

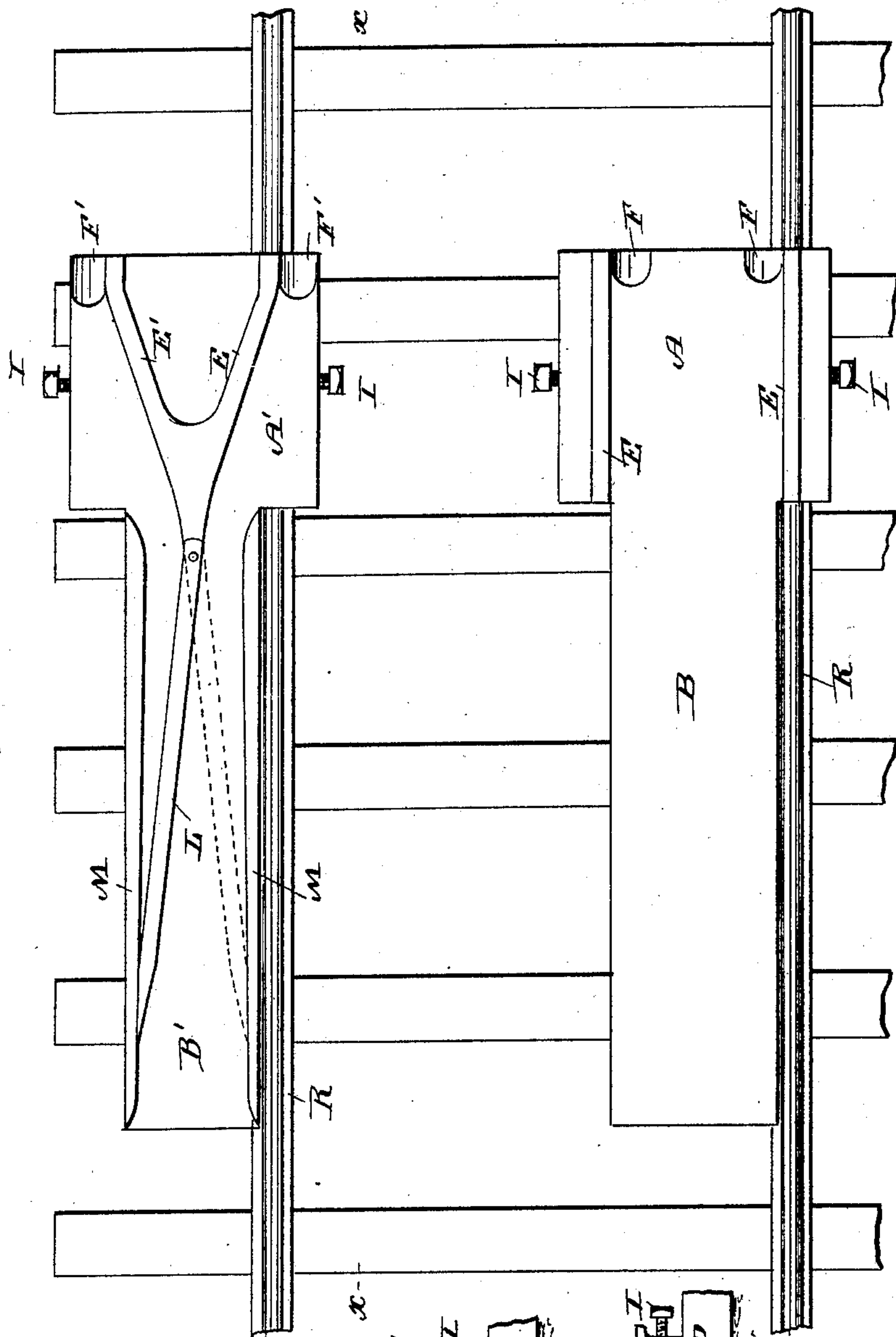
(No Model.)

A. DURIEU.

PORTABLE SWITCH TABLE AND CAR REPLACER.

No. 362,259.

Patented May 3, 1887.



WITNESSES :

Theo. G. Haster.
to Sedgwick

Fig. 3.

