T. W. J. McGANN.

RERAILER.

APPLICATION FILED FEB. 3, 1908.

976,137.

Patented Nov. 15, 1910.

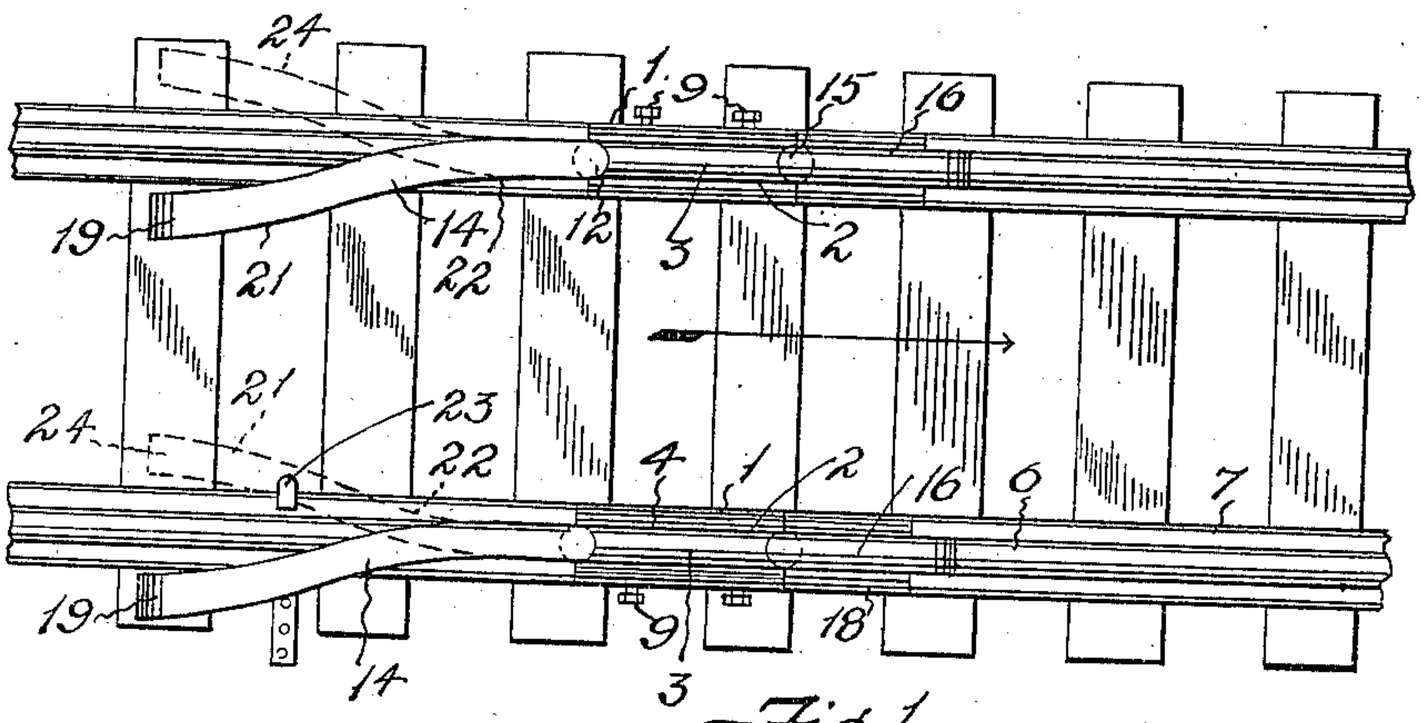

Fig 1

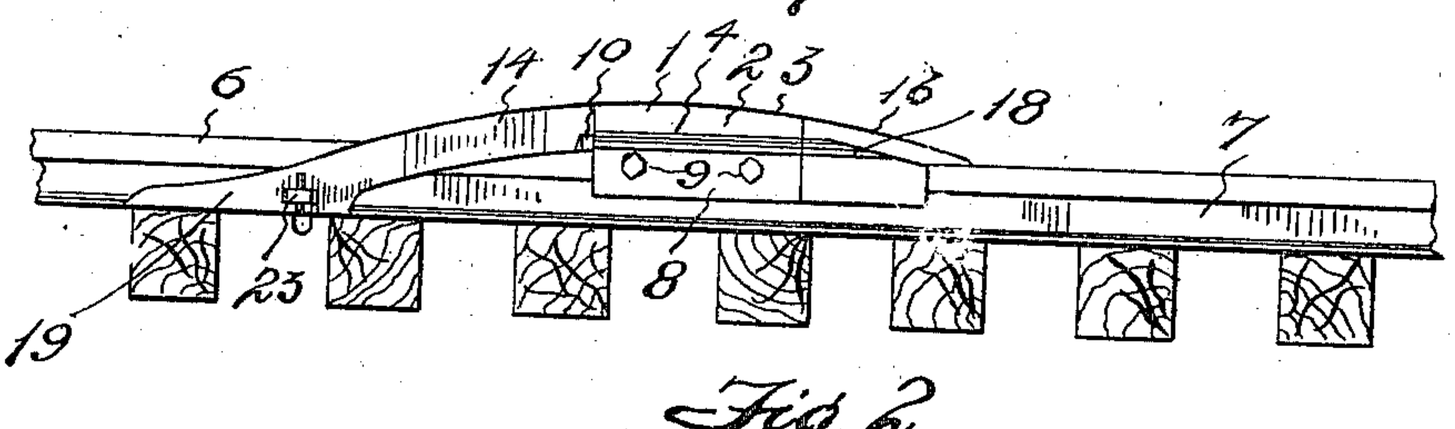

Fig. 2

