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Patented Dec. 30, 1902.

W. J. C. KENYON & W. S. KING.  
MACHINE FOR BLOCKING AND DERAILING CARS.

(Application filed Jan. 21, 1902.)

(No Model.)

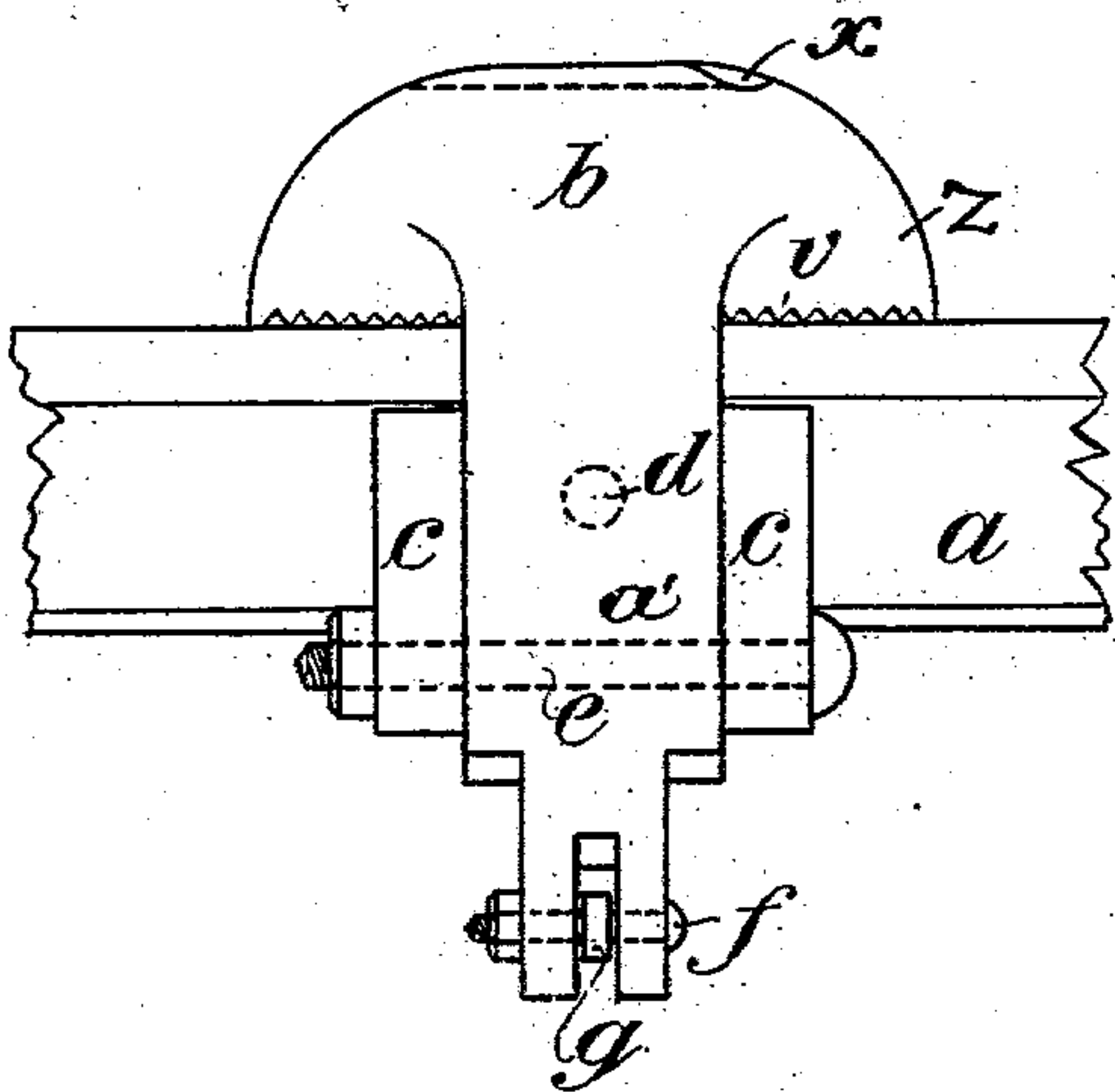


Fig. 1.

