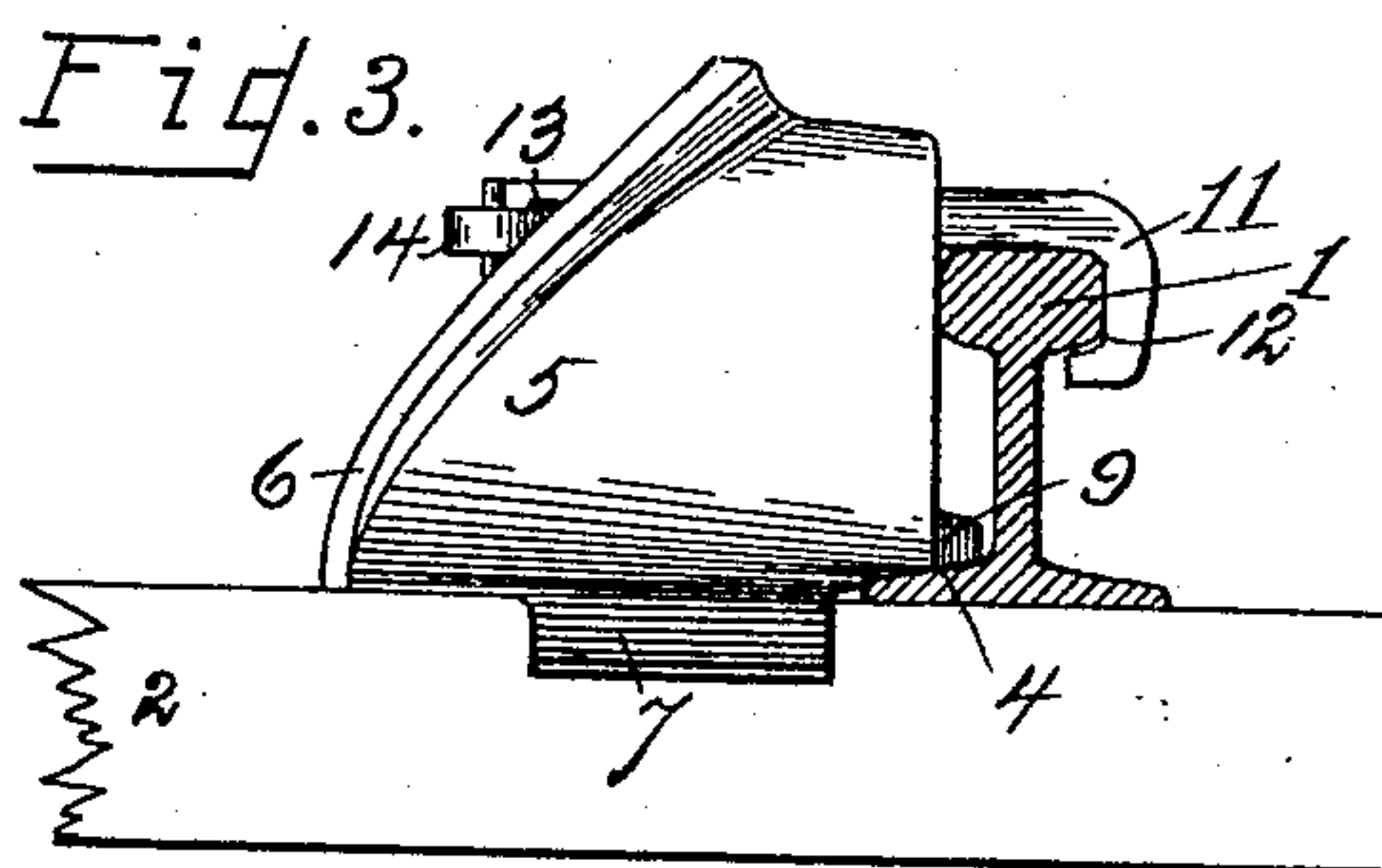
