R. H. SMITH.

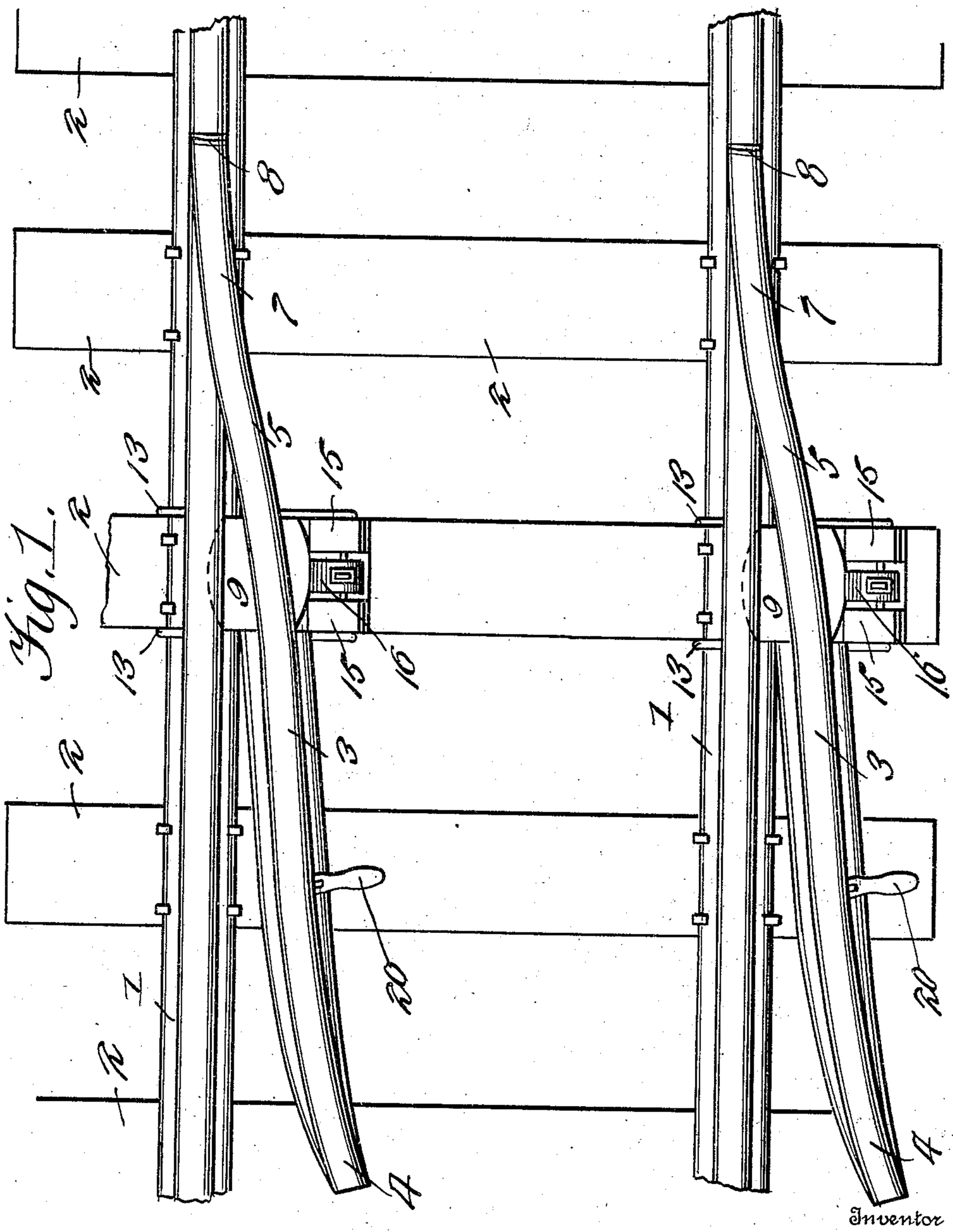
CAR RERAILER.

APPLICATION FILED DEC. 11, 1908.

928,810.

Patented July 20, 1909.

2 SHEETS—SHEET 1.




Witnesses

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2 SHEETS—SHEET 2.

Fig. 2.