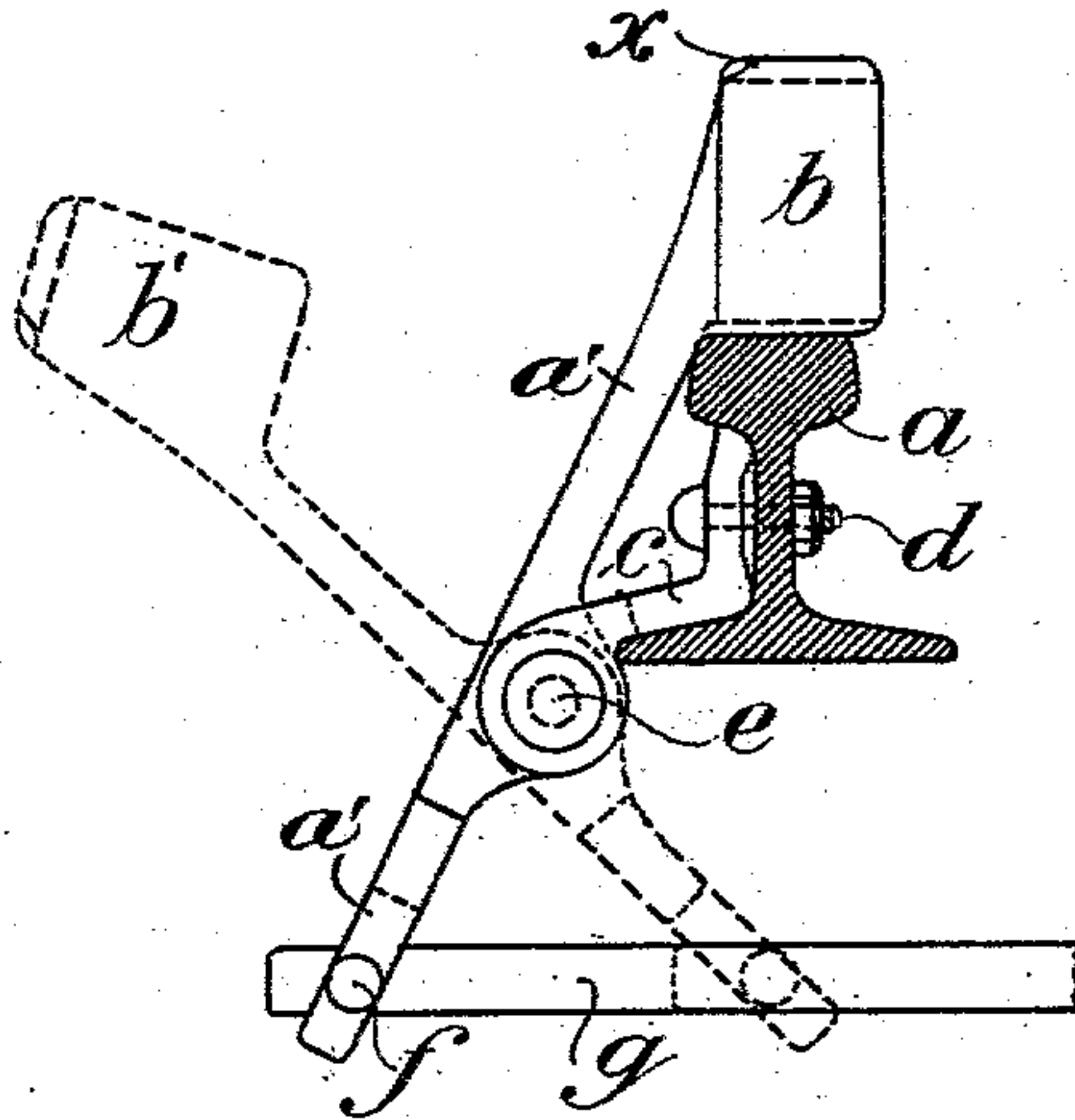


Fig. 2.

