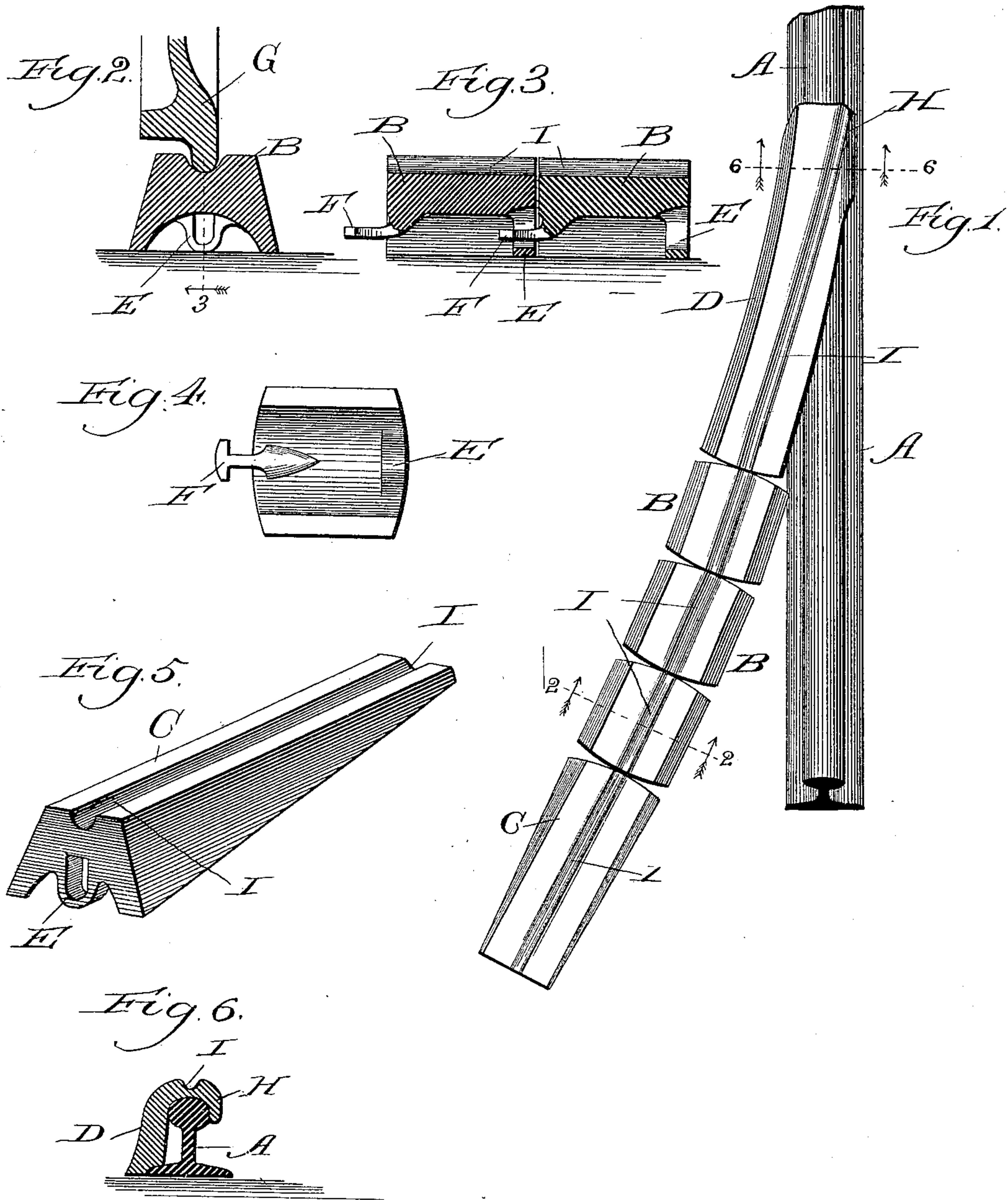


(No Model.)

J. E. NATHAN.
RAILROAD APPLIANCE.

No. 353,754.

Patented Dec. 7, 1886.



Witnesses:
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UNITED STATES PATENT OFFICE.

JOHN E. NATHAN, OF NEW YORK, N. Y.

RAILROAD APPLIANCE.

SPECIFICATION forming part of Letters Patent No. 353,754, dated December 7, 1886.

Application filed April 24, 1886. Serial No. 199,989. (No model.)

To all whom it may concern:

Be it known that I, JOHN E. NATHAN, a citizen of the United States, residing at New York city, in the State of New York, have invented certain new and useful Improvements in Railroad Appliances, of which the following is a specification.

