No. 650,150. Patented May 22, 1900.

A. KLINE.

MEANS FOR REPLACING DERAILED CARS AND LOCOMOTIVES.

(Application filed Feb. 24, 1900.)

(No Model.)

Fig. 1.

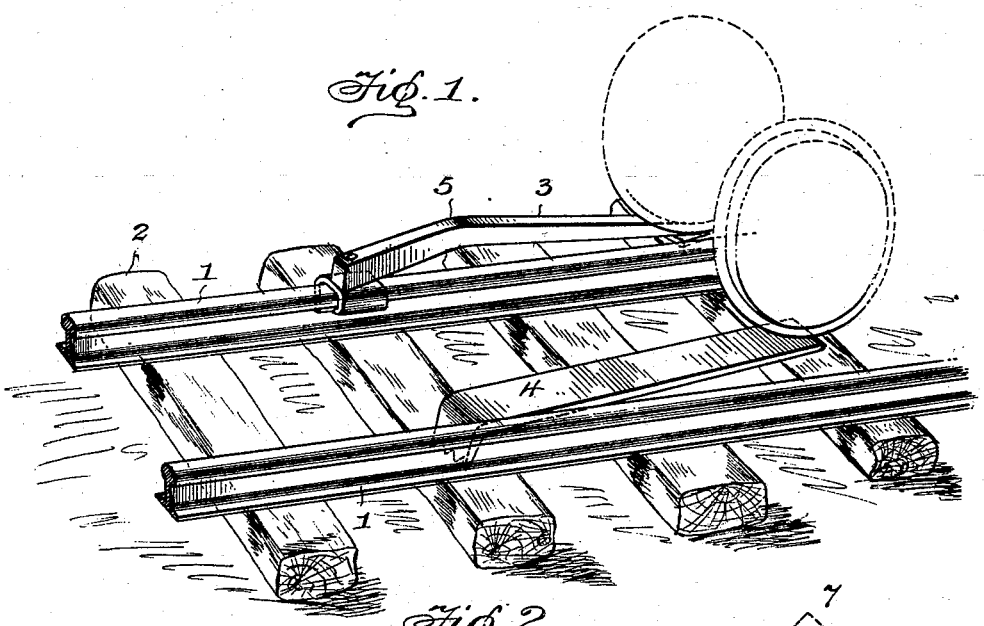


Fig. 2.

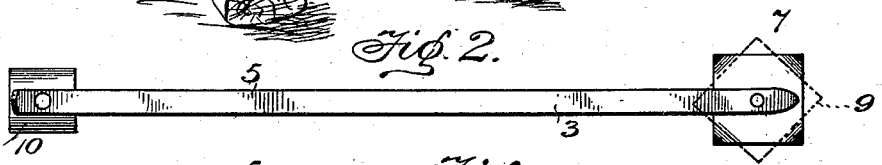


Fig. 3.

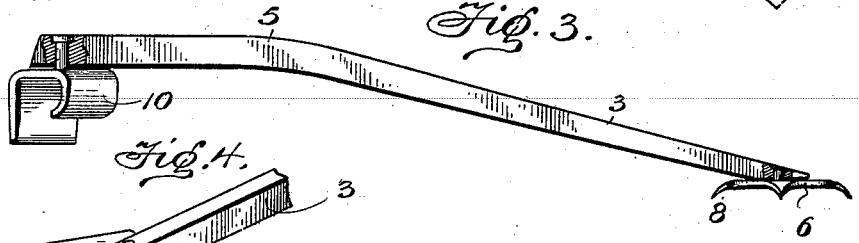


Fig. 4.

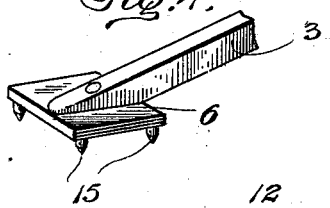


Fig. 5.

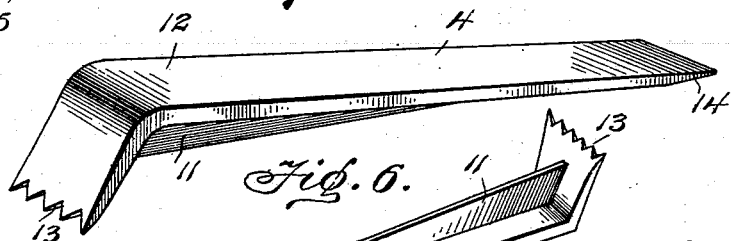
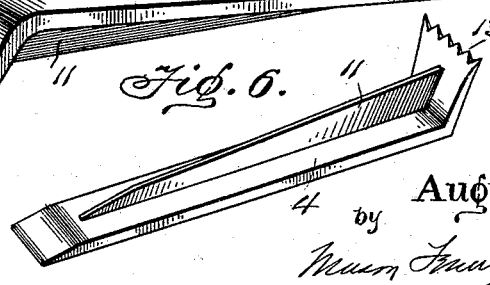


Fig. 6.



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UNITED STATES PATENT OFFICE.

AUGUST KLINE, OF UTICA, NEW YORK.

MEANS FOR REPLACING DERAILED CARS AND LOCOMOTIVES.

SPECIFICATION forming part of Letters Patent No. 650,150, dated May 22, 1900.

Application filed February 24, 1900. Serial No. 6,405. (No model.)