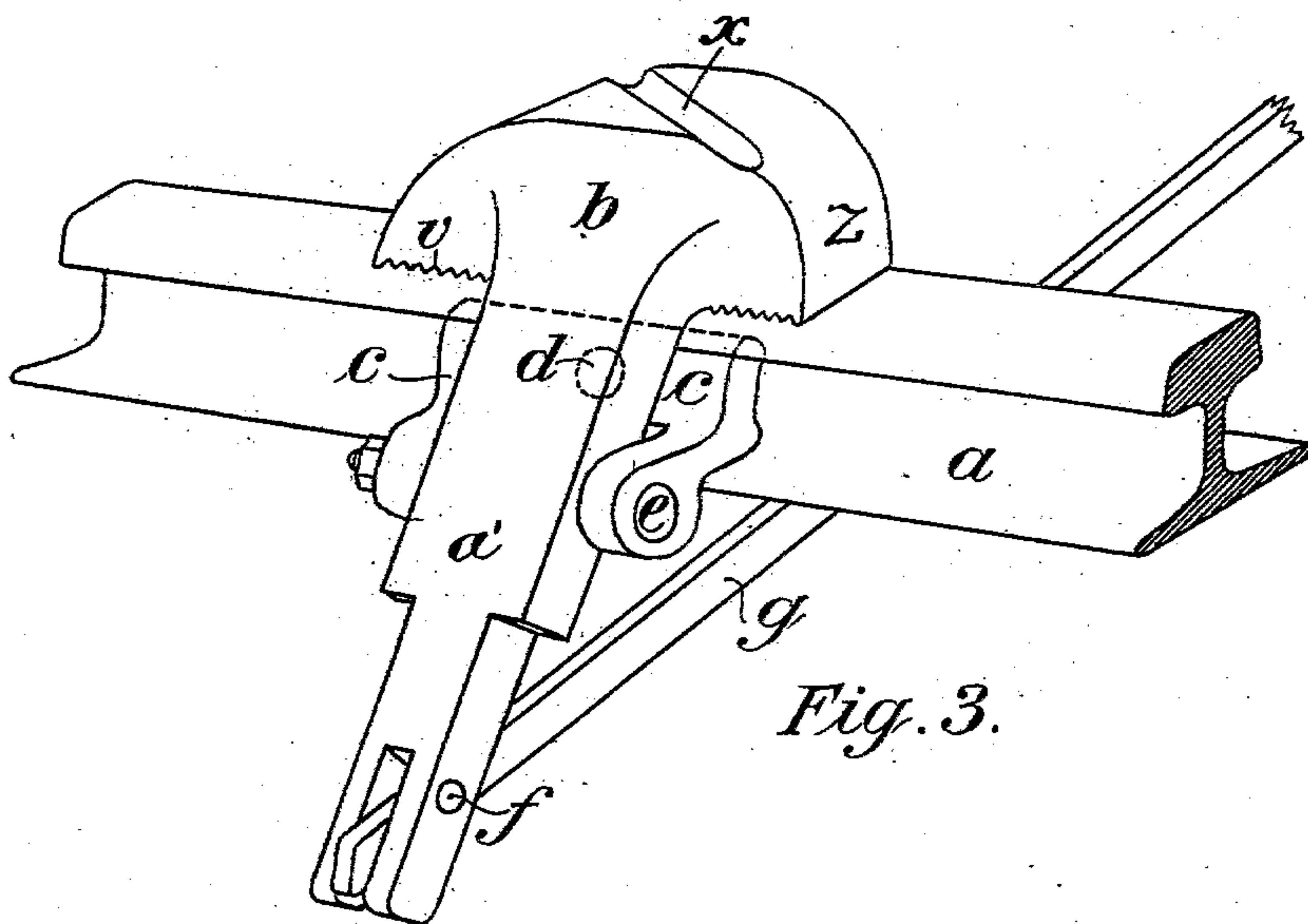


Fig. 3.

