

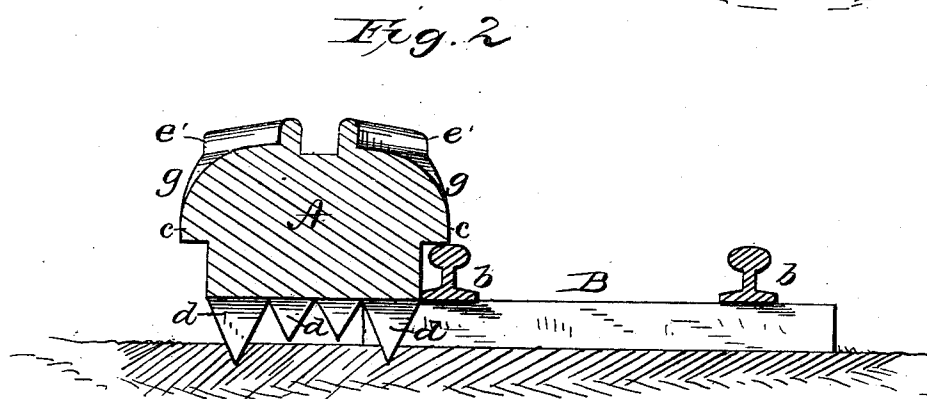
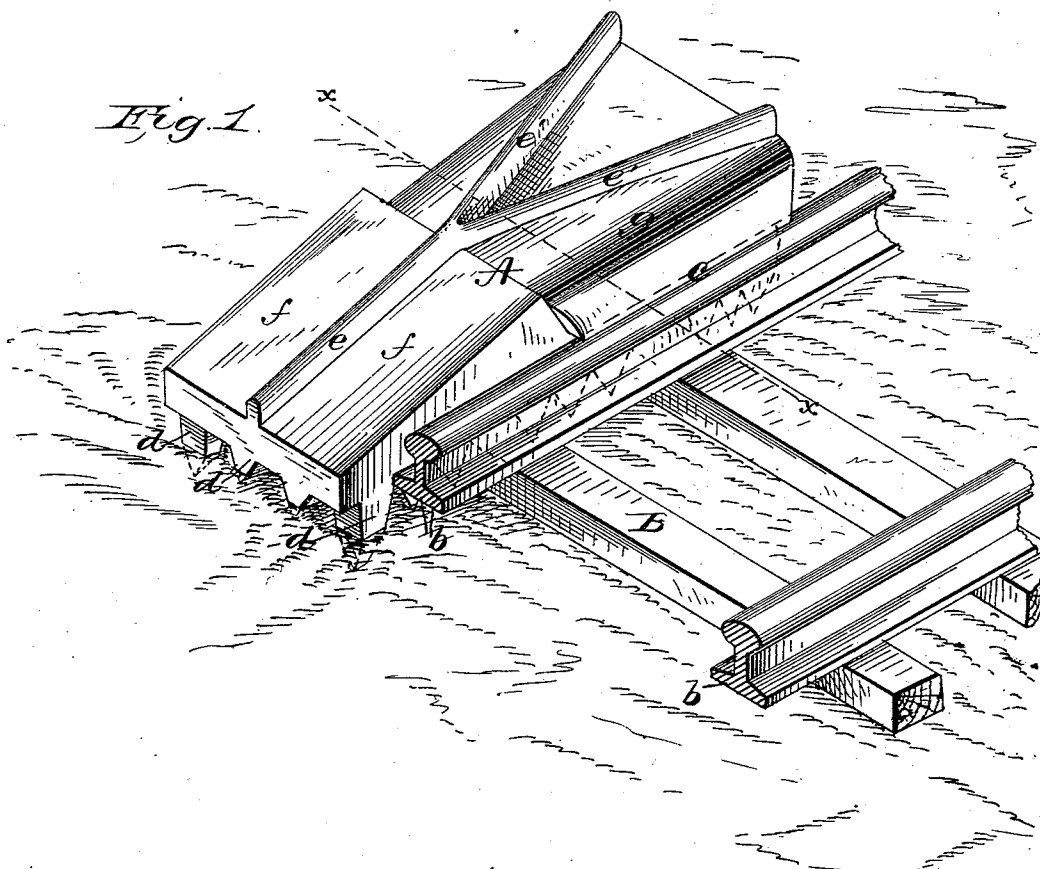
(No Model.)

S. LOWE.

REVERSIBLE RAILWAY SKID.

No. 277,302.

