(No Model.)

C. BAUMGARD.

SAFETY RAIL FOR REPLACING CARS.

No. 423,466. Patented Mar. 18, 1890.

FIG. 1.

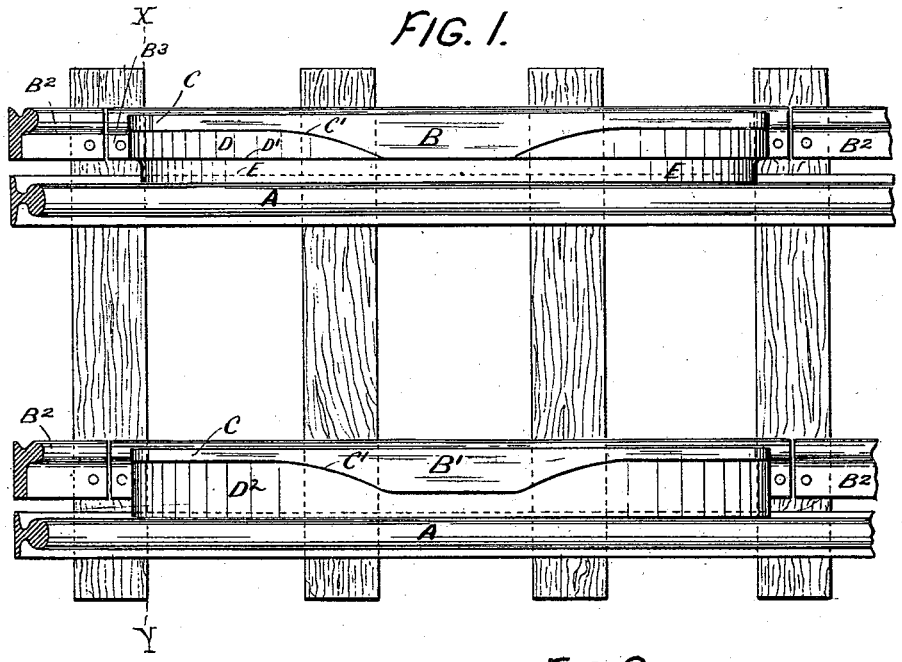


FIG. 2.

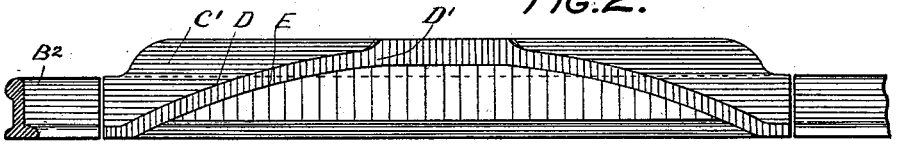
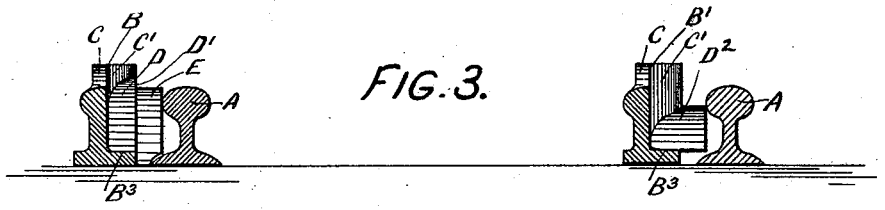


FIG. 3.



WITNESSES
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UNITED STATES PATENT OFFICE.

CHARLES BAUMGARD, OF READING, PENNSYLVANIA, ASSIGNOR OF TWO-THIRDS TO CHARLES STUEBNER AND BERNARD DREIFOOS, OF SAME PLACE.

SAFETY-RAIL FOR REPLACING CARS.

SPECIFICATION forming part of Letters Patent No. 423,466, dated March 18, 1890.

Application filed October 16, 1889. Serial No. 327,178. (No model.)

To all whom it may concern:

Be it known that I, CHARLES BAUMGARD, a citizen of the United States, residing at Reading, in the county of Berks and State of Pennsylvania, have invented certain new and useful Improvements in Safety-Rails for Replacing Cars; 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 letters of reference marked thereon, which form a part of this specification.

This invention relates particularly to an improvement in railway-tracks, the object of which is to provide for the replacing of rolling-stock upon the tracks from which they have been displaced in any manner.

It consists, essentially, of a safety rail or rails of special construction secured in proximity to the main track and adapted to raise the wheels of displaced cars to the proper level, and also move them laterally, so as to cause the cars to be replaced upon the track by their continued motion after leaving the same. The main purpose is to place these rails at specially dangerous points upon the road, such as bridges and embankments; but they are also adapted to be placed temporarily at any desired point when needed.

The invention is fully set forth herein, and specifically pointed out in the claims.

Figure 1 is a plan of a portion of a railway-track showing my safety-rail arranged on one side of the same. Fig. 2 is an elevation of the outside rail. Fig. 3 is a cross-section through X Y of Fig. 1.

A A represent the rails of the main track; B, the outside and B′ the inside safety-rail, and B^2 the continuation of said safety-rails, the latter extending as far as may be thought desirable, where permanently located at dangerous places, for the purpose of confining cars which have left the track, the wheels being guided between the main rails A and the safety-rails B^2. The outside safety-rail B is preferably a steel casting, the ends of which correspond with the rails B^2, but formed with an inclined plane D, rising from the base B^3 to a height at least as much above the level of the main track as the height of the wheel-flange from the tread. A vertical wall C′ rises from this plane, and at the higher portion of the latter inclines laterally toward the main rail. The recessed portion E fills in the space to the main rail, but is depressed sufficiently to always clear the flange of the wheel. The inside safety-rail B′ is in the main similar to B; but the inclined plane D^2 does not rise to the same height, being below the level of the main rail at its highest point nearly as much as the height of the wheel-flange, which latter rides upon the inclined plane D^2, while the wheel-tread rides upon the corresponding plane D of the outside rail B. As the car rises upon these rails it is evident that the wheel resting upon B is raised sufficiently to permit the wheel-flange to pass over the top of the main rail, while the other wheel upon the same axle, which rides upon its flange, is only raised sufficiently to bring the tread to the rail-level. The tendency thus is to tilt the car toward the main rails, which movement is positively effected by means of the vertical wall C′, the laterally-inclined face of which compels it to move in that direction until each successive pair of wheels rest in proper position upon the main track.

It is evident that these safety-rails may be placed upon both sides of the main rails to provide for derailment upon either side, and they may be made to operate in only one direction instead of both, as shown. The arrangement and construction may also be modified considerably without departing from the essential parts of my invention, and I do not, therefore, limit myself to the exact construction herein set forth; but

What I claim is—

1. In an apparatus for replacing cars on railway-tracks, the rails B and B′, arranged in relation to said tracks substantially as described and formed with laterally-inclined walls C′, the rail B, having an inclined plane D rising above the level of the track and a flange recess between said inclined plane and the track, and the rail B′, having an inclined

plane D^2 remaining below said level, all substantially as set forth.

2. In an apparatus for replacing cars on railway-tracks, the rail B, arranged in relation to said track substantially as described, and having the inclined plane D rising above the level of said track, the laterally-inclined wall C′, and a flange recess between said inclined plane and the track, all substantially as set forth.

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

CHARLES BAUMGARD.

Witnesses:

ED. A. KELLS,

CHS. HUEBNER.