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# UNITED STATES PATENT OFFICE.

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## MACHINE FOR BLOCKING AND DERAILING CARS.

SPECIFICATION forming part of Letters Patent No. 716,902, dated December 30, 1902.

Application filed January 21, 1902. Serial No. 90,659. (No model.)

*To all whom it may concern:*

Be it known that we, WILLIAM J. C. KENYON and WINFIELD S. KING, citizens of the United States, residing at the city of Omaha, in the county of Douglas and State of Nebraska, have invented a certain new and useful Improvement in Machines for Blocking and Derailing Cars, of which the following is a specification.

10 This invention relates to a new and useful improvement in mechanisms for blocking and derailing cars.

The aim of our invention is to provide a simple device which may be secured to one of the rails at a suitable point and be so constructed that any car coming in contact therewith will be derailed, the derailing-block being channeled, so that the flange of the wheel will run into the channel to throw the car from the track. It is of course understood that this derailing mechanism is secured to the track at such a point, as at the bottom of a steep grade, so that should any car or cars become detached from the train the same will encounter the block and be derailed. This block is operated by means of a suitable lever and is of course only used to derail runaway or wild cars in order to prevent them from crashing into a train.

30 In the accompanying drawings we have shown in Figure 1 a side view of an ordinary rail provided with one of our derailing-blocks. Fig. 2 shows a view disclosing the rail in section and illustrates the position of the derailing-block when thrown into engagement with the rail, while Fig. 3 shows a perspective view of the derailing-block and connected lever.

Our invention embodies, essentially, an ear *c*, which is secured to the rail *a* by means of an ordinary bolt *d*, as is disclosed in the figures. This ear *c* is in turn provided with a bolt *e*, which pivotally supports the stem *a'* of the derailing-block *b*, the head of which is channeled, as is shown at *x* in the drawings. The lower end of this stem *a'* is slotted, as is clearly disclosed in Figs. 1 and 3, and within the slot is held a bar *g*, which is in connection with any suitable operating-lever, the bar *g* being pivotally secured to the stem *a* by means of the pin *f*.

Referring to Fig. 3, it will be noticed that the head or block *b* is approximately rectangular in cross-section, though its edges are curved, as shown at *z* in Figs. 1 and 3, and that extending from this head or block *b* at a suitable angle is the stem *a'*. The lower portion of this block or head *b* is further serrated, as is shown at *v* in Figs. 1 and 3, so that the head will come in firm contact with the rail *a*. Now should a wild car or train approach a point where the rail is provided with one of our derailing mechanisms, an operator would actuate the bar *g* to throw the derailing-block *b* upon the rail *a*, so that the first wheel to strike this block would be raised upward, while the flange of the wheel would further be adapted to engage within the channel *x* to instantly derail the car or train to save the rolling-stock upon the track, into which the car or cars would otherwise have crashed. Normally this derailing-block *f* is in an outward disengaged condition, as is disclosed in dotted lines at *b'* in Fig. 2.

Having thus described our said invention, what we claim as new, and desire to secure by United States Letters Patent, is—

1. The combination with a rail, of an ear secured to said rail, a slotted stem provided with a channeled derailing-block, pivotally secured to said ear, the lower portion of said derailing-block being serrated, and an operating-bar pivotally secured to the stem of said derailing-block, all arranged substantially as and for the purpose set forth.

2. The combination with a rail, of an ear secured to the web of said rail and projecting laterally outward, a slotted stem secured pivotally to said ear, a channeled head secured to said stem, said head being adapted to work upon aforesaid rail in one position, and an operating-bar secured to said stem to operate said head as in the manner set forth.

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