place the wheels *e* upon the rails *m* and lift the main truck from the permanent rails. The entire device can then be rolled transversely from the main track.

A convenient arrangement of temporary track is that shown in Fig. 2, wherein parallel rails N N are located at right angles to the permanent track, and each of the rails N is provided at its inner end with a tongue, *o*, and a supporting-foot, P. The rails *m m* are pivotally connected to the tongues *o*, so that when placed across the rails N they will be in line with the same. When the truck is shipped upon the rails N, the rails *m m* can be turned to the vertically-inclined position represented by dotted lines, Fig. 2, so as to be out of the way.

The improvements explained are of simple and durable character and readily operated to secure the desired object. It will be readily understood that the flexile power of the springs assists in raising and sustaining the auxiliary parts.

I claim—

1. The combination, with the truck, of an auxiliary frame mounted below the same and provided with wheels at right angles to the wheels of the truck, and means for raising and lowering said auxiliary frame, as set forth.

2. The combination, with a truck, of an auxiliary frame provided with wheels, means for raising and lowering said auxiliary frame, and supplemental rail-sections, substantially as set forth.

3. The combination, with a truck, of an auxiliary frame provided with wheels, springs suspending said frame in an elevated position, and means for lowering said frame, substantially as set forth.

4. The combination, with a truck, of an auxiliary frame provided with wheels, wedge-blocks, a differentially-threaded shaft moving said blocks, and an operating-crank, substantially as set forth.

5. The combination, with the truck and the auxiliary frame provided with wheels, of wedge-shaped blocks, differential screw-shaft moving said blocks, and springs connected to the truck and engaging the auxiliary frame, substantially as set forth.

6. The combination, with the truck and the auxiliary frame, of bolts connected to the latter and playing through openings in the truck-platform, and means for raising and lowering said auxiliary frame, substantially as set forth.

7. The combination, with the permanent track, of the rails N, provided with tongues and feet at their inner ends, and rails *m*, pivoted to said tongues, substantially as set forth.

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

GEORGE HUBERT GERE.

Witnesses:

W. W. WACK,

CHARLES H. MENNESS.