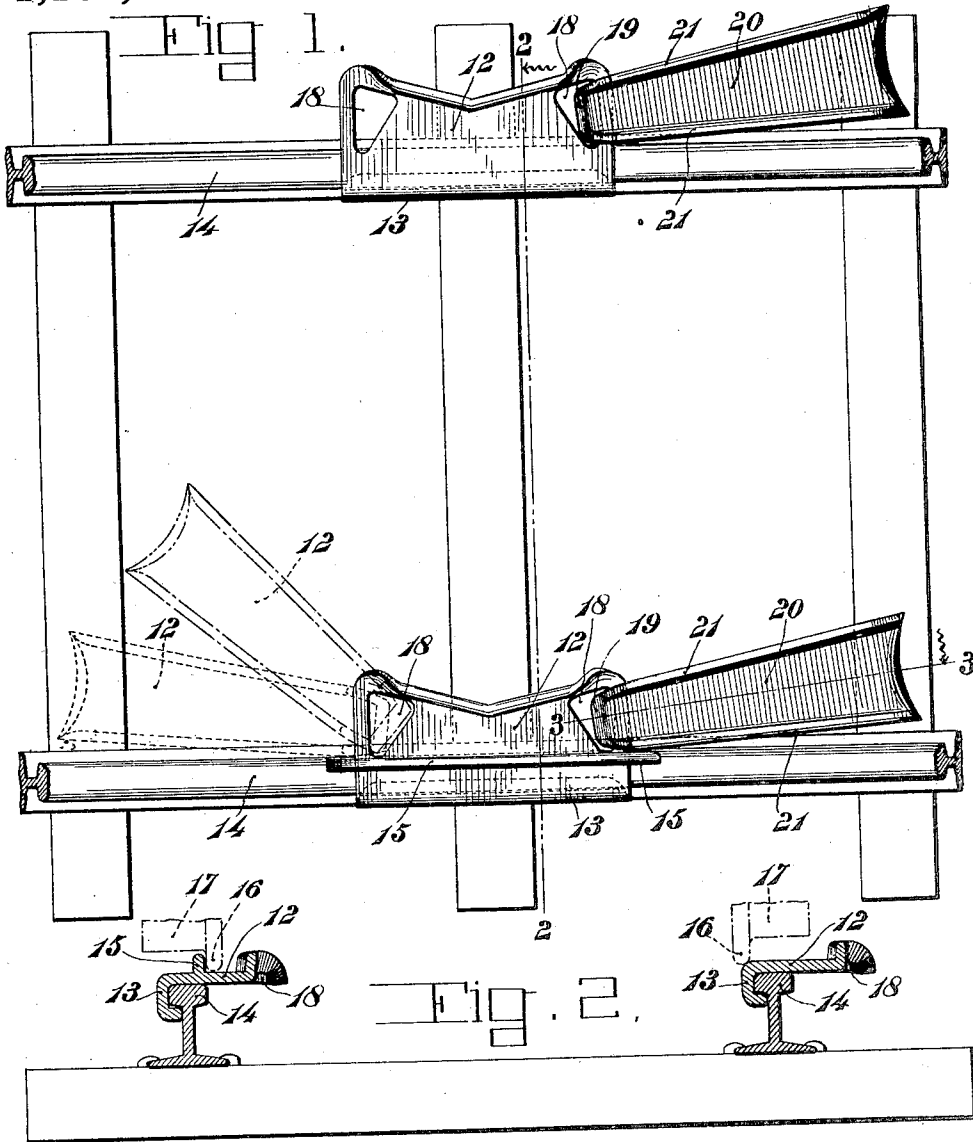


W. F. DESSO.
 CAR REPLACING DEVICE.
 APPLICATION FILED JULY 16, 1913.

1,106,864.

Patented Aug. 11, 1914.



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UNITED STATES PATENT OFFICE.

WILLIAM F. DESSO, OF SOMERS, CONNECTICUT.

