

(No Model.)

G. M. DURDEN.

CAR REPLACER.

No. 327,072.

Patented Sept. 29, 1885.

Fig. 1.

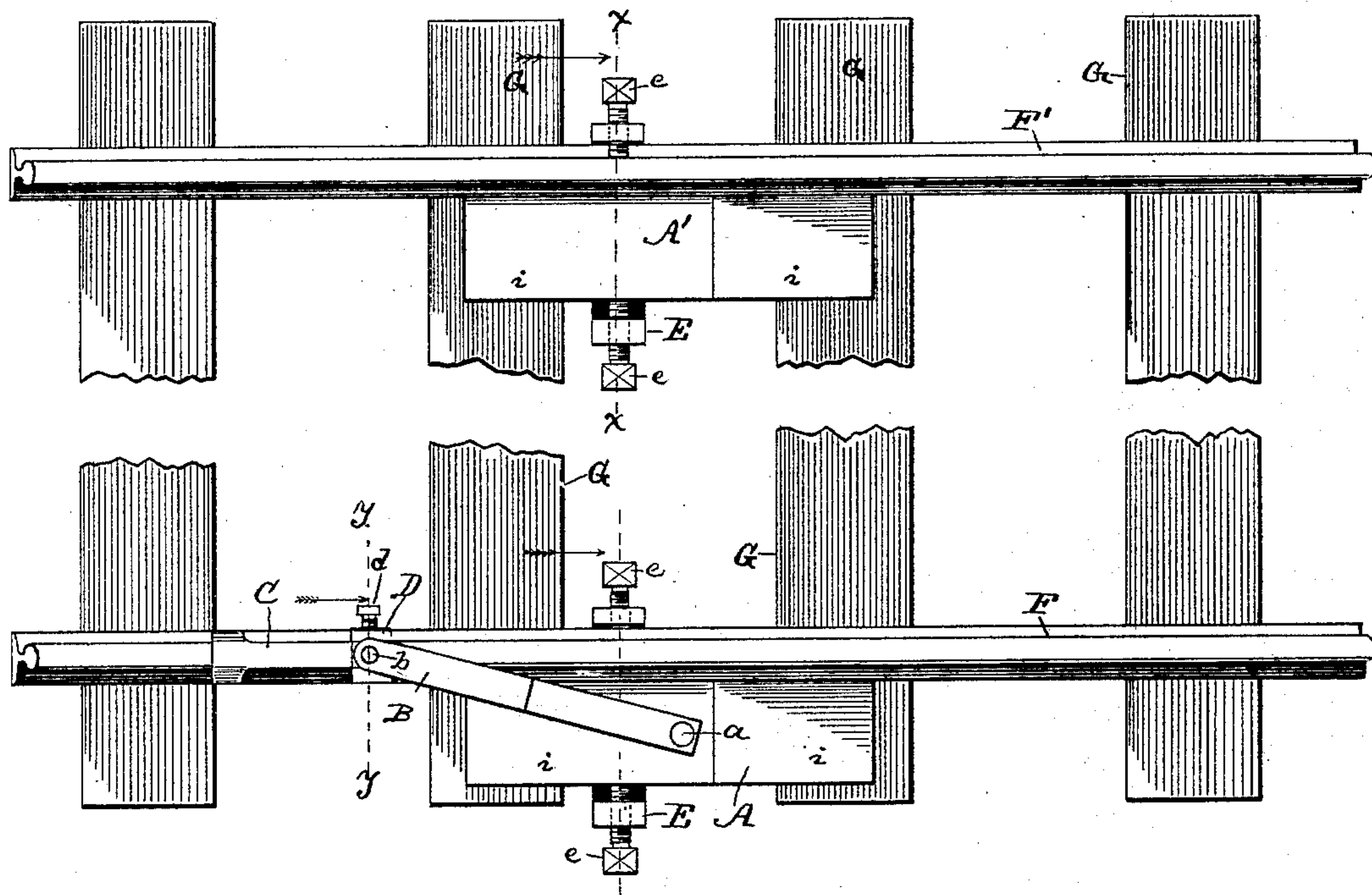


Fig. 2.

