April 25, 1939. J. A. GOUGAR 2,155,790

EMERGENCY SIDING

Filed Sept. 23, 1938 2 Sheets-Sheet 1

Fig. 1.

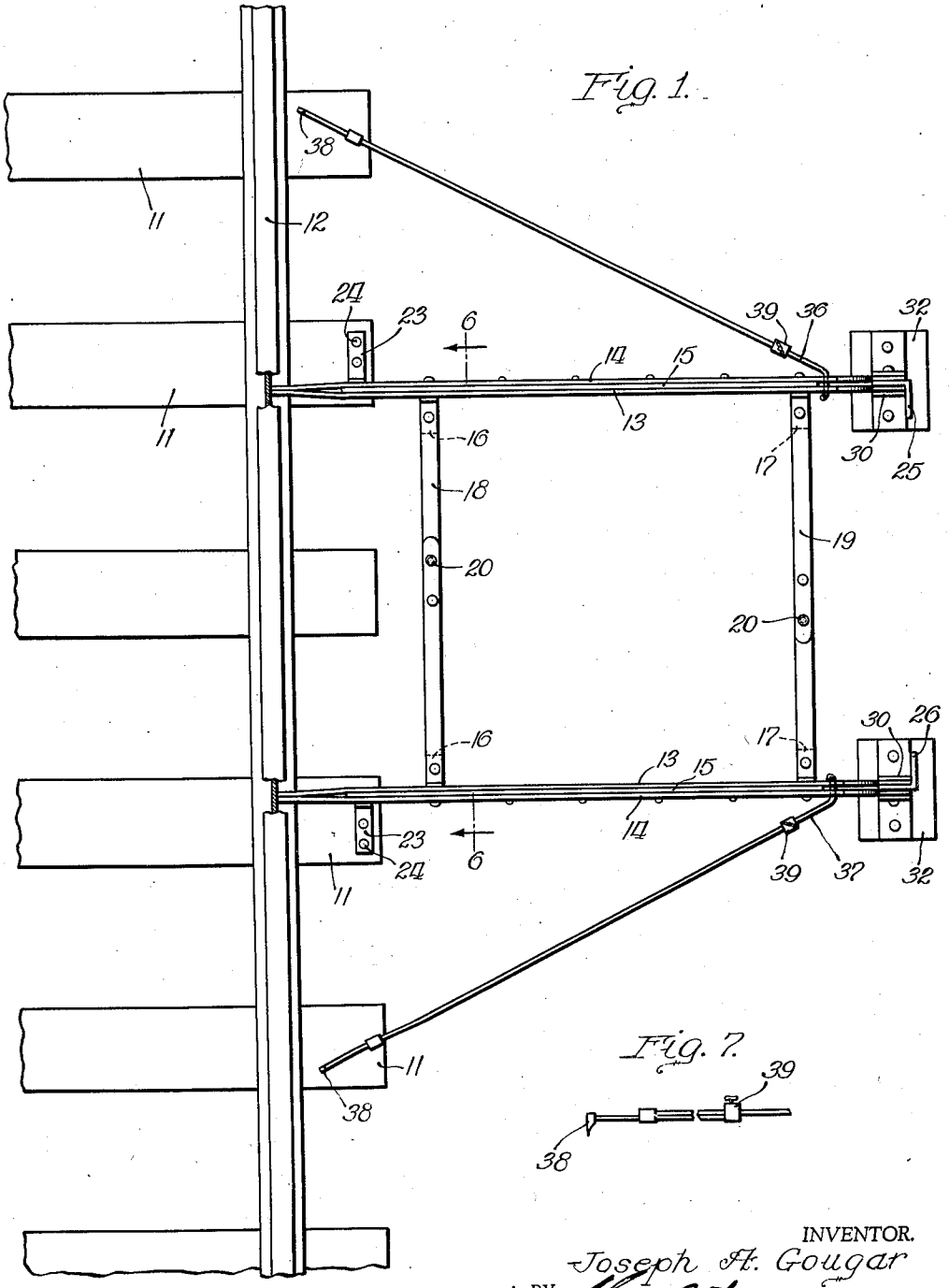


Fig. 7.