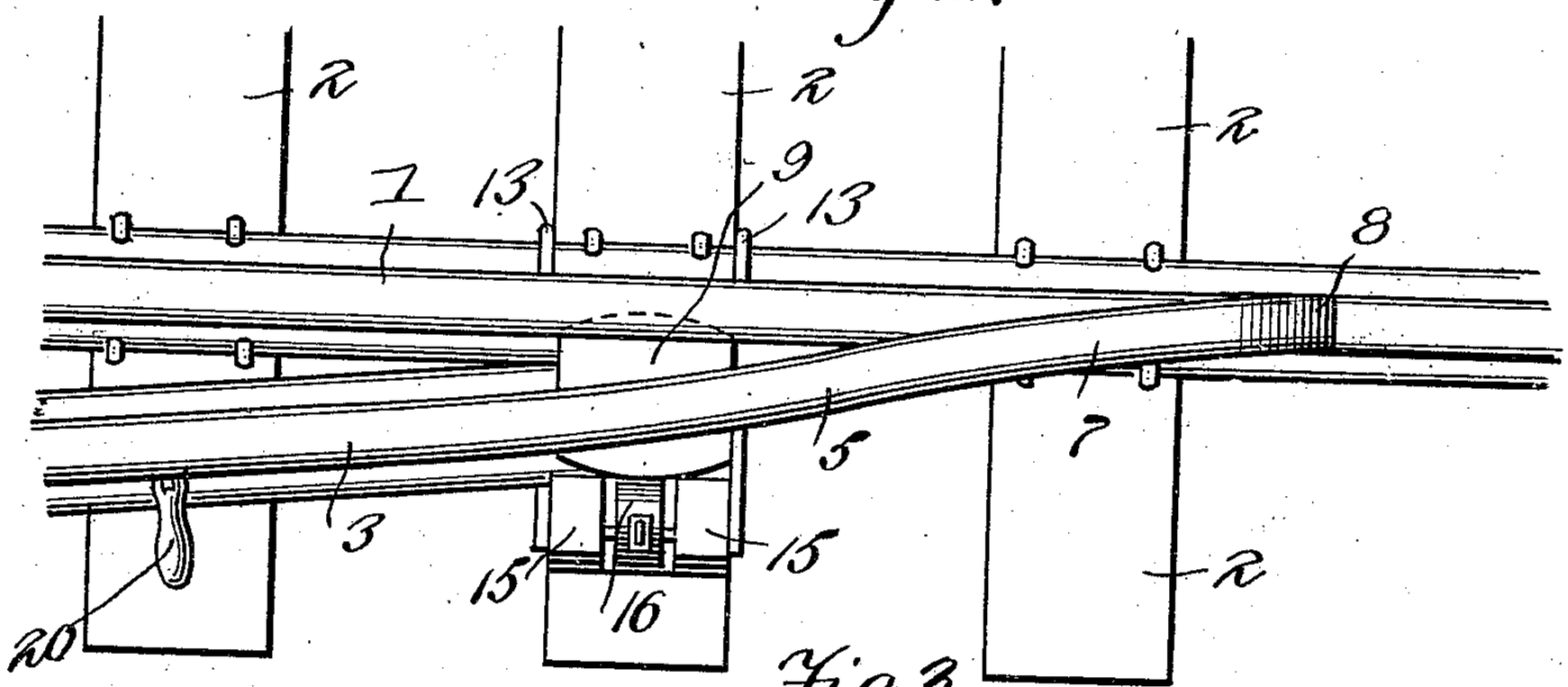



Fig. 3.