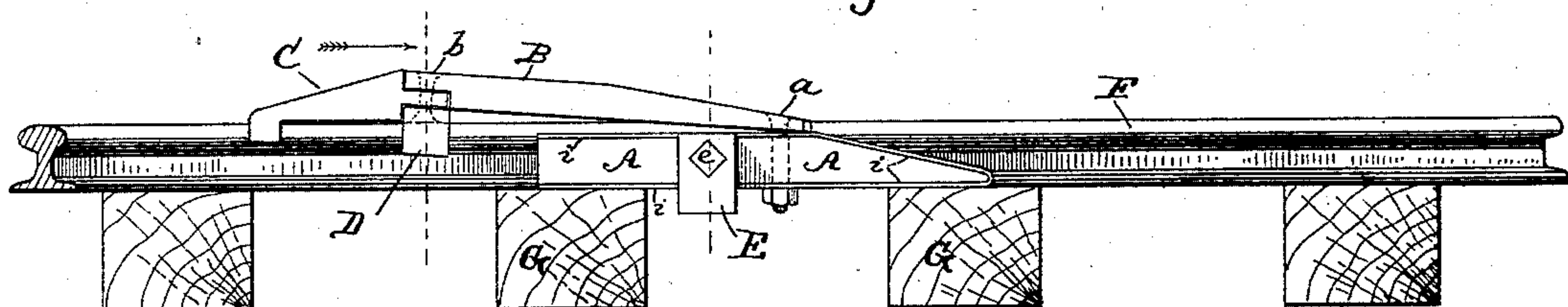


Fig. 3.