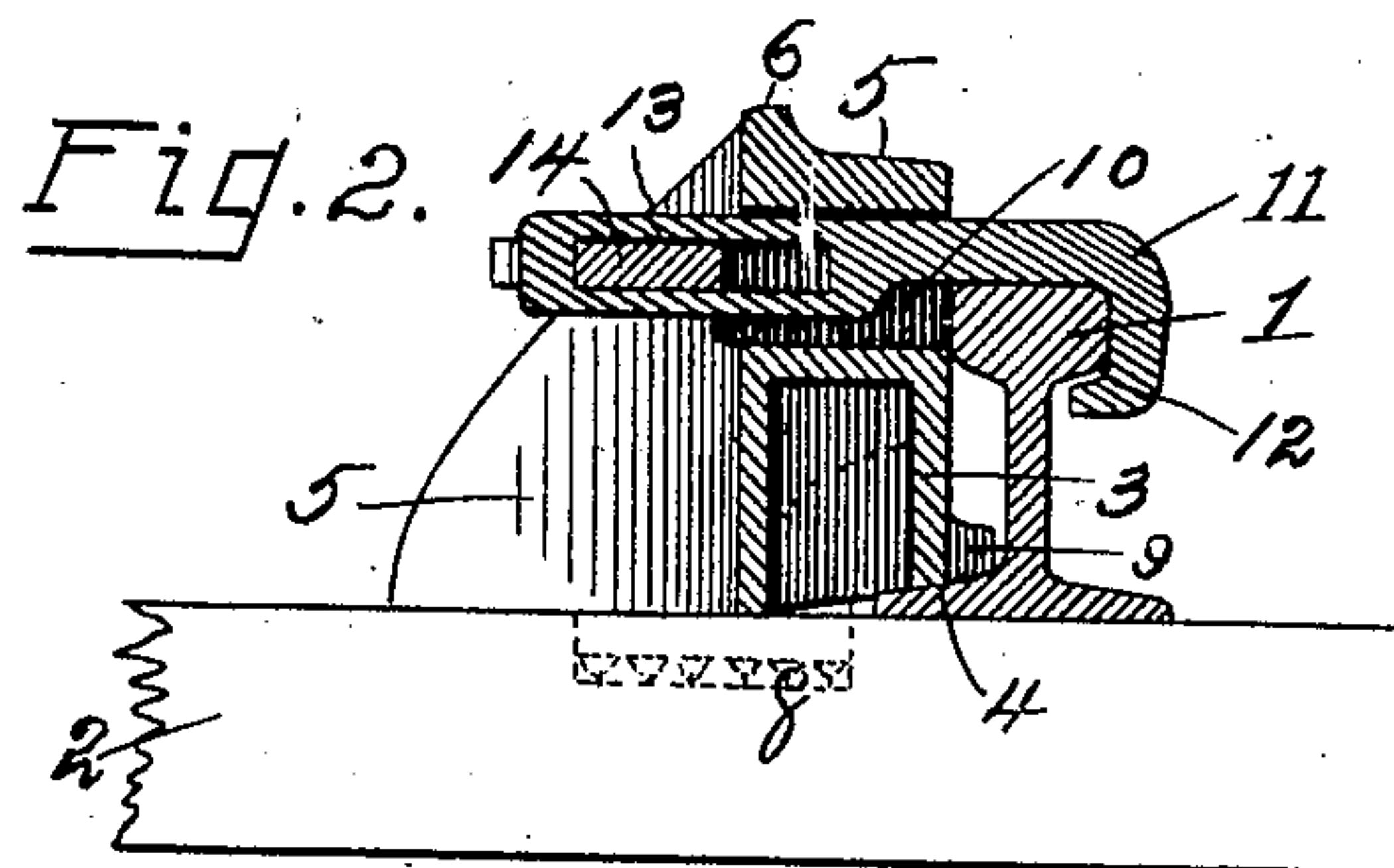