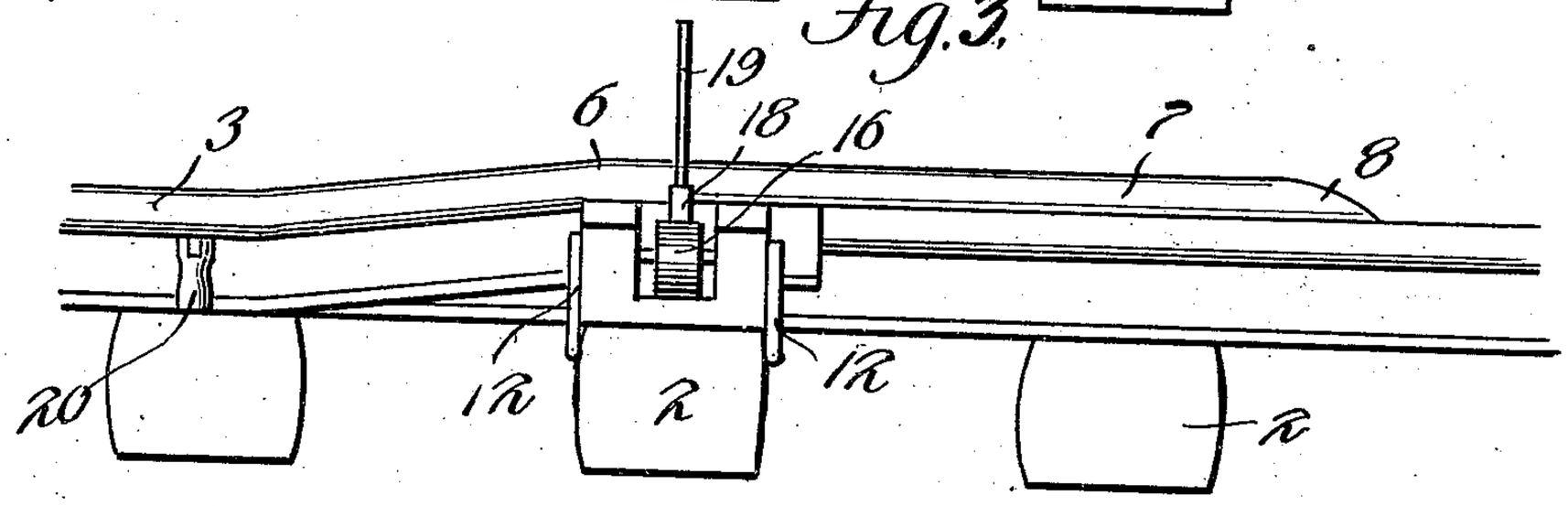



Fig. 4.

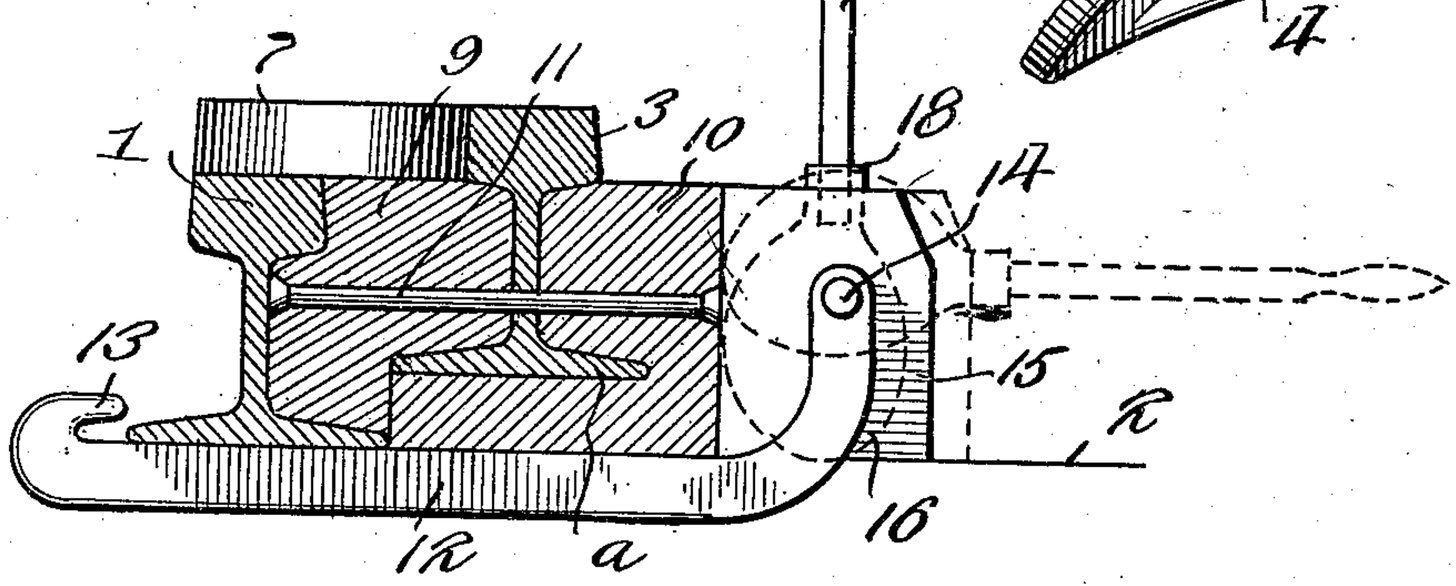
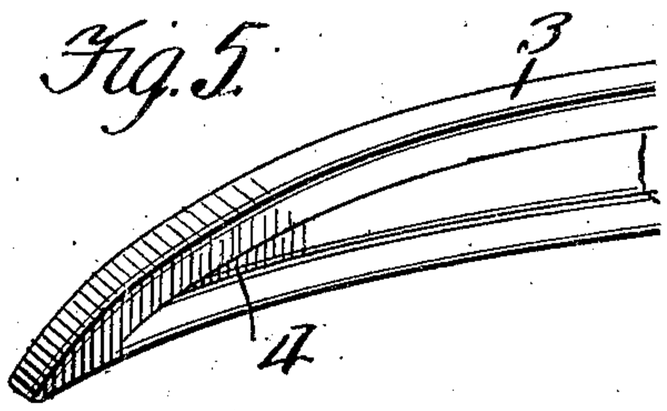



Fig. 5.