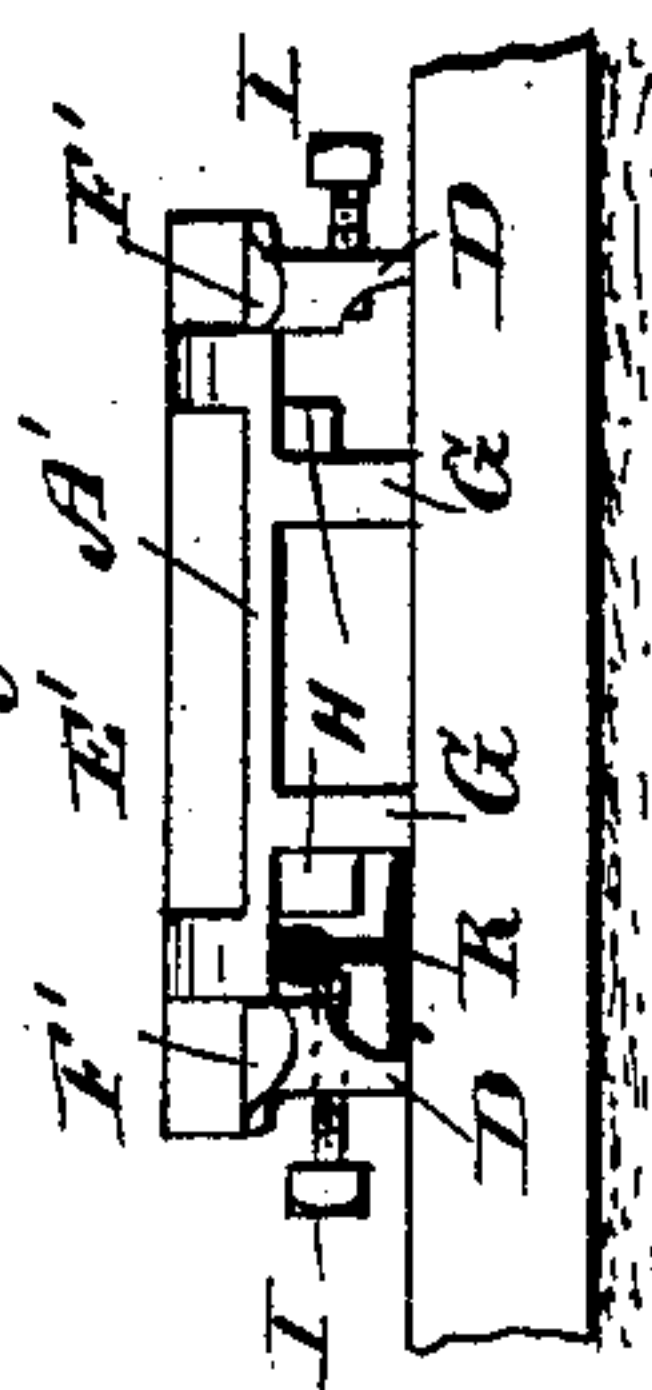
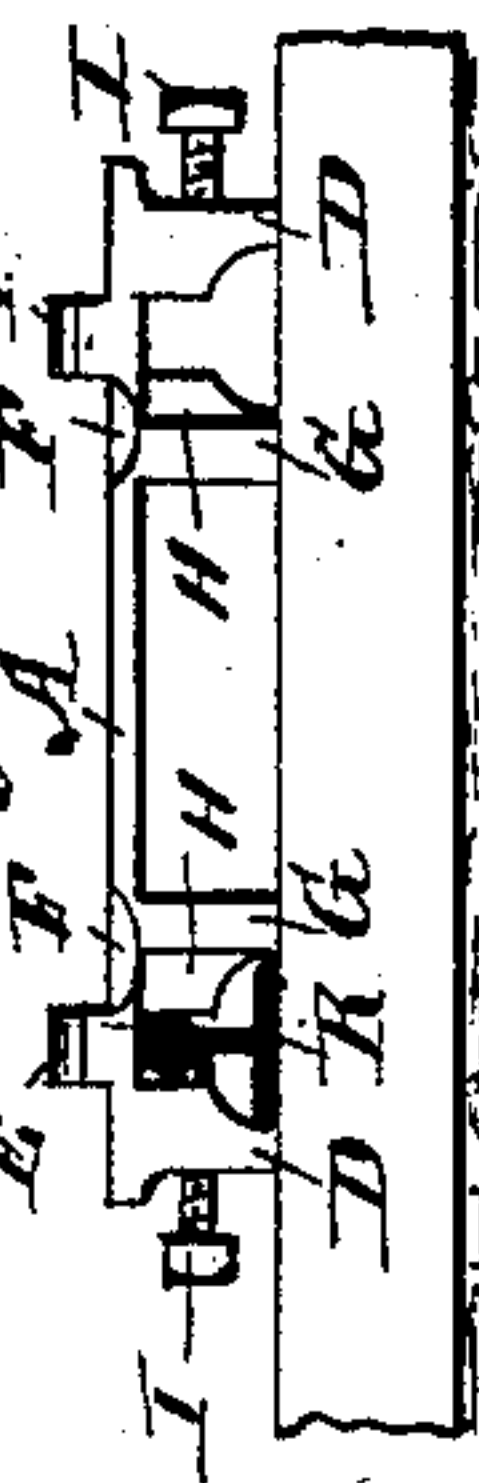


Fig. 4.