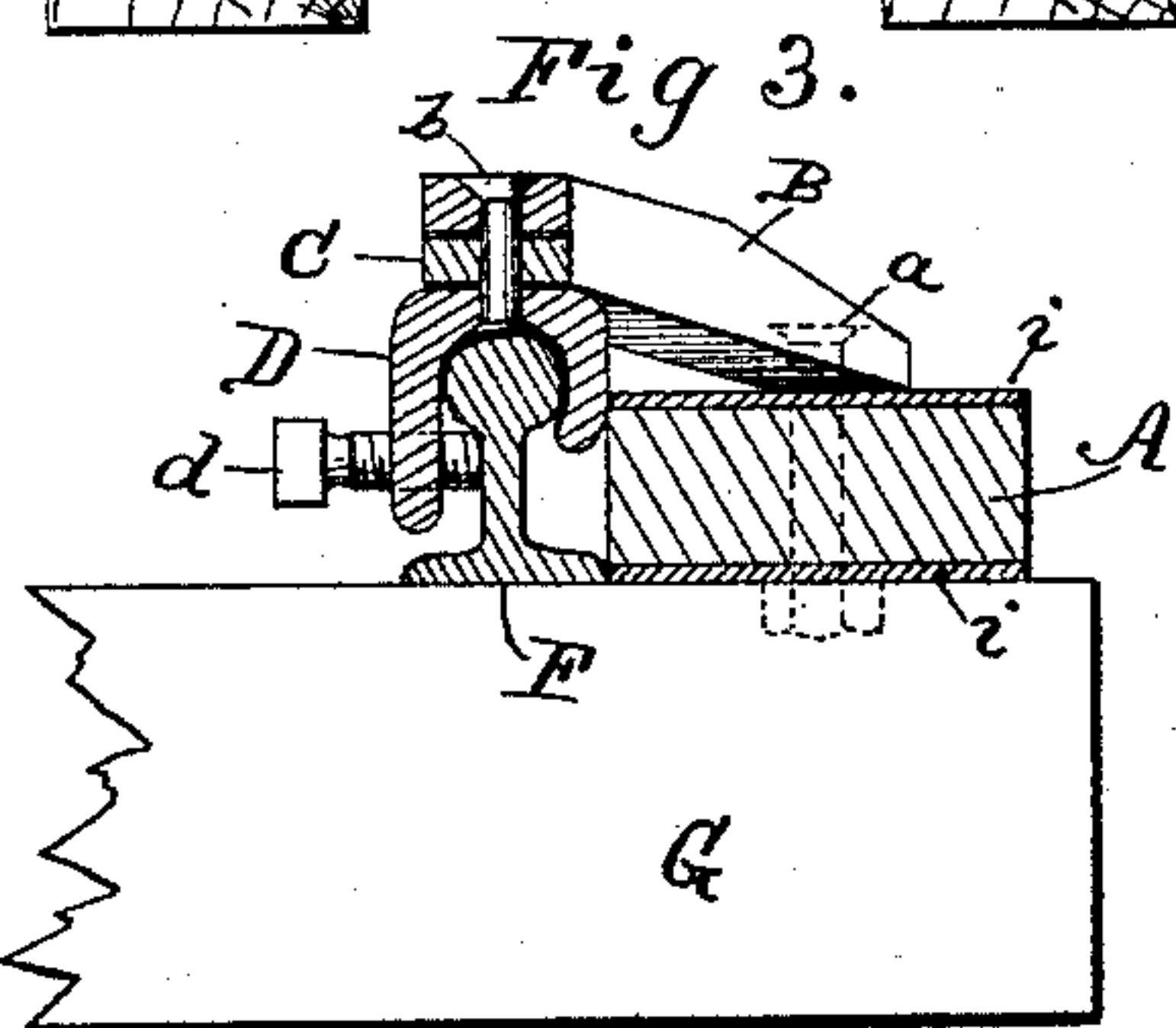


Fig. 4.