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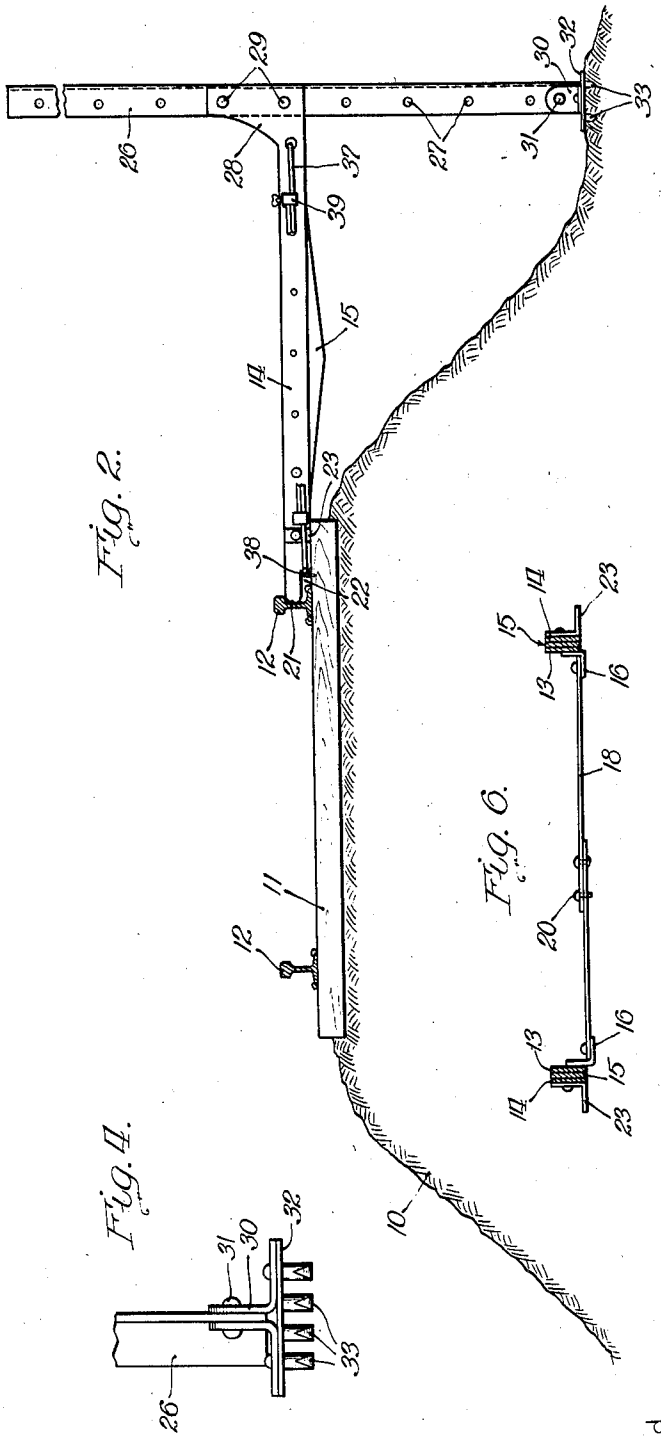

Fig. 2.

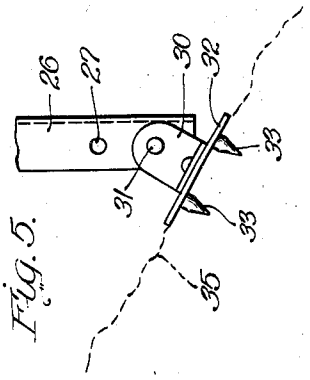

Fig. 5.



Fig. 6.

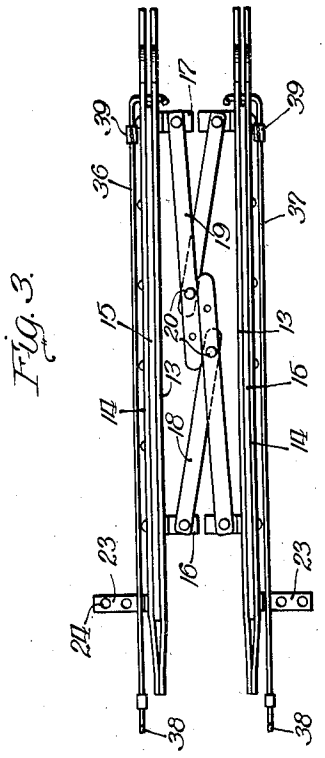

Fig. 3.