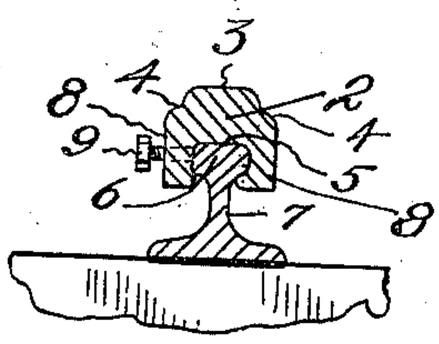

Fig. 3.

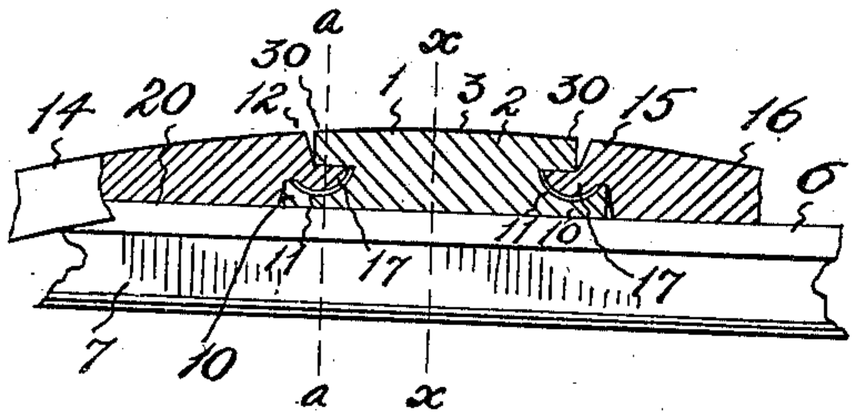

Fig. 4.

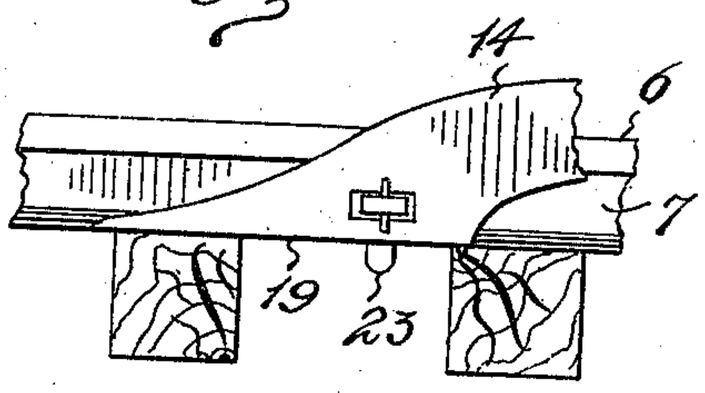

Fig. 5

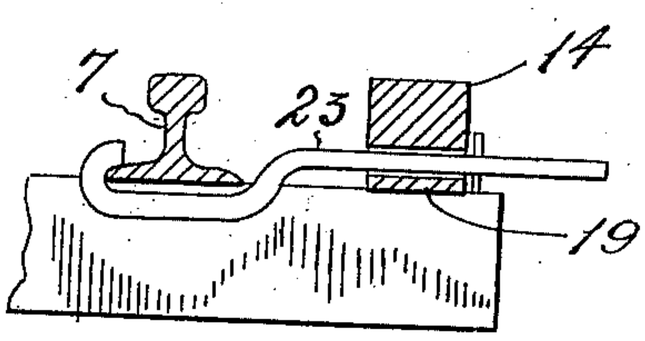

Fig. 6.