To all whom it may concern:

Be it known that I, AUGUST KLINE, a citizen of the United States, residing at Utica, in the county of Oneida and State of New York, have invented certain new and useful Improvements in Means for Replacing Derailed Cars and Locomotives; 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.

My invention relates to devices for replacing derailed steam or electric cars or locomotives on tracks; and the invention consists of certain novel constructions, combinations, and arrangements of parts, as will be hereinafter fully described and claimed.

The object of my invention is the production of a car or locomotive replacing appliance which will be very simple in its construction and operation and which can be conveniently carried on the car or locomotive and which when the car or locomotive becomes derailed can be conveniently and quickly applied and the car or locomotive without much difficulty returned to its position on the track.

In the accompanying drawings, Figure 1 is a perspective view of a portion of a railroad-track with my invention applied thereto, showing the position the two front wheels of a car or locomotive would occupy when the same is being replaced on the track. Fig. 2 is a top plan view of one of the members of the replacing device. Fig. 3 is a perspective view of the same. Fig. 4 is a perspective view of the rear end of said device slightly modified. Fig. 5 is a perspective view of the other member of my improved relpacing device, and Fig. 6 is a perspective view of the same member looking at it in an inverted position.

1 in the drawings represents the two rails of a track, which rest on and are secured to ties 2 in the ordinary manner.

3 represents one member of my replacing appliance, and 4 represents the other member thereof. The member 3 consists of a bar, preferably rectangular in cross-section and of suitable length and bent downwardly, as at 5, to form an incline to receive one of the front wheels of the car or locomotive. The lower or rear end of the bar is beveled or chamfered off on its under side, as at 6, so that it will rest flatly on top of the plate 7, to which it is attached. The plate 7, which is preferably rectangular in shape, has its corners turned down, as at 8, to form penetrating projections or teeth to engage the ground or a tie and firmly hold the bar 3 in place. The plate 7 is preferably pivoted so that it can be turned to any desired position, either as in the full lines in Fig. 2 or as in dotted lines in said figure. It sometimes happens that the plate 7 when in the position shown in full lines in Fig. 2 will not quite engage a tie; but when in the position as shown in dotted lines in said figure the farthest projection, as 9, will readily engage the tie. The forward end of the bar 3 is provided with a gripping-lug 10, which latter is preferably pivoted thereto so that it can be applied to either the right-hand or the left-hand rail with the same ease and facility. The member 3 is applied to a rail in the manner shown in Fig. 1. The other member 4 of the replacing device consists of a comparatively-broad flat plate, which is constructed, preferably, of T-iron or steel, the same being formed with a strengthening-web 11 and a broad flat surface 12 to receive the other front wheel of the car or locomotive. The member 4 is bent into the shape as shown in Fig. 5, so as to have a broad inclined surface and is bent downwardly at its forward end and provided with penetrating-teeth 13. The under side of the rear end of the said member is beveled or chamfered off, as at 14, so as to rest flatly on the ground. The member 4 is applied alongside the other rail of the track in the manner clearly shown in Fig. 1. By providing the member 4 with a web 11 a very strong piece is secured and one which can be constructed of ordinary commercial T-iron and readily bent and shaped. It is desirable to provide the member 4 with a broad flat bearing-surface for the reason that it is designed to receive the flange of the wheel, and I have found from experience that it works more satisfactory and it is cheaper than where it is attempted to employ two devices similar to member 3. The advantage of providing the rear end of member 3 with a broad bearing-plate 7 is that when a heavy locomotive or

car is run onto said member the said rear end of member 3 will not be caused to penetrate the ground or tie too far and perhaps break off the pivoted engaging lug 10, and, furthermore, the member 3 is less liable to be bent near its lower end. These facts I have found from experience. In practice the highest portion of the member 4 is not quite as high as the highest portion of the rail, so that the flange of the wheel in leaving the said member 4 and running onto the rail will readily engage the latter.

In Fig. 4 I have shown a slightly-modified form for the bearing-plate 6 in that the said plate is formed with penetrating-teeth which are not bent down over the corners of the said plate, as in Fig. 3, but are made in the form of pins 15, which are formed integral with the plate or otherwise secured thereto.

Having now described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A device for placing a car or locomotive on a track consisting of two members, one of said members consisting of a bar which is provided on one of its ends with a rail-engaging lug and on its other end with a broad pivoted bearing-plate, and the other member consisting of a broad flat plate, both members having inclined upper surfaces, substantially as described.

2. A device for placing a car or locomotive on a track consisting of two members, one of said members consisting of a bar which is provided on one of its ends with a pivoted rail-engaging lug and on its other end with an upper pivoted bearing-plate, and the other member consisting of a flat broad bearing-plate, both members having their upper surfaces inclined, substantially as described.

3. A device for use in replacing a car or locomotive on a track consisting of a suitably-shaped bar which is provided at one end with a pivoted rail-engaging lug and on its other end with a pivoted broad bearing and engaging plate, substantially as described.

4. A device for replacing a car or locomotive on a track consisting of a suitably-shaped bar one end of which is provided with a pivoted rail-engaging grip and on its other end is applied a flat, broad bearing and engaging plate which extends a considerable distance beyond the lower end of the main body portion, said lower end being chamfered or beveled off and resting on said broad bearing-plate so as not to come in contact with the ground, substantially as described.

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

AUGUST KLINE.

Witnesses:
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