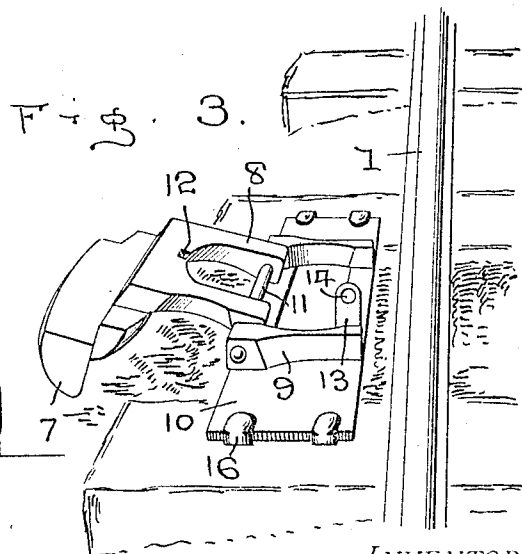
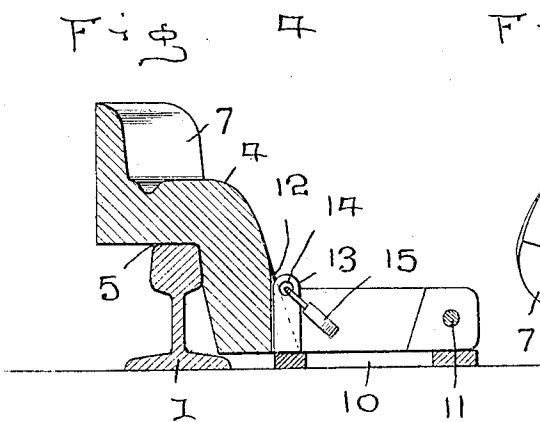
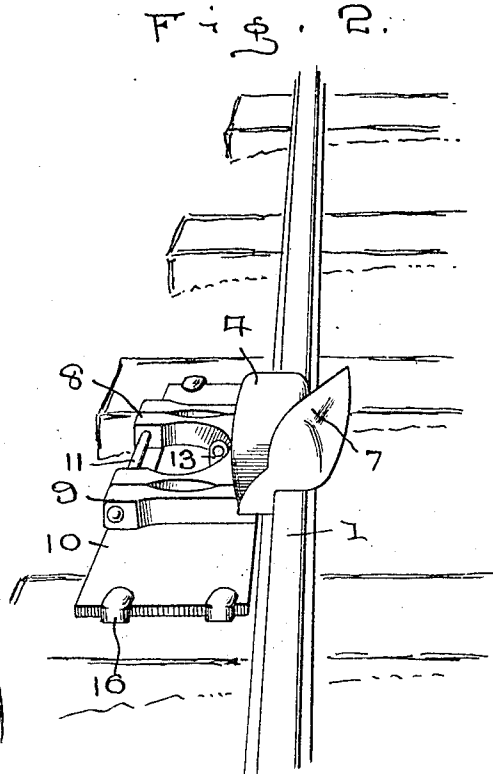
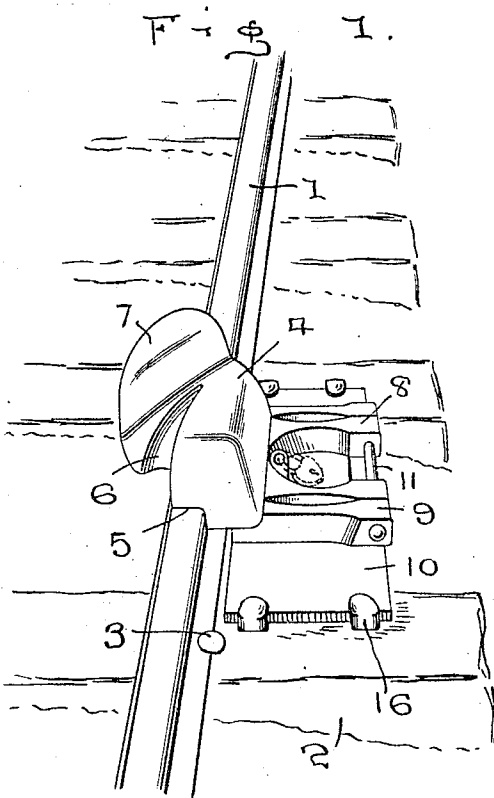


D. L. HACKLEMAN.
DERAILING DEVICE.
APPLICATION FILED MAR. 30, 1909.

943,932.

Patented Dec. 21, 1909.



WITNESSES:

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DONALD L. HACKLEMAN, OF WELLINGTON, COLORADO.

DERAILING DEVICE.

943,932.

Specification of Letters Patent.

Patented Dec. 21, 1909.

Application filed March 30, 1909. Serial No. 486,737.

To all whom it may concern:

Be it known that I, DONALD L. HACKLEMAN, a citizen of the United States, residing at Wellington, in the county of Larimer and State of Colorado, have invented certain new and useful Improvements in Derailing Devices; 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.

My invention relates to new and useful improvements in derailing devices and more particularly to that class adapted to be used in connection with railway tracks and my object is to provide a device of this class which when placed over the rail of the track way will cause the car to leave the rail when forced into engagement therewith.