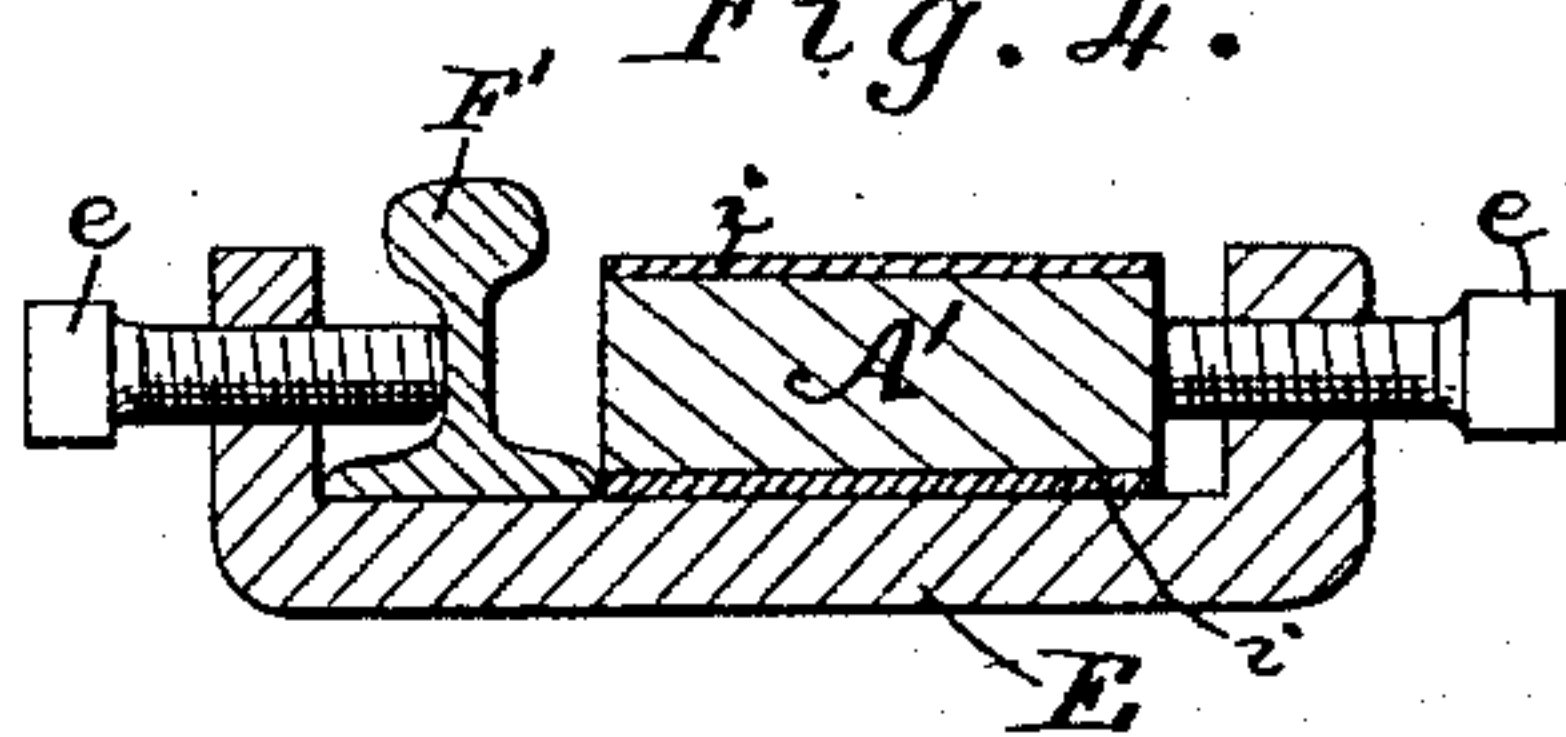
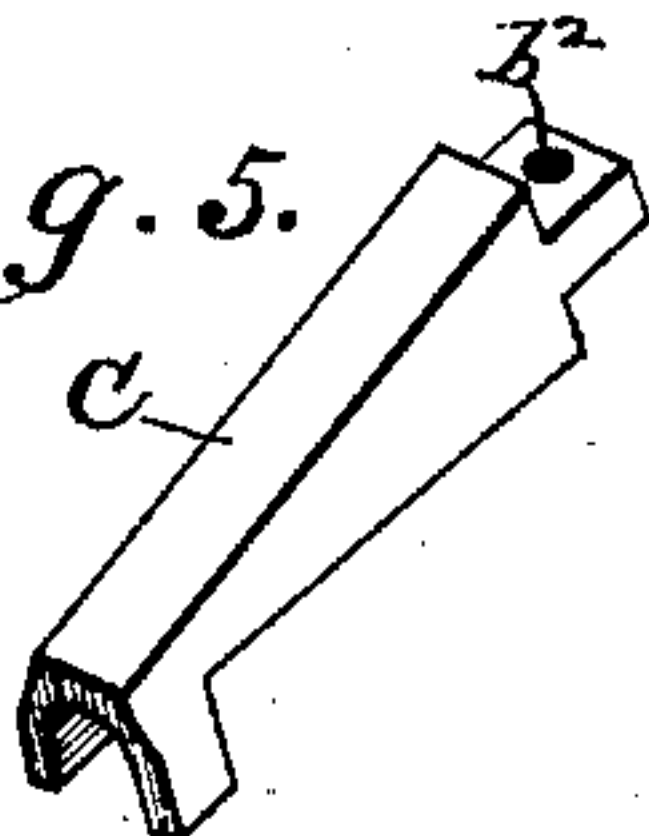


Fig. 5.



WITNESSES

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CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 327,072, dated September 29, 1885.

Application filed June 15, 1885. (No model.)

To all whom it may concern:

Be it known that I, GUS M. DURDEN, a citizen of the United States, residing at Birmingham, in the county of Jefferson and State of Alabama, have invented a new and useful Improvement in Car-Replacers, of which the following is a specification.

My invention relates to car-replacers, and has for its object the provision of means whereby derailed trucks can be readily replaced on the main track, all as hereinafter described, specifically pointed out in the claims, and illustrated in the drawings

Referring to the accompanying drawings, in which similar letters of reference point out like parts on each figure, Figure 1 is a top plan view of a railway-track, showing my car-replacing device attached thereto. Fig. 2 is a side view thereof. Fig. 3 is a sectional view on the line *y y*, Fig. 1. Fig. 4 is a sectional view on the line *x x*, same figure. Fig. 5 is a detached detail view of the end rail-piece.