Patented May 8, 1883.



WITNESSES

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REVERSIBLE RAILWAY-SKID.

SPECIFICATION forming part of Letters Patent No. 277,302, dated May 8, 1883.

Application filed January 25, 1883. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL LOWE, a citizen of the United States, residing at Denver city, in the county of Arapahoe and State of Colorado, have invented certain new and useful Improvements in Reversible Railway-Skids; and I do hereby 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 letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 is a perspective view of this device in position for use. Fig. 2 is a cross-section on line *x x* of Fig. 1.

This invention has for its object to furnish a suitable device for replacing derailed cars on the track.

In the drawings, A denotes the device which I denominate a "railway-skid." It is designed to be so placed relative to the track B and at one side thereof that its shoulder *c* shall rest upon the top of one of the rails, or in such relation to the rail of the track as will insure the operation hereinafter described. To fix it firmly in the ground or ties, the teeth or projections *d* are provided on its under side, which are of any suitable shape and length, and in any suitable position on the edges or in the bottom. These teeth or projections, taking or being pressed into the ground, will hold the skid against any ordinary pressure which is likely to be applied to it in use.

The forward end of the skid is so adapted relative to the car-wheel and to the track as to offer the front end of the inclined guide rib or projection *e* to the flange of the wheel as it is being moved along toward the track-rail *b*. This rib or projection *e* is about centrally placed on the ascending incline *f* of the forward part of the skid. As the car or truck wheel is moved, it is guided by the rib *e* up the incline *f* till it comes to the horizontal but diverging projections or ribs *e'*. These ribs or projections fork out from this end of *e* and extend to the rear corners of the skid. When the wheel reaches this point of divergence it follows the rib *e'* nearest the rail-track until on the rounded descending incline *g* it will drop down or gradually slide till its flange is carried entirely over

and inside, and its tread rests upon the rail *b*.

As now shown, the skid is represented as placed outside and close to the left-hand rail, and in the above description the car-wheel is supposed to be moved up the incline *f* and along the right-hand rib *e'*, toward the rear of the skid, and finally down upon the said track-rail; but the device can be as easily applied to the right-hand rail, as each side of the skid is alike. The shoulder *c* on the side opposite to the one above described will fit over the top of the right rail precisely as well as the like shoulder is now shown as doing on the left rail.

This device is wholly independent of the rail. It can be used in any place wherever a tolerably level surface can be secured for a bed, and it can in all cases be used between the extreme ends of the ties. It can be used for the purpose of "slewing" derailed car-trucks toward the rail, whereas now a lifting-jack is usually necessary. Though it can be firmly bedded into position when in use, it is very readily detached again and removed. Its construction is such that advantage can be taken of either side of the wheel-flange. It will also be noticed that the diverging ribs or projections form a powerful combination to force the car-truck to the rail.

It is evident that I may in many ways change the mere detail of the construction, also the shape of the parts of the device, without in any manner departing from the aim and scope of my invention.

The skid can be made of any suitable metal or combination thereof with wood. Its cost is not great, and it will last a very long time.

It will be understood that it is necessary to use two of the skids at the same time—one as shown in Fig. 1, the other inside the right-hand rail. The inside skid is placed a little distance away from the rail to allow the wheel-flange to drop down between the rail and the skid.

Having now described my invention, what I consider new, and desire to secure by Letters Patent, is—

1. A railway-skid for replacing derailed cars on the track, having under projections to fix it in place and prevent its movement when in use, an inclined face and rib to take the car-wheel, a diverging rib to carry the wheel along,

and a rounded incline down which the wheel may slide or drop upon the track-rail.

2. A railway-skid having on its upper part, at the front, a rib or projection in the line of its length, and extending thence to the rear corners of the top, forming the diverging projections or ribs, all which enable the car-wheel to be carried or moved up and along and guide it toward the rail of the track.

3. A railway-skid having a shoulder to rest on, a track-rail, projections or ribs up and along which the wheels of a derailed car or truck may be moved, and an incline down which the wheel can slide or move to the rail.

4. The reversible car-replacer herein described, consisting of a body capable of being

fixed firm in the ground, shoulders on each side to enable it to fit either side of the track, an inclined face and guideway at the forward end, and a diverging guideway and an incline to force the wheel to the track.

5. The railway-skid A, having shoulders *e*, projections or teeth *d*, incline *f*, inclined rib *e*, diverging or forking ribs *e'*, and descending incline *g*.

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

SAMUEL LOWE.

Witnesses:

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