

Sept. 30, 1924.

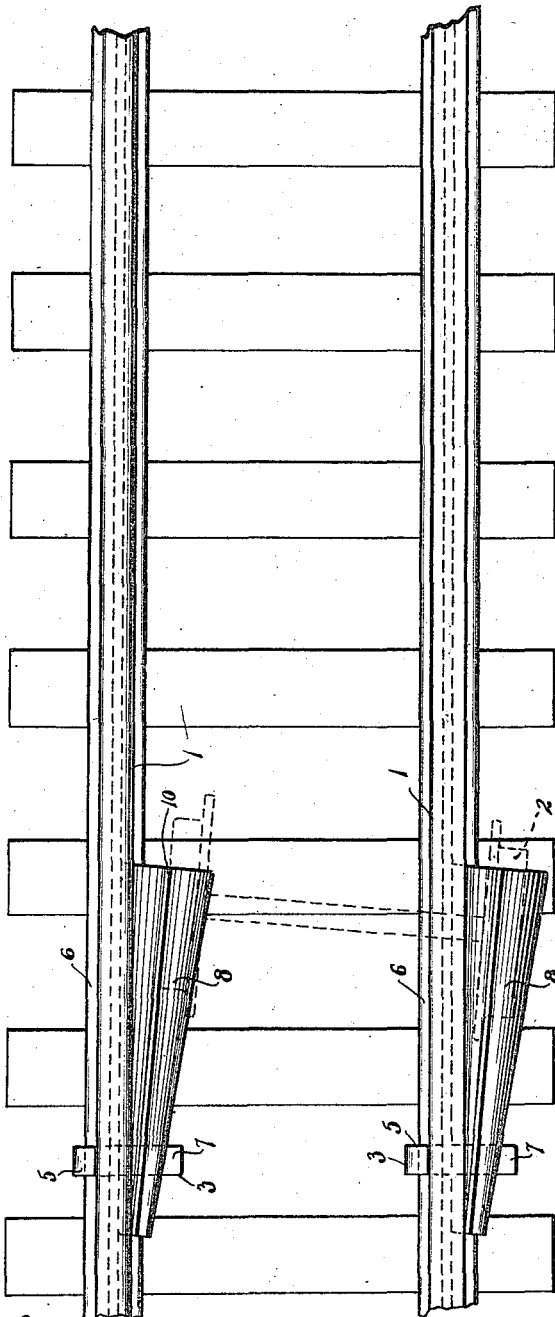
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B. B. GIBBS

CAR REPLACER

Filed April 25, 1924

2 Sheets-Sheet 1



*J. H. McManis*

Fig. 1.

WITNESS:

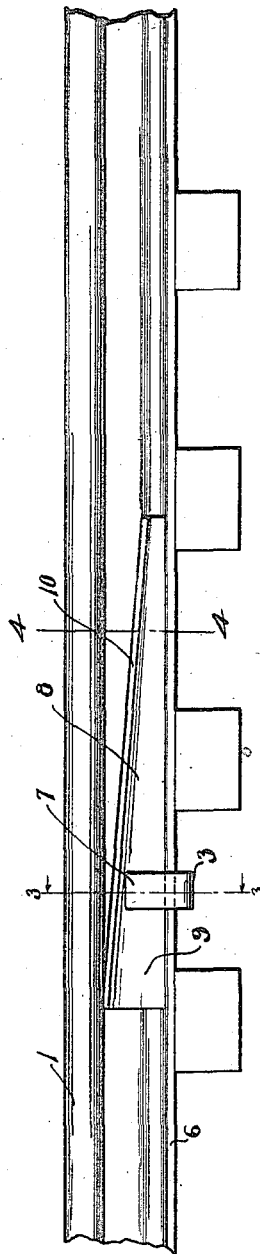


Fig. 2.

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INVENTOR

BY *Victor J. Evans.*

ATTORNEY

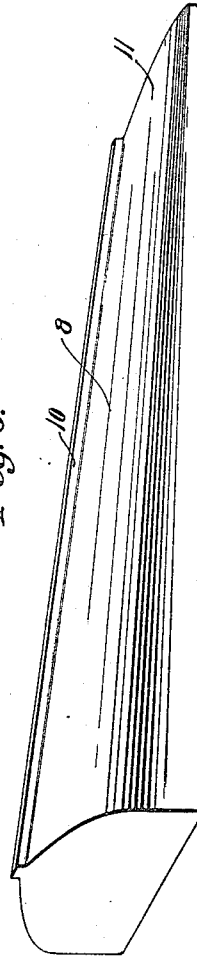
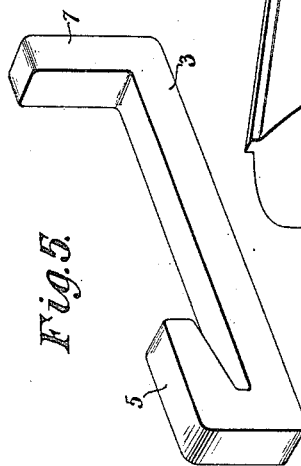
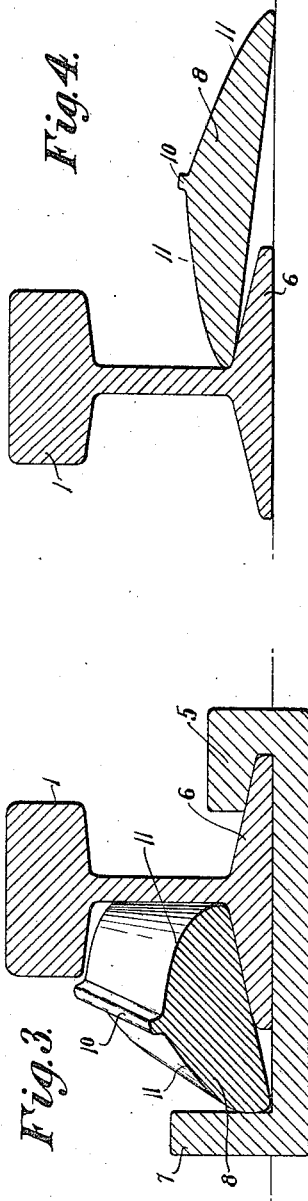
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2 Sheets-Sheet 2



*J. M. Enns*

WITNESS:

*B. B. Gibbs.*

INVENTOR

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# UNITED STATES PATENT OFFICE.