In the drawings, A A' are forwardly-tapered detachable wheel-blocks, preferably metal-faced, as shown at *i*, pierced for reception of pivot-bolt *a*.

B is a detachable rail, apertured at both ends for reception of pivot-bolts *a b*. Said rail B tapers upon its face toward the end where pivoted at *a*, and the other portion of its upper surface is in a right line, as plainly shown in the drawings. The under end of said portion is cut away to receive the tongue of a short rail-piece, and is apertured for reception of pivot-bolt *b*.

C is a short rail-piece, one end being finished with an extending tongue apertured at *b'*, the end of which takes against and fits into the cut-away end of the rail B. The rail-piece C, upon its upper face, tapers obliquely in a direction opposite to the incline of the end of the rail B. The free end of the rail-piece C is finished at each side with a downwardly-depending lug, forming a bifurcated bridge-piece that takes over the tread of an ordinary track-rail, grasping it upon both sides, and obviating lateral displacement.

D is a rail-clamp adapted to hook over the upper portion of a track-rail, the upper portion of which is apertured for reception of pivot-bolt *b*. The longer side of said clamp

is provided with a screw-threaded aperture for admission of the adjusting-screw *d*, whereby to firmly adjust said clamp in position upon and against the side of the track rail.

E is the block and rail-clamp. At about right angles to its bottom bar it has two up-rising sides, each of which has a screw-threaded aperture to receive adjusting clamp-screws *e e*. (See Fig. 4.)

F F' are the track-rails; G G, cross-ties.

The operation of my device will be readily understood from the drawings. When the truck is derailed, the blocks A A' are placed on the cross-ties against the track-rails and are firmly connected thereto by means of the clamp E, screws *e* in the uprising arms of which enable it to be secured to the respective block and track-rail. The rails B and C are then pivotally connected together and to a clamp, D, by means of bolt *b*, and said clamp D, with its connections, is then placed in position and firmly secured to a rail, F, by means of screw *d*.

It will be seen that the clamp D bridges the track-rail and extends upwardly above the plane of said rail, thus forming a shoulder or abutment, onto which fits the under cut-away part of the rail-piece C, the tongue of which rests on top of said clamp D, thus presenting resistance to both forward and backward thrust of the truck-wheel when being replaced.

It will be understood that before the several members of the device are put into position the inclined end of each rail B is pivoted at *a* to one of the wheel-blocks. The derailed truck will pass forwardly up the incline of the rail B until reaching the crown or flat plane thereof, will be impelled along said flat surface, and from thence downwardly over the obliquely-inclined rail-piece C, until replaced upon the main track without any jolt or risk of lateral displacement or back-thrust.

In the drawings, the blocks A A' and their attachments are shown adjusted upon one side of each track-rail; but from their construction it is obvious they can be interchanged, so as to be adaptable to rerail a derailed truck on either side.

What I claim, and desire to secure by Letters Patent, is—

1. In a car-replacer, the rail-piece C, ob-

liquely inclined on its surface, and having at the end thereof two downwardly-depending lugs adapted to bridge over and embrace a track-rail and prevent lateral displacement, and at its opposite end a forwardly-projecting tongue apertured for reception of a pivot-bolt, in combination with the clamp D, provided with pivot-bolt *b*, substantially as described.

2. In a car-replacer, the adjustable rail-piece C, obliquely inclined on its upper surface, bifurcated at one end, and provided at its opposite end with an extending apertured tongue, and the supplemental rail B, cut away at one end to receive the tongue of the rail-piece

C, in combination with rail-clamp D, having adjusting-screw *d* and pivot-bolt *b*, as and for the purpose intended, substantially as described.

3. In a car-replacer, the wheel-blocks A A', having pivoted thereto one end of supplementary rails B, in combination with rail-pieces C, adjusted to the rails B by means of pivots *b* of rail-clamp D, and block-clamps E, as and for the purpose intended, substantially as described.

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Witnesses:

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