

No. 695,662.

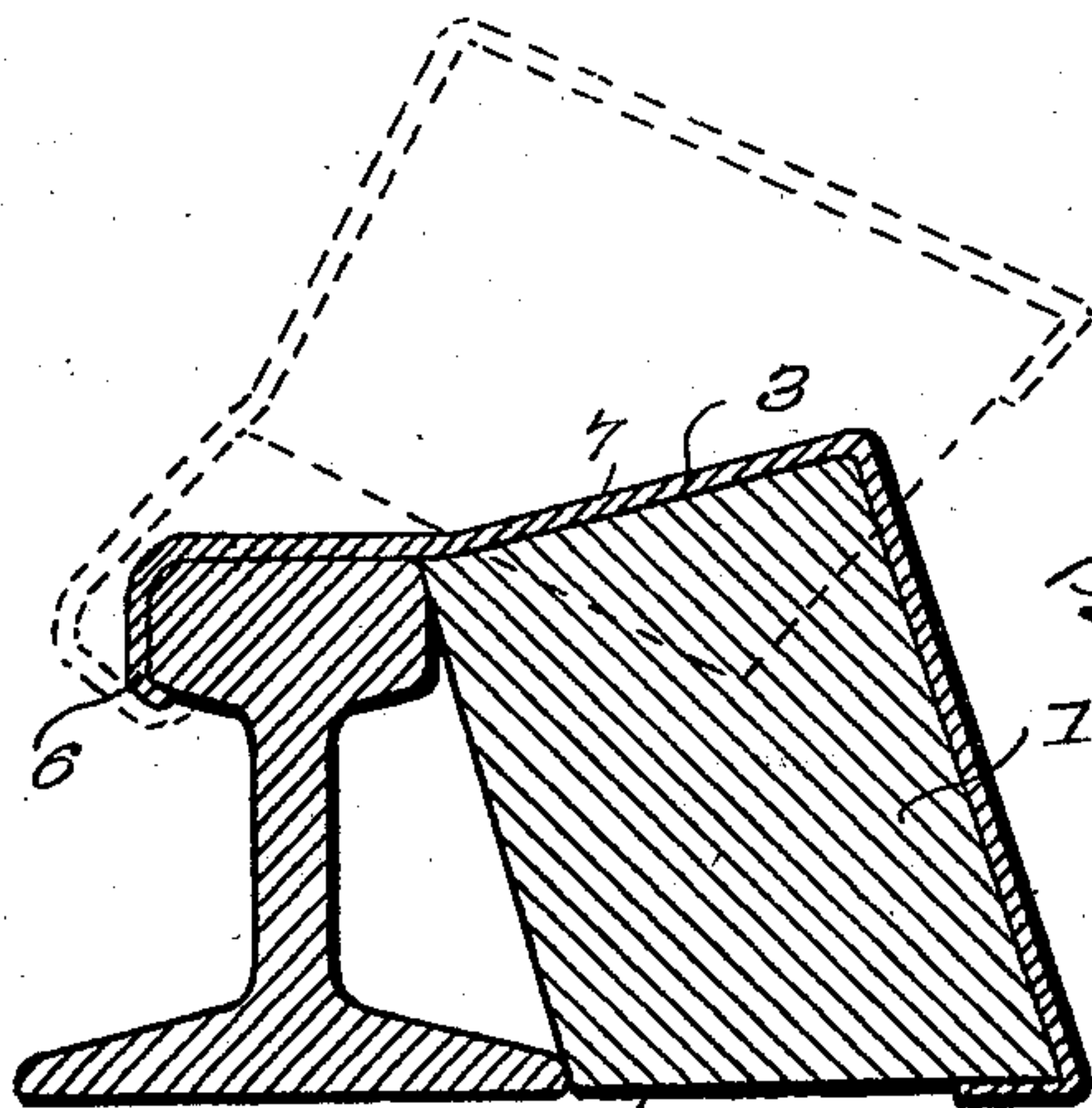
