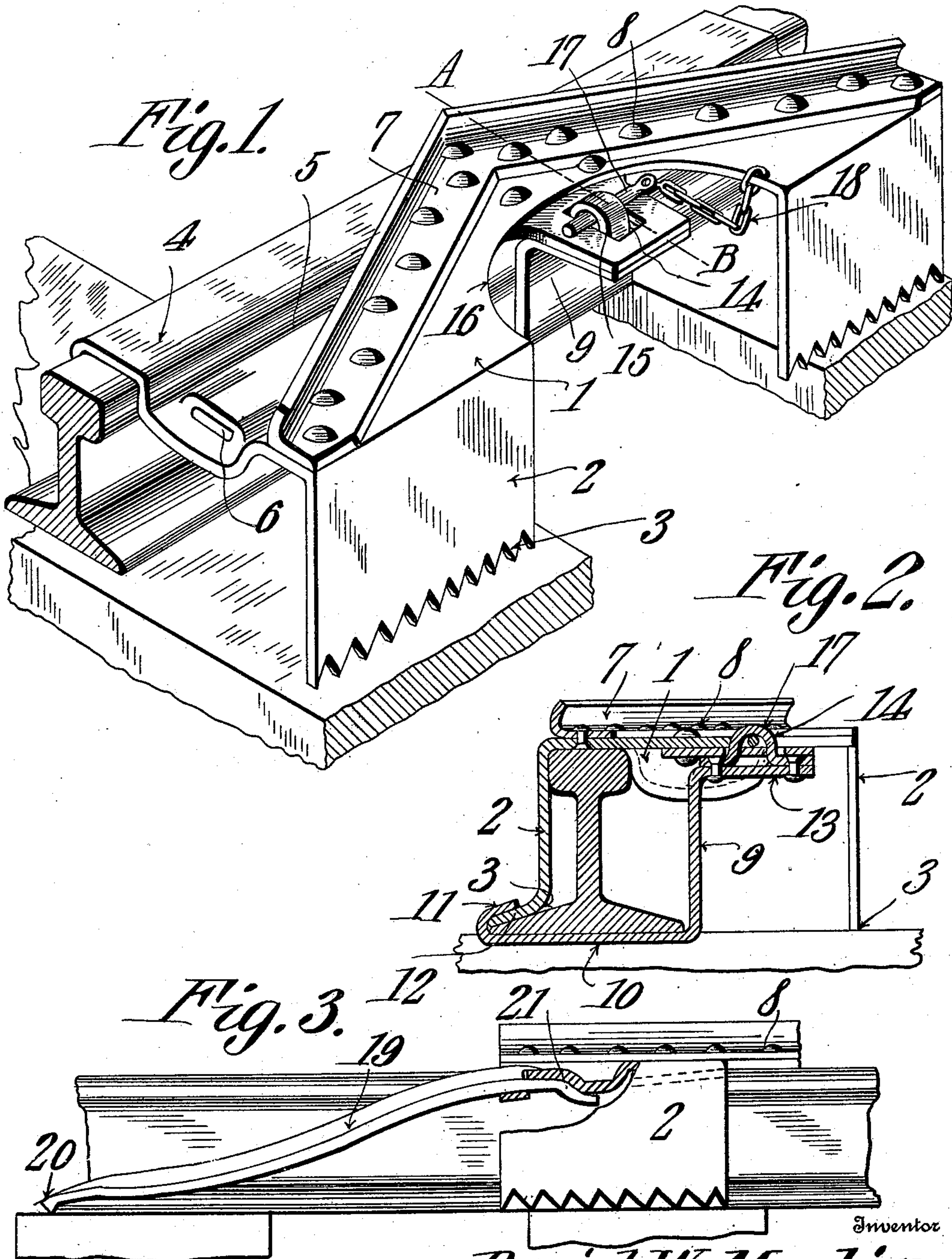


D. W. MARTIN.
DERAILING DEVICE.
APPLICATION FILED JUNE 11, 1910.

982,153.

Patented Jan. 17, 1911.



Witnesses

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UNITED STATES PATENT OFFICE.

DANIEL W. MARTIN, OF LUFKIN, TEXAS.

DERAILING DEVICE.

982,153.

Specification of Letters Patent.

Patented Jan. 17, 1911.

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To all whom it may concern:

Be it known that I, DANIEL W. MARTIN, a citizen of the United States, residing at Lufkin, in the county of Angelina and State of Texas, have invented a new and useful Derailing Device, of which the following is a specification.

This invention relates to derailing devices designed particularly for use in derailing runaway or uncoupled trains in mountainous countries.

The primary object of this invention is to provide a portable derailing device which may be readily applied to the head of a rail and will engage the flange of the car wheel of an oncoming train and ditch the train.