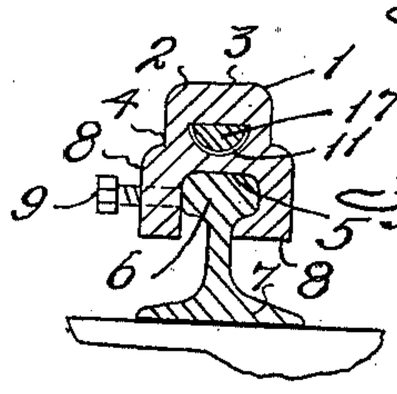

Fig. 7.

WITNESSES:

Flynn Davis

Lelan Lewis

INVENTOR

Thomas W. J. McGann

BY John T. McSpellman

ATTORNEY

UNITED STATES PATENT OFFICE.

THOMAS W. J. McGANN, OF DALLAS, TEXAS, ASSIGNOR, BY MESNE ASSIGNMENTS, OF ONE-HALF TO M. B. GLEASON, OF EL PASO, TEXAS.

RERAILER.

976,137. Specification of Letters Patent. Patented Nov. 15, 1910.

Application filed February 3, 1908. Serial No. 413,927.

To all whom it may concern:

Be it known that I, THOMAS W. J. McGANN, a citizen of the United States, residing at Dallas, in the county of Dallas and State of Texas, have invented certain new and useful Improvements in Rerailers, of which the following is a specification.

My invention relates to new and useful improvements in devices for replacing the wheels of car trucks on the rails after the same have been derailed, otherwise known as a rerailer.

The object of the invention is to provide a device of the character described which may be readily clamped to the rails and owing to its peculiar shape guide the wheels up and onto the rails.

Another feature resides in the means for guiding the wheels down onto the rails and preventing them jumping off as they leave the rerailer.

A further point of novelty lies in the construction whereby the parts are interchangeable and may be disconnected to facilitate compact storing.

A still further object is to provide means for holding the shoe against lateral displacement and thus prevent a lateral disengagement from the wheels.

Finally the object of the invention is to provide a device of the character described that will be strong, durable and efficient, simple and comparatively inexpensive to construct, and one in which the several parts will not be liable to get out of working order.

With the above and other objects in view, the invention has relation to certain novel features of construction, an example of which is described in the specification and illustrated in the accompanying drawings, wherein:

Figure 1 is a plan view showing a portion of a track with rerailers in position on the rails, Fig. 2 is a side elevation of the same, Fig. 3 is a transverse vertical sectional view, taken on the line *x*—*x* of Fig. 4, Fig. 4 is a partial longitudinal sectional view of one of the rerailers, showing the rail in elevation, Fig. 5 is an elevation of a portion of one of the shoes and part of the track, showing the clamp in position, Fig. 6 is a transverse vertical sectional view of the same, showing the clamp in elevation, and Fig. 7 is a transverse vertical sectional view taken on the line *a*—*a* of Fig. 4.

In the drawings, the numeral 1 designates the rerailers, of which it is understood there are two, one for each rail. In view of this, a description of one will suffice for both.

The rerailer comprises a center or rail block 2 formed with a tread 3 and grooved sides 4. The tread 3 is adapted to receive the tread of the car wheel, the grooved sides receiving the flange and being formed on each side of the tread 3, permit the block to be reversed as will be hereinafter set forth.

On its underside, the block is formed with a pocket 5 which is shaped to snugly fit and receive the head 6 of the rail 7 and causing the tread 3 to lie directly over the head of the rail and in line therewith. The sides of the pocket are formed by longitudinal flanges 8 one of which is threaded to receive set screws 9 positioned to impinge the side of the head 6 and thus firmly fasten the block on the rail.

At each end, the block is formed with projecting lugs 10 having their upper surfaces some distance below the tread 3 and provided with round boss receiving recesses 11. The block adjacent and above the lugs is cut out in the arc of a circle concentric to the recesses 11, and provided with projecting lips 30 to receive at one end, the rounded end 12 of a shoe 14 and at the other end, the rounded end 15 of a spur 16. The said ends, being properly shaped to fit on the lugs 10 and beneath the lips, are provided with rounded bosses 17 adapted to enter the recesses 11 to form joints whereby the shoe and the spur may be freely swung laterally, sufficient play being provided. However the spur is held against lateral movement or displacement on the rail, by side flanges 18 embracing the head of the rail and cut-away at the end of the spur to permit the free passage of the flanges of the car wheels. It

will be noted that the upper surfaces or treads of the shoe and spur lie substantially flush with the tread of the block, so that a continuous and unbroken passage is afforded the car wheels in passing over the same.