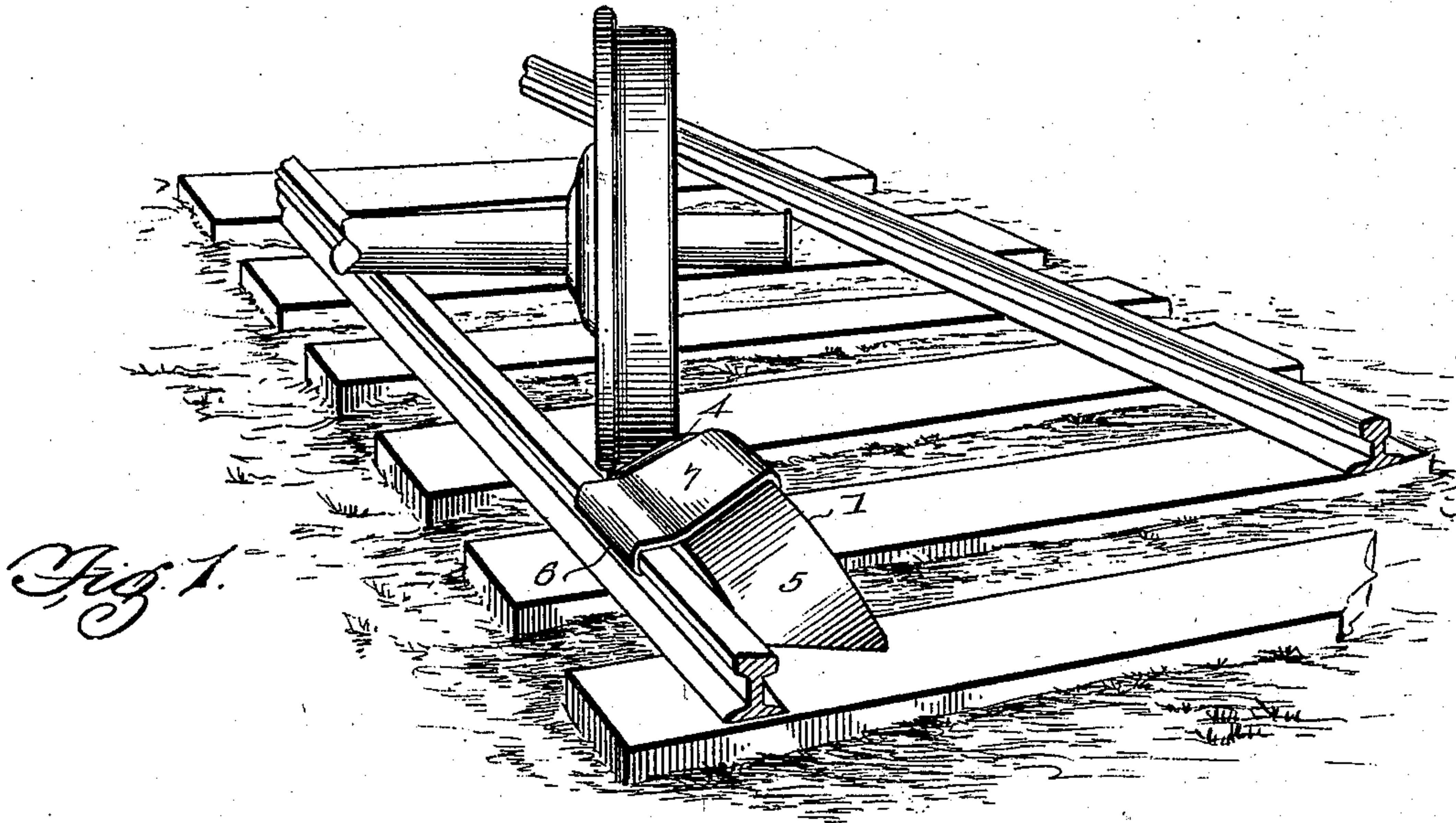
Patented Mar. 18, 1902.