The object of my invention is to provide means and facilities to assist in replacing cars and other rolling-stock on the track after the same have been derailed from any cause; and my invention consists in the features and details of construction hereinafter described and claimed.

In the drawings, Figure 1 is a plan view of a railroad-rail with one of my appliances connected thereto. Fig. 2 is an end elevation taken in line 2 2 of Fig. 1, showing a section of the car-wheel in place. Fig. 3 is a longitudinal section of two of my sections of the rail as attached together when in use. Fig. 4 is a view of a section of my rail from the bottom side. Fig. 5 is a perspective view of the end section where the car or other piece of rolling-stock is received in returning it to the track; and Fig. 6 is a transverse vertical section taken in line 6 6 of Fig. 1, showing a section of the rail and of the method of attaching my appliance to the same.

In the drawings, A is a railroad-rail; B, a flexible jointed section by which the cars are returned to the track; C, the end section for receiving the car; D, the end section for delivering the car on the rail; E, a hole or collar in the ends of the different sections for attaching them together; F, a coupling link or projection for connecting the sections together; G, the car-wheel; H, a flange for embracing the railroad-rail at the point of connection between the piece D and such rail, and I a groove for receiving the flange of the car-wheel while returning the same to the track.

In making my improved means for replacing derailed cars and other rolling-stock on the track where the same have been by accident derailed I make a number of sections of rail, which may be fastened together and extended to any distance from the main track desired to reach the cars. I make the first section, which engages with the rails of the track, with a flange to overlap and embrace the top of the rail, so as to make a firm and secure connec-

tion, as well as guide the wheels of the car into their proper places on the track. This section is provided at its outer end with a link or coupler for attaching it to another section. Each section of my temporary track is provided at one end with a link or coupler to enable it to be attached to its fellow. This coupler is preferably T-shaped at the end, as shown in Fig. 4. Each section is provided at the opposite end from this coupler with a collar or hole. (Shown more particularly in Fig. 5, and designated by the letter E.) This collar is of a slot shape, so that by turning the section of the track to be attached to it on edge the T shape of the coupler may be readily introduced into the collar, when by turning it back into its normal position the head of the T will be turned, so that it cannot be withdrawn from the collar or slot. In this way as many sections of the track as may be necessary or desired may be attached together and the temporary track extended to the car which is intended to be replaced on the track. Of course it will be understood that two of these rails will be laid parallel to each other, and of proper width to receive the wheels of the car. These sections are also made somewhat rounding at their ends, to enable the track to be curved and extended in any direction necessary to reach the derailed car.

Owing to the means used for connecting the various sections of the track together, they will be entirely flexible, so as to fit the inequalities of the surface of the ground as they are being laid toward the car. This makes it unnecessary to specially prepare the ground for the reception of my track. Each of these sections is provided with a groove or hollow along its longitudinal upper surface, in which the flange of the car-wheel is placed, and along which it travels in its progress to the main track. These grooves prevent the car-wheel from slipping off and prevent the rails from spreading apart, as it is not intended that ties or other connecting-pieces need be required. The end of this groove in the piece D, connecting with the track, extends to such a point on the inside of the rail as that the flange of the wheel will be carried directly in place, so that the tread of the wheel will fall into position on the track. This is plainly shown in Fig. 1.

I prefer to make my sections of flexible track

of greater diameter at the bottom than at the top, as shown more particularly in Figs. 2 and 5, so that they will occupy a firm and immovable position when laid in place.

5 It will be seen that one of the important uses to which my device may be applied is the making of temporary switches where it may be desired to run one or more cars off to the side of the track for any purpose. In that case all that
10 will be necessary will be to put a temporary track in place, extending as far from the main track as desired, and run the cars off on it. The connection with the main track can be immediately broken by removing the piece D,
15 and renewed by laying it again in place.

What I consider as new, and desire to secure by Letters Patent, is—

1. The combination of a main track and a vertically and laterally flexible temporary

track for removing and replacing cars and rolling-stock on the main track, substantially as described. 20

2. A temporary track for removing and replacing cars and rolling-stock on the main track, consisting of detachable sections hooked 25 or linked together, whereby the track is rendered vertically and laterally flexible and extensible, substantially as described.

3. The combination of a main track and a vertically and laterally flexible temporary 30 track for replacing derailed cars and rolling-stock, consisting of detachable grooved sections hooked or linked together, substantially as described.

JOHN E. NATHAN.

Witnesses:

FRANK L. DOUGLAS,
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