A further object is to provide a device of this character which will engage the base flange of the rail or the top face of the railway ties so as not to be slid along the rail by the advancing train.

A still further object is to provide a device of this character that may be utilized in replacing the train upon the rail.

The invention consists of certain novel details of construction and combination of parts which will be hereinafter more fully described and claimed.

In the accompanying drawing forming part of this specification,—Figure 1 is a perspective view of the derailing device in applied position. Fig. 2 is a cross sectional view taken on the line A—B of Fig. 1. Fig. 3 is a side elevation (with portions broken away) of the device equipped with a member for replacing the train upon the rail.

Referring now to the drawing in which like characters of reference designate similar parts in the views shown, 1 designates an arched base plate adapted to straddle a rail and having its depending legs 2 provided with a series of teeth 3 which bite into the top face of the railway tie or base flange of the rail, if said flange is wide enough, as the oncoming train engages the tread surface 4 of the base plate, and prevent the creeping of the base plate. The tread surface of the base plate is depressed longitudinally, as shown at 5, so as to conform snugly to the rail head when engaged therewith. Formed adjacent each end of the depressed portion of the tread surface is a transverse slot 6 to permit of the insertion of a replacing rail upon each end of the base plate, as will presently be described.

Disposed upon the tread surface of the

base plate is a V-shaped angle iron 7, one leg of which is riveted or otherwise fastened, as shown at 8, to the tread surface of the base plate and the other leg of which extends upwardly so as to engage the flange of the advancing car wheel and direct the car wheel laterally from the rail. The angle iron being V-shaped in outline will engage the car wheel of a car advancing from either direction along the rail so that it is not imperative for the operator to take particular pains in applying the device to a rail.

For locking the device to the rail a Z-bar 9 is provided the base leg 10 of which is adapted to snugly engage the bottom face of the rail base flange and is turned up at its extremity, as shown at 11, to engage a laterally extending lip or similar projection 12 disposed upon the base plate leg 2. The other leg 13 of the Z-bar engages the base plate adjacent the rail head and is provided with an upstanding eye 14 which projects upwardly through an orifice 15 formed in the tread surface of the base plate. The tread surface of the base plate is cut away as shown at 16, so that the locking member may be readily manipulated. A pintle 17 is secured by means of a chain or similar connector 18 to the base plate and operates when inserted in the eye 14 to lock the Z-bar 19 to the base plate. The device is thus securely locked to the rail and as is evident cannot rock laterally upon the rail since the locking member and base plate completely encircle the rail and cannot be moved longitudinally of the rail as the base plate teeth 3 will bite into the top face of the railway tie or rail base flange as the case may be and positively prevent any creeping tendency of the device.

For replacing a ditched train an auxiliary rail 19 is provided which is somewhat similar in contour to an ordinary railway rail and is curved longitudinally to permit of the car wheel being elevated by easy stages to the level of the tread surface of the rail head. Upon one end of the auxiliary rail is formed a series of spurs 20 which engage the railway ties and prevent any slipping of the rail. Upon the other extremity of the rail is formed a curved tongue 21 which is inserted into the before-mentioned transverse slots 6 in the base plate and engages the bottom face of the base plate, as shown in Fig. 3. This auxiliary rail may be mounted upon either end of the base plate

which latter may be moved along the rail to close proximity with the derailed car wheel, whereupon the latter may be advanced upon the auxiliary rail by coupling the car to an engine in the usual and well known manner.

What is claimed is:

1. A derailing device consisting of an arched base plate adapted to straddle a rail, an upstanding flange disposed upon the base plate adapted to engage the flange of a car wheel and derail the car, and a locking member having one extremity adapted to extend underneath the bottom face of the rail flange and engage a leg of the base plate and its other extremity adapted to lockingly engage the base plate adjacent the rail head.

2. A derailing device consisting of an arched base plate adapted to straddle a rail, an upstanding flange disposed diagonally across the tread surface of the base plate adapted to engage the flange of a car wheel and derail the car, and a locking member having one extremity adapted to extend underneath the base flange of the rail and engage a leg of the base plate, and its other

extremity provided with terminal means for lockingly engaging the base plate.

3. A derailing device consisting of an arched base plate adapted to straddle a rail and having the extremities of its legs provided with teeth to engage a fixed support and prevent creeping of the device, an upstanding flange extending transversely of the tread surface of the base plate adapted to engage the flange of a car wheel and derail the car, a locking member having an arm to extend underneath the base flange of the rail and engage the leg of the base plate and having an eye remote from the arms adapted to project through an orifice in the outer surface of the base plate, and a pin-tle to engage the eye and lock the locking member in position.

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

DANIEL W. MARTIN.

Witnesses:

W. D. PRICE,

F. H. McCLENDON.