BRYANT B. GIBBS, OF MAYSVILLE, NORTH CAROLINA.

## CAR REPLACER.

Application filed April 25, 1924. Serial No. 709,011.

*To all whom it may concern:*

Be it known that I, BRYANT B. GIBBS, a citizen of the United States, residing at Maysville, in the county of Jones and State of North Carolina, have invented new and useful Improvements in Car Replacers, of which the following is a specification.

My present invention has reference to a means for replacing the wheels of a derailed car on the rails of a track.

My primary object is to produce a device of this character which is of an extremely simple construction that may be easily and quickly positioned on the rails to receive the wheels of the rolling stock thereon and positively guide the same on to the rails of the track.

A further object is to produce a car replacer that shall comprise only two elements one of which being in the nature of a clamp which is arranged around the base of the rail, and the other the replacing block which is engaged by the clamp in a manner to hold the same at a desired inclination against the side of the rail so that the wheel can be positively guided thereover on to the rail.

The foregoing, and other objects which will appear as the nature of the invention is better understood, may be accomplished by a construction, combination and operative arrangement of parts, such as is disclosed by the drawings which accompany and which form part of this application.

In the drawings:—

Figure 1 is a plan view showing the improved rerailing device arranged on the rails of a railway track, the derailed car being diagrammatically illustrated.

Figure 2 is a greatly enlarged side elevation of a rail with the improvement attached thereto.

Figure 3 is a sectional view approximately on the line 3—3 of Figure 2.

Figure 4 is a sectional view on the line 4—4 of Figure 2.

Figure 5 is a perspective view of the clamp.

Figure 6 is a similar view of the rerailer block.

Referring now to the drawings in detail, the numeral 1 indicates the rails of a track, and 2 a car which has been derailed.

As disclosed in Figure 1 of the drawings, two of the rerailers are employed, but as

both are of a similar construction, a detail description of one is to be taken as equally applicable to the other. In this connection, it is thought well to state that the rerailer is of such construction that the same may be directed toward either end of the track.

The improvement contemplates the employment of a clamp which is broadly indicated by the numeral 3. The clamp has a substantially rectangular body portion and is provided at one of its ends with an upstanding portion 4 that terminates in a hook 5. The hook has its beak directed over the body of the clamp, and the body is of a length materially greater than the cross sectional diameter of the base 6 of the rails 1. The hook is designed to overlies the base flange of the rail on one side of the said rail and the body of the hook to contact with the under face of the said base of the rail. The second end of the hook is provided with an upstanding lug that is indicated by the numeral 7. The rerailer block is indicated by the numeral 8. The block comprises a member which is wedge-shaped in plan, the same gradually decreasing in width from what I will term its outer end to its inner end. The block may be thickened at the inner end thereof, as indicated by the numeral 9, and the upper face of the block is centrally provided with an upstanding straight rib 10. The block is slightly rounded from the sides of the rib to the angle edges 11 thereof, and the upper surface of the block may be slightly rounded or beveled to the end thereof.

As disclosed by the drawings, the reduced or inner end of the block is arranged between the lug 7 of the clamp and the web of the rail. The beveled or inclined edge 11 of the block which contacts with the rail affords a wedging engagement between the web of the rail and the hook of the clamp. By adjusting either the block or the clamp, the block is retained at the desired angle on the rail, and the greater the weight on the block will result in a greater frictional engagement between the edge of the block and the web of the rail.

The car is moved, in the usual manner, to cause its wheels to travel on to the replacing block, and being directed by the ribs thereof will readily travel over the inclined upper face of the said block and be readily replaced on the track rails.

It is thought that the foregoing description, when taken in connection with the drawings will fully set forth the construction and advantages of the improvement to those skilled in the art to which such inventions relate. It is to be noted that no bolts or analogous elements are employed, with my rerailer, and that the same constitutes only two elements each of which may be cheaply manufactured and easily applied to a rail or detached therefrom. In detaching the rerailer, force is exerted against the clamp to move the same out of engagement with the block.

Having described the invention, I claim:—

1. In a car wheel rerailer, a clamp designed to underlie and having a hooked end to engage the base of a rail and its other end formed with an upstanding lug, and a wedge shaped rerailer block having its reduced end contacting between the lug and

the web of a rail and its inner edge frictionally engaging said web, whereby to sustain the block at an inclination on the rail. 25

2. In a means for replacing a derailed car on the rails of a track, a clamp underlying and engaging one edge of the base of a rail, an upstanding lug on the opposite end of the clamp, a rerailing block comprising a member which gradually decreases in width from one to its other end, a central upstanding rib on the block, and the upper face of the block being gradually rounded from the rib to the inclined edges thereof, the reduced end of the block designed to be wedged between the lug of the clamp and the web of a rail and to be arranged at an inclination with respect to said rail, and the edge of the block opposite the web exerting a friction thereagainst. 30 35 40

In testimony whereof I affix my signature.

BRYANT B. GIBBS.