G. VOGT.

DISPLACING DEVICE FOR USE ON RAILROADS.

(Application filed July 23, 1901.)

(No Model.)



Witnesses

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by

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UNITED STATES PATENT OFFICE.

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DISPLACING DEVICE FOR USE ON RAILROADS.

SPECIFICATION forming part of Letters Patent No. 695,662, dated March 18, 1902.

Application filed July 23, 1901. Serial No. 69,441. (No model.)

To all whom it may concern:

Be it known that I, GEORGE VOGT, a citizen of the United States, residing at Corbin, in the county of Whitley and State of Kentucky, have invented a new and useful Displacing Device for Use on Railroads, of which the following is a specification.

This invention relates to a displacing device for use in railroad wrecks or at other places where it is desired to remove or displace a portion of a car-truck that may be swung or turned irregularly across a track or track-bed; and the object of the same is to provide a simple and effective portable means for clearing a track of obstructions in an expeditious manner.

The invention consists in the construction and arrangement of the several parts, which will be more fully hereinafter described and claimed.

In the drawings, Figure 1 is a perspective view of a portion of a track, showing the improved device applied thereto in operative position and a car-wheel and portion of an axle in position to be cleared from the track. Fig. 2 is a transverse vertical section through one of the track-rails and the improved device applied thereto in full-line and dotted position.

Similar numerals of reference are employed to indicate corresponding parts in the several views.

The numeral 1 designates the main body of the device, which is formed with a flat base 2 and an arcuate face or surface 3, having an outward and downward inclination. The outer and inner sides 4 and 5 are inclined outwardly and parallel, the inner side 5 being wider in view of the said inclination of the face or surface 3; but the outer face is wide enough to take up the distance between the upper surfaces of the ties of a railroad-bed and the upper surface of a rail-head, as clearly shown by Fig. 2. When the device is in applied position, the base rests securely on the ties and the face or surface 3 stands toward the rail to be crossed by the portion of the truck or other rolling device desired to be removed from the track, the wheel or wheels of the truck or other rolling device engaging the face or surface 3, which forms an incline to facilitate elevation of the truck or other

device over a rail. The face or surface 3, having an outward and downward inclination, tends to throw or slide the wheel of the truck or like device toward the rail-head, and as said face or surface continues regularly from one extremity to the other of the body the latter can be reversed endwise and applied to either side of the track, in accordance with the direction it is desired to move the truck or similar device. The outer inclined side 4 of the body provides for arranging the said body in a bracing position with relation to the track-rail, as shown by Fig. 2, particularly for rendering an attaching device, which will be presently described, more effective in performing its function.

The attaching device consists of a strip of sheet metal of suitable thickness and bent to form a catch or hook extremity 6 and an embracing member 7, conforming in shape and angle to the portion of the face or surface over which it extends transversely, the inner side 5 and a part of the base 2 adjacent to the lower portion of said latter side. The catch or hook extremity 6 is always in the same extended relation to the body 1, and when the entire device is applied to a rail it is first tilted upwardly, as shown in dotted lines in Fig. 2, to allow the terminal of the catch or hook extremity to fully engage the under side of the outer or inner portion of the rail-head, and the body is then lowered until the base firmly bears on the ties or other support. This draws the body 1 closed against the rail side, and as the strip of sheet metal from which the attaching device is formed is broad the body will be prevented from rocking or slipping and will thus be reliably and operatively held in place without the use of spikes. By this means the improved device can be quickly applied in operative position or detached, and when not in use it can be stored in a caboose or wrecking-car and ready for immediate use.

As before indicated, the improved device has been particularly devised for use in clearing tracks of obstructions, and it will be found especially useful in removing a heavy truck that may extend across a track. It is proposed to construct the body 1 and the attaching device of materials best adapted to

serve the purpose for which the improved device has been devised, and changes in the form, size, proportions, and minor details may be resorted to without departing from the spirit of the invention.

Having thus described the invention, what is claimed as new is—

A device of the class set forth having a transversely-inclined body with opposite inwardly-inclined parallel sides, a flat base and an upper face or surface inclined downwardly toward one side, the said face or surface being convex and regularly extending in a longitudinal direction from one end terminal of the base to the other, and an attaching de-

vice comprising an embracing member which removably extends over the central portion of the face or surface and the widest side, and a hook member extending outwardly beyond the narrower side of the body and having a terminal hook to removably engage a rail-head.

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

GEORGE VOGT.

Witnesses:

W. L. HEATH,
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