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ARTHUR DURIEU, OF NEW ORLEANS, LOUISIANA.

PORTABLE SWITCH-TABLE AND CAR-REPLACER.

SPECIFICATION forming part of Letters Patent No. 362,259, dated May 3, 1887.

Application filed December 30, 1885. Serial No. 187,129. (No model.)

To all whom it may concern:

Be it known that I, ARTHUR DURIEU, of New Orleans, in the parish of Orleans and State of Louisiana, have invented a new and Improved Portable Switch-Table and Car-Replacer, of which the following is a full, clear, and exact description.

The object of my invention is to provide a new and improved apparatus for facilitating the replacing of cars and locomotives on the tracks in case of derailment.

The invention consists in the construction and combination of parts and details, as will be fully described and set forth hereinafter, and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a plan view of my improved switch-table and car-replacer. Fig. 2 is a longitudinal sectional view of the same on the line *x x*, Fig. 1. Fig. 3 is a front end view of the replacer provided with the tongue. Fig. 4 is a front end view of the replacer without the tongue.

The platform A is provided with the wing B, which is of less width than the platform, and is beveled from the platform A downward, as shown in Fig. 2, so that its lower end can rest on the ties when the platform A is on the rail. The platform A is provided with the downwardly-projecting side flanges, D, in which the fastening-screws I are held, and on the upper surface of the platform the two longitudinal ribs, E, are provided at the side edges, the front ends of said ribs or ridges being beveled or rounded off, as shown. At the inner side of each rib E a notch, F, is formed in the upper surface of the platform, at the end.

On the under side of the platform A the ribs G are provided parallel with and a short distance from the side flanges, D, and are provided with lugs H, which rest against the heads of the rails R between the said ribs and flanges.

In the device A' (shown in the upper part of Fig. 1) the ribs E' form a V-shaped figure, at the apex of which the tongue L is pivoted to revolve over the wing B', provided with the two side flanges, M, on the upper surface.

The notches F' are on the outer sides of the ribs E.

The free and swinging end of the tongue L is beveled off, as shown.

The devices are used in the following manner: The two devices described are placed on the sleepers at the same sides of the two rails in such manner that the platform rests on the rail-heads and the ends of the wings on the ties, the device provided with the tongue L being on the outside of the rail. The tongue L is swung against the outer flange, M, to guide the wheels running up the wing toward the rail, and then the wheel on the other wing and platform runs in the same direction. The treads of the wheels run on the ribs E, and the flanges on the platforms and the wings. At the ends of the platforms the flanges drop into the notches F or F' and the wheels drop upon the rail-heads. The devices can be reversed, so that they can be used on either side of the rails. The devices are clamped firmly on the rails, so that they cannot slip, by means of the screws I. The replacers are to be carried on all trains, the same as other wrecking-tools. The wheels run up and down the same as regularly as on an ordinary rail. The car or locomotive will not fail to run on its rails when once on the replacers.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. In a car-replacer and switch-table, the combination, with a platform having a wing, of a V-shaped rib on the said platform, and a tongue pivoted on the platform and adapted to swing over the wing, substantially as herein shown and described.

2. The combination, with a platform having ribs on the upper surface and a wing provided with side flanges, of a tongue pivoted on the platform and swinging over the wing, substantially as herein shown and described.

3. In a car-replacer, a platform having a wing extending from its forward edge, parallel ribs on the upper face at or near its longitudinal side edges, and longitudinal flanges on the under face parallel with the upper ribs and forming a separate rail-receiving channel below each rib and in vertical alignment therewith, substantially as set forth.

4. In a car-replacer, a platform adapted to

be secured upon and over either rail of a track, and having a wing, parallel ribs on its upper side adapted to be brought into vertical alignment with either of the rails of a track, and
5 notches in the platform between the forward ends of the parallel ribs, substantially as shown and described.

5. A platform provided with a wing, ribs on the upper surface, ribs and flanges on the
10 under side, and screws in the said flanges, substantially as herein shown and described.

6. The combination of the platform A, having the plain wing B, parallel ribs E E on its

upper surface, and parallel rail-receiving flanges on its under side, of the platform A', 15 having the flanged wing B' M, the V-shaped rib on its upper surface, parallel rail-receiving flanges on its lower face, and the horizontally-swinging tongue pivoted at the angle of the V-shaped flange, the free end of said tongue being 20 adapted to rest against either flange M, substantially as set forth.

ARTHUR DURIEU.

Witnesses:

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