CAR-REPLACING DEVICE.

1,106,864.

Specification of Letters Patent.

Patented Aug. 11, 1914.

Application filed July 16, 1913. Serial No. 779,338.

To all whom it may concern:

Be it known that I, WILLIAM F. DESSO, a citizen of the United States, residing at Somers, in the county of Tolland and State of Connecticut, have invented or discovered certain new and useful Improvements in Car-Replacing Devices, of which the following is a specification, reference being had therein to the accompanying drawing.

10 This invention relates to a device for use in replacing derailed cars, and has for its object to provide a device of this character which will be compact and simple in construction, and convenient and efficient in operation.

15 To this end the invention comprises a pair of supporting plates provided with side hooked portions to engage the rails of a railway track, and a pair of riser plates adapted to be detachably engaged with said supporting plates and affording tracks on which the wheels of a derailed car may run when said car is to be restored to proper position on the track rails, one of said plates being preferably constructed with an upwardly projecting rib or flange for guiding the flanges of the wheels. The supporting plates are provided with openings which may be entered by downturned or hooked portions on the ends of the riser plates in such a manner that the latter may be swung into different lateral positions, said supporting plates being preferably provided with openings near both ends so that a derailed car may be run in either direction in being restored to the railway track.

20 In the accompanying drawing Figure 1 is a plan view showing the invention in operative position on the rails of a railway track. Fig. 2 is a cross section of the same on line 2—2, Fig. 1, and Fig. 3 is a detail sectional view on line 3—3, of Fig. 1.

25 Referring to the drawing, 12 denotes supporting plates each of which is provided with a side hooked portion 13 for engagement with the rails 14 of a railway track, one of said plates being preferably provided on its upper side with an upwardly projecting guard rib or flange 15 arranged to register with the inner side of the head of the track rail on which the supporting plate is mounted (see Figs. 1 and 2) so that the inner face of said flange will be in the vertical

plane of the inner face of the head of the track rail, said rib or flange 15 thus serving to prevent the flange 16 of a car wheel from overriding a rail when a derailed car is being replaced. The supporting plates 12 are provided with openings 18 for the reception of hooked portions 19 of riser plates 20, the latter being preferably formed flaring from said hooked portions and provided with upwardly projecting side flanges 21. The said plates 12 are preferably provided with openings 18 near both ends so that the said riser plates may be engaged with either end of said supporting plates, according to the direction in which a derailed car is to be run in being restored to the track, the said openings being of sufficient amplitude so that the hooked portions 19 of the riser plates 20 will be loosely engaged with said supporting plates in such a manner that they may be swung laterally to any desired positions (see dotted lines in Fig. 1) to accommodate different positions of the wheels of a derailed car.

30 From the foregoing it will be apparent that the parts of the improved car-replacing device may be quickly assembled in working positions on the rails of a railway track, when a derailed car is to be replaced on the track, and it will also be apparent that these detachable parts, when not in use, may be placed together in compact shape for convenient transportation, and may therefore be readily carried on a trolley or other car so as to be readily accessible for use when desired. Also owing to the fact that the supporting plates are of such construction that the riser plates may be engaged with either end thereof, it will be evident that the invention provides a convenient device whereby a derailed car may be run in either direction when being restored to position on the rails of a railway track.

35 Having thus described my invention I claim and desire to secure by Letters Patent:

40 A car replacing device consisting of a pair of supporting plates provided with openings and having side hooked portions for engagement with the heads of the rails of a railway track, one of said supporting plates having a longitudinal upwardly projecting guard rib or flange on its upper side and which rib or flange extends parallel to the

track rail and is arranged to register with the inner side of the head of said track rail, and a pair of riser plates having hooked portions to enter said openings, the latter being of sufficient amplitude to permit the said riser plates to be swung to different lateral positions.

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

WILLIAM F. DESSO.

Witnesses:

LOUIS N. WILEY,
HENRY S. STEVENSON.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."