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# UNITED STATES PATENT OFFICE.

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## CAR-RERAILER.

No. 928,810. Specification of Letters Patent. Patented July 20, 1909.

Application filed December 11, 1908. Serial No. 467,071.

*To all whom it may concern:*

Be it known that I, RULON H. SMITH, a citizen of the United States of America, residing at Takoma Park, in the District of Columbia, have invented new and useful Improvements in Car-Rerailers, of which the following is a specification.

This invention relates to car rerailers, and one of the principal objects of the invention is to provide a simple, reliable and efficient device which can be quickly connected to the track rails for rerailing a car that has run off the track.

Another object of the invention is to provide a car rerailer which can be connected to the track rails without the use of special tools and which will be held firmly in position during the rerailing of a car and which can be readily removed when required.

These and other objects may be attained by means of the construction illustrated in the accompanying drawing, in which,—

Figure 1 is a plan view of a car rerailer made in accordance with my invention. Fig. 2 is a plan view of a rerailer made in accordance with my invention, said rerailer being connected to one of the track rails in position for use and shown broken off at one end. Fig. 3 is a side view of the same. Fig. 4 is a section on the line 3—3 of Fig. 1, looking in the direction indicated by the arrow. Fig. 5 is a detail perspective view of the terminal end of the rerailer member.

Referring to the drawing, the numeral 1 designates one of the track rails, and 2 the ties upon which the rail is secured.

It is to be understood that two of my rerailers are to be used, one connected to each track rail, as is the customary practice.

My rerailer comprises the track section 3, one end of which is rounded off, as at 4, and bent to one side, as shown more particularly in Fig. 4. The opposite end of the rail section is curved inwardly, as at 5, and slightly raised, as at 6. The terminal end of the section 3 has the base flange portion and the web of the rail cut away forming an overlying track member 7, the under wall of which rests flat upon the tread surface of the track rail 1. This end of the rail is beveled off, as at 8, to permit the wheels of the car to run on to the track rails 1. Connected to the rail section 3 is a bearing block 9, Fig. 3, secured to one side of said section 3, and upon the outside of said section is a block 10. The blocks 9, 10 and the section 3 are secured together by means of a bolt 11. The base flange *a* is supported above the tie 2 upon a projecting portion of the block 10.

The clamping device for securing the rerailer to the track rail comprises a pair of hooked members 12, each having an inwardly extending hook 13 upon its outer end, said hook members extending at opposite sides of the tie 2 and being pivotally connected at 14 to a support 15 adapted to rest upon the tie 2. The support 15 comprises two standards which are spaced apart, and mounted between the two standards is a cam 16, said cam being pivoted upon the bolt 14 forming the pivotal point for the hooked members 12. Connected to the cam 16 is a lever socket 18 in which a lever 19 is removably seated.

A brace 20 adapted to engage the tie 2 at one end is connected to the member 3 of the rerailer, as shown in Figs. 1 and 2.

The operation of my invention may be briefly described as follows:—The rerailer being secured, one to each of the track rails 1, and the lever 19 removed after the rerailers have been clamped to the track, the wheels of the derailed car are run upon the curved ends 4 of the rerailer and from thence up between the rerailer and the track rail 1 until the wheels are passed over the ends 8 of the rerailer on to the main track 1, after which the rerailers may be disconnected from the track rails.

From the foregoing, it will be obvious that my rerailer can be placed in position for use without special tools, that the lever 19 may be readily connected to the cam 16 and removed after the parts are in position for rerailing the car and that the flanges of the rails will run between the rerailing member 3 and the track section 1 without bearing upon the block 9.

I claim:—

1. In a car rerailer, a track section having one of its ends resting upon the track rail, a clamping device for securing the rerailing member to the track, said clamp comprising hooked members pivoted to a block and a cam pivoted to said block, and a removable lever for operating said cam.

2. In a car rerailer, a track section having a beveled end, a curved and raised opposite end to bear upon the track rail, a clamp for securing said rerailing section to the track, said clamp comprising hooks designed to engage the base flange of the track rail upon opposite sides of a tie, and a cam for holding said hooks in engagement with said base flange, said cam being provided with a removable lever.

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

RULON H. SMITH.

Witnesses:

ALBERT J. BRISTOL,

FLORENCE M. WHALEY.