Fig. 4.

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# UNITED STATES PATENT OFFICE

2,155,790

## EMERGENCY SIDING

Joseph A. Gougar, Chicago, Ill.

Application September 23, 1938, Serial No. 231,281

9 Claims. (Cl. 238—10)

My invention relates to railroads and particularly to novel means for providing a temporary siding or support for work cars such as used by maintenance men.

In the maintenance and upkeep of roadbeds and trackage, the section men operate from a central point, traveling to and from such point in hand or motor driven cars and carrying with them the tools and equipment required for their work. It frequently happens that work is to be done on a long fill; that is, a section in which the track is elevated varying distances above the adjacent ground level, and there is no point throughout this section where the hand or work car can be located other than on the regular track. This necessitates parking the work car at the nearest point where a level spot is available or where a permanent siding has been provided, carrying the equipment to the point of use. This is expensive in time and effort, and an object of my invention is to provide a temporary or emergency siding or support for a work car, the siding being so constructed that it may be carried on the work car and set up at any convenient point, regardless of the height of the fill.

The invention will be more readily understood by reference to the accompanying drawings, in which:

Fig. 1 is a plan view of apparatus, such as contemplated by me, as applied to a road bed;

Fig. 2 is a side elevation with the track in section;

Fig. 3 is a plan view of the short track sections constituting the temporary siding, the parts being shown in collapsed relation;

Fig. 4 is an enlarged view of the foot for the support posts;

Fig. 5 is a similar view taken at right angles to that of Fig. 4;

Fig. 6 is a sectional view on the line 6—6 of Fig. 1; and,

Fig. 7 is a fragmentary view showing the extensible lateral braces employed.

In the drawings I illustrate a roadbed including ballast or fill 10, wood ties 11 and railroad rails 12. As a means for providing a temporary siding for a work car or hand car, I utilize a pair of short rail sections of duplicate form, each consisting of inner and outer plates 13—14 and a spacing plate 15 joined by rivets and each provided with brackets 16—17. Connected to the brackets are articulated arms 18—19 so arranged that the rail sections may be collapsed as shown in Fig. 3 or separated and maintained in parallel relation as shown in Fig. 1. When in the position shown in Fig. 1, pins 20 are projected through registering openings and serve to maintain the sections in parallel relation.

The inner ends 21 of the rail sections are shaped to fit loosely within the fishing space of the rail 12, the lower portions of the inner ends being notched as at 22 to clear the base of the rail and any tie plate or spikes that might interfere. Secured to the inner ends of the short rail sections are angle pieces 23, having openings 24 therein, the angle pieces lying on the ties and being adapted to be spiked in place through the openings 24.

At the outer ends of the short rail sections, I provide separate posts 25—25 of angular shape in cross-section and provided with a series of spaced openings 27 therein. The plates 13—14, comprising the track sections, are enlarged in their vertical dimensions to provide the supporting brackets 28 and are spaced apart by the spacing plate 15 so as to accommodate between them the perforated leg of the angle post. The bracket 28 is apertured and pins 29 may be projected through the openings 27—29 to hold the outer ends of the track sections in a desired position.

At the lower ends of the posts I provide pivoted feet, secured through the bracket 30 and a swivel pin 31, each foot comprising a flat base 32 having flat pointed teeth 33 projecting downwardly therefrom. As shown in Figs. 4 and 5, these teeth are flattened transversely to provide adequate holding capacity when the posts are mounted on an inclined fill such as indicated at 35 in dotted lines in Fig. 5. The pivoting of the feet enables the feet to adapt themselves to different inclined surfaces and the plate or base provides a wide surface that will limit the penetration of the feet into the soil. Thus it will be seen that the device may be installed either on a small fill as indicated in Fig. 2 or on a very high fill where the posts must rest on an inclined surface.