A further object is to provide means for mounting the derailing device adjacent the trackway and a still further object is to provide means for locking the derailing device in its closed position.

Other objects and advantages will be hereinafter referred to and more particularly pointed out in the claims.

In the accompanying drawings forming part of this application, Figure 1 is a detail perspective view of the parts of the trackway showing my improved derailing device in closed position thereon. Fig. 2 is a similar view of the opposite end of the derailing device. Fig. 3 is a perspective view showing the derailing device in its open position, and, Fig. 4 is a transverse sectional view through the derailing device in its closed position.

Referring to the drawings in which similar reference numerals designate corresponding parts throughout the several views, 1 indicates the track rail, which is constructed in the usual manner and mounted upon ties 2, said rail being preferably attached to the ties by means of spikes 3, said spikes being entered into the ties and engaging the rails in the usual manner.

The prime object of my invention is to guard against the possibility of cars or coaches left standing upon the switch, being blown upon the main track and to this end I provide my improved derailing device, the head 4 of which is provided with a recess 5 on its lower face, which is adapted to engage the head of the rail and fit thereon, said head extending above the rail and having on its inner face a curved channel 6, into

which the flange of the wheel of the car is adapted to enter as the car is moved toward the derailing device and by extending the channel outwardly and upwardly as shown, 60 it will be readily seen that the wheels of the car will be thrown from off the rails and as the wheels will then engage the cross ties, the movement of the car toward the main track will be stopped. Should the channel, 65 however, fail to cause the wheels to leave the track rails, I further provide a guard 7 at the extreme inner edge of the head which extends at an angle to the trend of the rail in substantially the same direction as the 70 channel 6, thereby positively causing the wheels to leave the track rail.

The head 4 is mounted upon arms 8 at its lower edge, which arms extend substantially at right angles to the head and are entered 75 between the bars 9 on a supporting base 10, said arms and bars being so arranged that they will rest in the same plane when the derailing device is in its closed position, a bolt 11 being extended through the outer 80 ends of the bars and arms, thereby pivotally attaching the arms to the bars and base.

The base of the head 4 at a point between the arms 8 is provided with a notch 12 into which is adapted to extend a tongue 13, carried by the base 10, said tongue having an opening 14 through its upper end, through which is adapted to take any suitable form of locking device such as a pad lock 15 and when the head is disposed over the rail and the pad lock engaged with the tongue, the head will be positively held in position over the rail.

The base 10 is mounted upon the ties 2 in any suitable manner as by means of spikes 95 16 and by properly locating the base on the ties, the head 4 will rest upon the ground as shown in Fig. 3, when the derailing device is in its open position, thereby removing all strain from the pivotal parts of the device. 100

The derailing device in this instance is placed on the outside of the track rail, thereby removing the parts of the derailer from the path of the brake rods, etc., that may be depending from the car body and obviates 105 any possibility of breakage of said rods or the destruction of the derailer by the rods coming in contact therewith. It will likewise be seen that by mounting the head upon the rails in the manner disclosed, the strain 110 incident to derailing the cars will be directed entirely upon the rails and spikes

holding the same, so that if the rails are firmly fastened to the ties, the derailing operation will be performed without destroying any parts of the trackway or the derailing device. It will also be seen that this device can be very cheaply constructed as there are but three parts of the device, thereby enabling me to produce a very strong and durable construction and it will likewise be seen that the head 4 may be quickly engaged with the rail or removed from engagement therewith as occasion may require.

In operation, should a car be left standing upon the switch, the brakeman, after the car has been stationed upon the switch, is to swing the head 4 upon the track rail 1 and then enter the padlock or other locking device through the opening in the tongue 13, thereby securely locking the head in position over the rail and should a car be moved by the force of the wind or otherwise against the head, the car will be derailed and the progress of the car toward the main track, stopped.

It will be readily understood of course that if the car is moving very slowly, the head will form a stop therefor and prevent further movement of the car, unless the force of the wind is such as to cause the wheels to travel up the channel in the head, when the car would necessarily be derailed. When the car is to be removed from the switch, or a train enter thereon, the padlock is disengaged from the tongue 13 and the head 4 swung outwardly as shown in Fig. 3, thereby leaving the track rails free for the passage of the car.

What I claim is:

1. A derailing device, comprising a head of general stepped outline having at its lower end right angled integral arms, and a base member provided with upraised lateral bars, said right angled arms being received between said bars, and means for effecting pivotal connection between said arms and said bars, the connection between said arms and said bars being effected at the otherwise free ends of said arms and the outer ends of said bars, said arms having their upper surfaces resting flush with the corresponding surfaces of said bars, thus being adapted to cause the lower end of said head to rest near the surface when said head is in normal position.

2. A device of the character described, comprising a head having a stepped lower surface, the lower stepped-like portion thereof being formed with integral right angled arms, said lower stepped-like portion having a notch with its lateral walls diverging downwardly and outwardly and a base member having upraised lateral bars, said right angled arms having pivotal connection with said bars and said lateral right angled arms being adapted to fit in between said bars, said base member being provided with an upstanding tongue received within said notch, said tongue being adapted to receive means for its effective retention in connection with said head.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

DONALD L. HACKLEMAN.

Witnesses:

ALFRED STRAND,
GOWAN SICKLE.