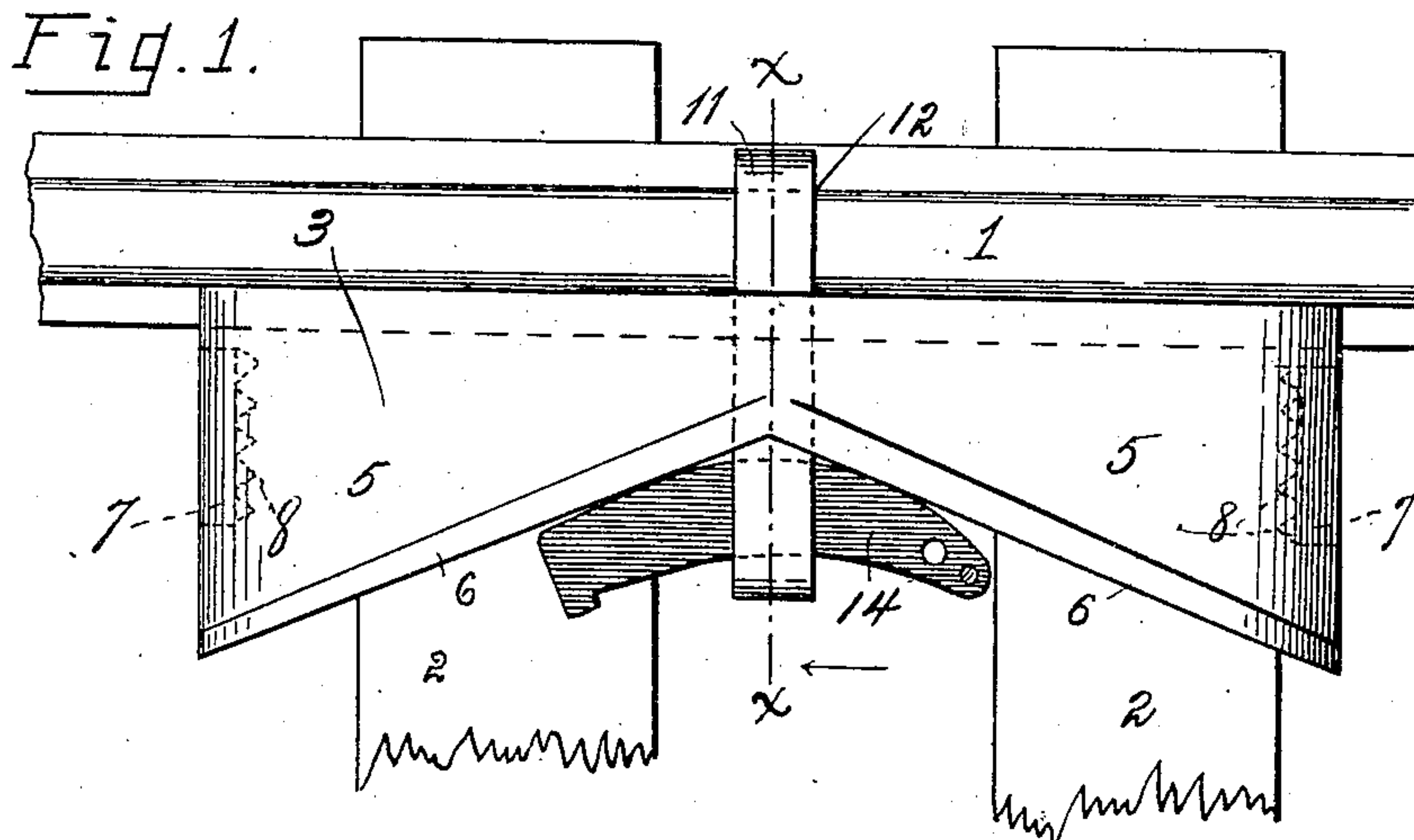