In order to provide braces for the structure, as shown, I utilize telescoping rods 36—37 swivel-connected to the track sections at the outer end and provided on their inner ends with angular sharpened projections 38 adapted to be driven into the ties as shown in Fig. 1. A screw clamp 39 enables the braces to be shortened in length to correspond substantially to that of the track sections when the parts are collapsed as shown in Fig. 3.

The operation is as follows:

The parts being collapsed and dismantled and

carried on the work car, they are removed at a point on a fill where a siding is desired, the track sections being pulled apart and pinned, then placed against the rail and spiked in place. This serves as a temporary support while the posts are securely grounded and connected to the outer ends of the sections. Thereupon the braces are swung into position and anchored to the ties, the clamps **39** being secured, thus firmly bracing the structure against lateral forces.

While I have shown the track sections as joined by articulated arms, it will be understood that I contemplate other equivalent means for retaining them in spaced parallel relation; also that while I have shown two supporting posts, one may be substituted, the connection to the sections being at a point intermediate of their width through a separable transverse member located at the outer end of the sections; also that one brace may be found sufficient in some instances, and the inner end of the brace may be provided with an eye through which a spike may be driven into the track rather than the attached spike. These and other modifications are considered to be within the scope of my invention.

In the appended claims the word "track" is used generically to comprehend the structure which includes the rail, ties and ballast.

I claim:

1. The combination with rails, ties and ballast or fill that serves to elevate the track above the adjacent land level, of a collapsible two-rail section positioned adjacent and at right angles to the track and supported at its inner end thereon, means adapted to support said section at its outer end at variable heights, and brace means for said section adapted to be temporarily attached to the track.

2. A handcar siding comprising in combination a pair of short rail sections the inner ends of which are adapted to be supported on a track, means for joining the sections in proper spaced relation, means for supporting the outer ends of the sections at selected heights, and diagonal braces connecting the outer ends of the sections to the track.

3. A hand or work car siding comprising, in combination, a pair of rail sections, means for connecting and holding the sections in spaced relation with capacity for collapsing, posts for supporting the outer ends of the sections at variable heights according to the height of the fill, the inner ends of the sections being supported on and at right angles to an adjacent track, and means for laterally bracing the described structure relative to the track.

4. A collapsible hand-car siding comprising in combination, short rail sections and articulated arms for joining the same in parallel relation the inner ends of which are adapted to be supported on a track, separate posts adapted to support the outer ends of the sections at selected heights, and diagonally extending braces connecting the outer ends of the sections to the track.

5. A collapsible hand-car siding comprising, in combination, short rail sections and articulated arms for joining the same in parallel relation the inner ends of which are adapted to be supported on a track, separate posts adapted to support the outer ends of the sections at selected heights, said posts having feet adapted to firmly engage an inclined surface, and diagonally extending braces connecting the outer ends of the sections to the track.

6. A collapsible hand-car siding comprising in combination, short rail sections and articulated arms for joining the same in parallel relation the inner ends of which are adapted to be supported on a track, separate posts adapted to support the outer ends of the sections at selected heights, and diagonally extending braces, adjustable as to length, connecting the outer ends of the sections to the track.

7. A hand-car emergency siding adapted to be dismantled and carried on said car, comprising in combination short rail sections, the inner ends of which are adapted to be supported on the track, means connected to the sections for spacing the same, and for collapsing the spacing means; separate vertically adjustable means for supporting the outer ends of the sections, and braces extending diagonally from the outer ends of the sections and temporarily connected to said ties.

8. A hand-car emergency siding adapted to be dismantled and carried on said car, comprising in combination short rail sections, the inner ends of which are adapted to be supported on the track, means connected to the sections for spacing the same, and for collapsing the spacing means, separate vertically adjustable means for supporting the outer ends of the sections, said supporting means having feet that will cooperate with inclined surfaces, and braces extending diagonally from the outer ends of the sections and temporarily connected to said ties.

9. A hand-car emergency siding adapted to be dismantled and carried on said car, comprising in combination short rail sections, the inner ends of which are adapted to be supported on the track, means connected to the sections for spacing the same, said spacing means being constructed to permit the rails to be assembled in compact relation, a separable, vertically adjustable supporting means for the outer ends of the spaced rails, and a brace extending from the outer end of the sections and connected to a tie.

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