The shoe 14 terminates in a broadened and flattened foot 19 and is so curved downward as to cause the underside of the foot to lie substantially flush with the underside of the rail base. The underside of the shoe is cut-away as indicated at 20 so as to permit a portion to lie flat on the tread of the rail, while the downwardly extending portion of the shoe forms a stop against the side of the head of the rail limiting the swing of the shoe toward the same and thus holding it in position.

I desire to call particular attention to shape of the shoe which is more clearly brought out in Fig. 1. It will be observed that the shoe is made in the form of a reverse curve, the opposite curves being indicated at 21 and 22, the latter merging into a comparatively straight portion in line with the rail which serves to guide the wheels onto the block, gradually, thus obviating a sharp turn.

In applying the rerailers to the rail, the blocks 2 are placed in position and fastened in place by the set-screws 9. It will here be noted that the shoes and spurs are interchangeable with relation to the blocks and may be connected with either end thereof, thus making the blocks reversible. The spurs being placed in position at one end of the blocks, the shoes are connected to the opposite ends, both as shown in Fig. 1, projecting to the right of the rails with relation to the arrow indicating the direction of travel of the car wheels.

The foot of each shoe is rested on the ties or other suitable supporting structure, depending upon the distance the shoes are swung from rails to bring the foot of each in line with the wheels of the derailed car. When the first pair of car wheels encounter the shoes, the flanges bearing against the adjacent sides thereof, may have a tendency to force the shoes laterally away from the rails. To prevent this an adjustable clamp 23 as shown in Fig. 6, is engaged with the base of one of the rails and the foot of one of the shoes.

As the wheels follow the curve 21, they are gradually swung and guided toward the rails and when following the curve 22 are gradually swung into line with the rails until they ride onto the blocks directly over the rails. The spurs 16 although comparatively short, serve to lower and guide the wheels down onto the rails and obviate a sudden passage of the wheels from blocks to the rails which would have a tendency toward again derailing.

Should the trucks be derailed to the left of the track, with relation to Fig. 1 and the arrow, it is evident that a left-hand shoe would have to be used. One of these is indicated by dotted lines at 24 in Fig. 1. However, the general construction is the same and connection with the block may be readily had as it is only necessary to substitute a "left" for a "right". It will be noted however that the curves of the right-hand shoe are opposite to those of the left-hand shoe.

It is to be observed that the bosses 17 and recesses 11 form ball and socket joints and further the lips 30 projecting over the ends 12 and 15 of the shoe and spur, while permitting a free swinging movement, prevent the same from disengaging with the lugs when pressure is applied to the outer ends of the shoe or spur. Sufficient space is provided to allow the ends 12 and 15 to be inserted beneath the lips 30 and readily placed in position.

While this device is especially adapted for use as a re-railer, it may serve as a de-railer, as the wheels of a truck upon riding up on the blocks from the spurs would readily follow the edges of the shoes and thus be guided from the rails. It is apparent that various ways of fastening the blocks to the rails and different forms of clamps may be used.

What I claim, is:

1. In a rerailer, the combination with a shoe, and a spur, of a block arranged to lie flat on the rail and to be fastened thereon and formed to receive either the shoe or the spur at either end.

2. In a rerailer, a block having a wheel tread adapted to fit over the rail and to be fastened in position thereon, a laterally curved and upwardly inclined shoe having movable connection with the block, and a spur adapted to lie flat on the rail and to project from the block.

3. In a rerailer, a block formed to engage the head of a rail, means carried by the block for fastening the same to the rail, and a shoe having pivotal connection with the block cut-away to fit over the rail and form a stop against the same, said shoe being shaped to lie to one side of the rail at its lower end.

4. In a rerailer, a block having a wheel tread and shaped to fit on and over a rail throughout its entire length, a lug formed at each end of the block, a downwardly and laterally curved shoe formed separately from the block and adapted to pivotally engage the lug at either end thereof, and a spur formed separately from the block shaped to fit over and on the rail and to pivotally engage the lug at either end of the block.

5. In a rerailer, a shoe, a spur, and a block having a wheel tread adapted to lie in line

with the tread of the rail and shaped to fit on the head of the rail, said block being formed to be reversed and to receive either the shoe or the spur at either end.

6. In a rerailer, a block shaped to fit on the rail its entire length, and a shoe connected to the end of the block and having its general form in the shape of a reverse curve, the lower end of the shoe terminating in a foot from which the shoe curves upwardly.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

THOMAS W. J. McGANN.

Witnesses:

LELAN LEWISS,

GLYNN DAVIS.