No. 832,186.

PATENTED OCT. 2, 1906.

L. B. GUMP.
CAR RERAILER.

APPLICATION FILED MAR. 19, 1906.



WITNESSES:

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LEONARD B. GUMP, OF TOLEDO, OHIO.

CAR-RERAILER.

No. 832,186.

Specification of Letters Patent.

Patented Oct. 2, 1906.

Application filed March 19, 1906. Serial No. 306,708.

To all whom it may concern:

Be it known that I, LEONARD B. GUMP, a citizen of the United States, residing at Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful Improvements in Car-Rerailers; and I do 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, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to devices for replacing the wheels of derailed cars upon track-rails, and is designed to furnish a strong efficient apparatus having means for securely clamping the same in operative position to a track-rail and having means for preventing the tipping or other movement of the device when in place and when subjected to heavy pressures or blows. I attain these objects by means of the devices and arrangement of parts hereinafter described and shown, and illustrated in the accompanying drawings, in which—

Figure 1 is a top plan view of my device in place and ready for use; Fig. 2, a transverse sectional elevation taken on line *x x*, Fig. 1; and Fig. 3, an end elevation.

Like numerals of reference indicate like parts throughout the drawings.

In the drawings, 1 is an ordinary track T-rail resting upon cross-ties 2.

3 is an iron casting of sufficient length to overlap two or more neighboring cross-ties. One vertical side of the part 3 is straight and adapted to fit against the side of the rail. A portion of the bottom of the casting at its straight side is beveled, as at 4, to rest upon the sloping foot of the rail as well as upon the cross-ties. The top of the casting 3 is formed as a track 5, broadened at each end and narrow at its middle. The broadened extremities of the track 5 are on a level with the top of the cross-ties, the track sloping upwardly from each end to the narrowed middle to a point higher than the top of the track-rail. The edge of the path 5 opposite the track-rail has along its full length an upwardly-projecting flange 6. Projecting downwardly from the bottom of the casting 3 is a lug or lugs 7, having horizontally-projecting teeth 8, adapted to engage the vertical side of a cross-tie. Projecting inwardly from the straight side of the casting 3 is one or more lugs 9, adapted to

engage the under side of the head of the track-rail in case the casting should by reason of a heavy weight or blow tilt upwardly.

Through the top of the casting 3 at its narrowest portion is an opening 10 for the reception of a stout hook 11, adapted to engage the rounded side of the head of the rail opposite the casting 3, as at 12. The shank of the hook rests upon the top of the rail and passing through the opening 10 projects beyond the angular side of the casting 3. Through the projecting extremity of the shank of the hook 11 is a horizontal opening 13 for the reception of a curved wedge 14. This wedge is curved in such fashion that it rests at one side against the converging vertical walls of the casting, as illustrated in Fig. 1, the other side engaging the end of the opening 13 in the shank.

The casting 3 is placed near to and in the path of the car-wheel to be rerailed, with its straight side resting against the head of the rail, its bottom beveled portion resting upon the foot-flange of the rail, and its flat bottom resting upon the cross-ties. The casting is now driven endwise until the teeth 8 firmly engage the side of the cross-tie. The end of the shank of the hook 11 is passed over the top of the rail and through the opening 10. The curved wedge 14 is passed through the opening 13 through the shank of the hook and is driven home, so that the hook is caused to engage and to tightly clasp the head of the rail. The casting is now rigidly and firmly secured in place and is ready for use.

To avoid undue weight, the casting 3 is not cast solid, but is webbed interiorly to form a skeleton, as indicated in section in Fig. 2.

It should be understood that the device above described is used in pairs, so that the opposite wheels of a truck will simultaneously ascend the inclined tracks 5 to their apexes. The upwardly-projecting flanges 6 prevent the flanges of the car-wheel from slipping sidewise off the inclined tracks 5 and guide the car-wheels over and upon the track-rails. It will be seen that as both ends of my device are alike it is reversible and may thus be used for guiding the car in either direction and is employed either on the inside or the outside of the track-rail, as occasion may require.

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

1. In a device of the described character, a member having a top which forms a track

narrowed and elevated at its middle, an upwardly-projecting flange at one side of said track, a downwardly-projecting lug upon the bottom of said member and horizontally-projecting teeth upon said lug.

2. In a device of the described character, a member having upon its top a track narrowed and elevated at its middle, an upwardly-projecting flange at one side of said track, and means for securing said member to a track-rail comprising a hook adapted to engage the head of such rail, a shank for the hook which passes through said member and has a horizontal opening therethrough, and a curved wedge adapted to engage said shank and said member.

3. A car-railer comprising in its construction a member having a straight side and a bottom beveled portion and having a

transverse opening therethrough; a downwardly-projecting lug on said member, horizontally-projecting teeth on said lug; a horizontally-projecting lug on the straight side of the member; a track upon the top of said member broadened at its extremities and narrowed and elevated at its middle; an upwardly-projecting flange at the side of said track; a hook adapted to engage the head of a track-rail, a shank for the hook passing through said transverse opening, and a wedge adapted to engage the side of said member and the shank of said hook.

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

LEONARD B. GUMP.

Witnesses:

ADA LAW,
ALMON HALL.