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MOVABLE TURNTABLE FOR RAILWAYS

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Fig.1

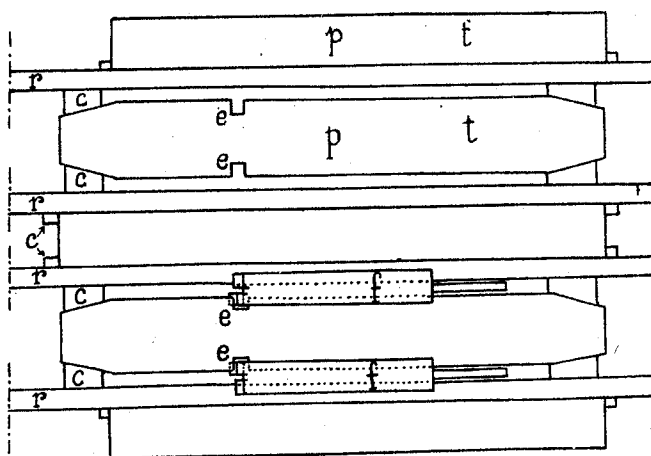


Fig.2

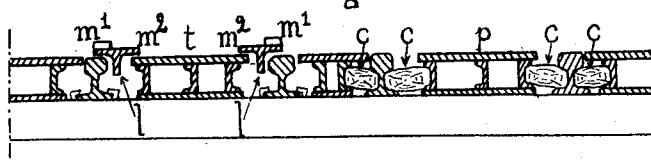


Fig.3

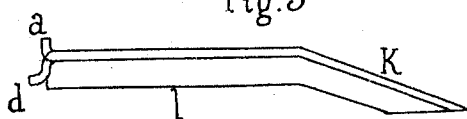
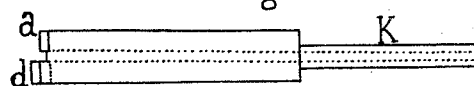


Fig.4



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## UNITED STATES PATENT OFFICE.

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## MOVABLE TURNTABLE FOR RAILWAYS.

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In certain workings or industries, as in the working of mines, it is necessary to secure the running off the rails of the trucks or waggons, their change of track or their passage over other tracks; the plan conceived for carrying out these handlings constitutes the platforms or turn-tables.

My invention is conceived so as to fulfill the part defined here above; it offers the advantage that it can be easily put in place or removed and that it provides for an easy derailing of the trucks by means of a simple handling. It is constituted of platforms that are put on the sleepers of the lines between the rails, and of irons called derailleurs that are placed, at will, in the space between the platform and the rail.

In the accompanying drawing:

Figure 1 is a plan view and Figure 2 a vertical section of the turntable for two parallel tracks; Figure 3 a vertical view and Figure 4 a plan view of a derailer.

Similar letters refer to similar parts throughout the several views.

The platforms "*p*" are constituted of flat or striated iron plates forming a flooring "*t*" fixed on a base of metal or wood, giving to the whole a height equal or near that of the rail "*r*". In this way the platform has only to be put on the sleepers of the track for the upper part of the sheet to be at level with the upper part of the rail head.

On the sides of the platforms parallel with the rails and at their ends, are notches coming opposite the web of the rail.

Wedges "*c*" put between the web of the rail and the edge of the platform, at the end of the latter, in the notch, fix the platform within the track.

The base of the platforms is less broad than the sheet "*t*" so as to allow them to be put on the sleepers without being hindered by the foot of the rails, the clamps or the screw spikes.

The sheet of the platform to be placed between two tracks has a width equal to the space between the edges of the rails between which it has to be placed. The sheet of the platform to be placed in the middle of the track is less broad than the space between the rails, so as to allow the passage of the flanges of the wheels. The width may be reduced at the ends to avoid the knock of the flanges against the sheet.

The accessories necessitated for the han-

dling on the turntable, such as, angle bars, guides, stop abutments and pulleys for cables are fixed on the platforms.

At last, on the sides of the sheet parallel with the rails are notches "*e*" designed to receive the lug "*d*" fixing the derailer. The notch may be replaced by a lug and then it is the derailer that bears a notch in which comes the lug.

The derailer is a simple T-iron, "*f*", Figures 3 and 4, sufficiently broad for being placed, one wing "*l*" between the platform situated in the middle of the track and the rail, and the two other wings "*m*<sup>1</sup>" and "*m*<sup>2</sup>" resting the one on the head of the rail, the other on the platform. One (this is the case on Figures 3 and 4) or both ends of the T-iron are bent as at "*h*" so as to present a low gradient to the tyre of the wheel that is in this way conducted over the head of the rail; the bent end can be arranged so as to lean on the foot of the rail. The wings "*m*<sup>1</sup>" and "*m*<sup>2</sup>" are notched in this part of the T-iron to allow this iron to be lodged easily between the rail and the platform.

The length of the T-iron resting on the platform is in preference higher than the wheel base of the trucks.

At the noncurved end or at another place of the T-iron one of the wings "*m*<sup>1</sup>" is notched and raised as at "*a*" to provide a handle for removing the T-iron. The other wing "*m*<sup>2</sup>" is simply notched to receive the lug of the platform, or is notched and bent down as at "*g*" to be able to fit and lodge into the notch "*e*" reserved in the edge of the platform. The purpose of this is to prevent the T-iron from moving by the pushing of the truck.

The device can be put in place and wedged or removed very quickly without cutting the track, and without any other work than the clearing of the track and the placing of wedges. The derailleurs are simple, easy to place or to remove and secure to ascend for trucks on the platforms where they have to be handled. This platform may be used for simple crossings of tracks, or for securing the passage of trucks from one track to another. Several platforms can be put one after another if the length of one alone is not sufficient.

I do not wish to be understood as limiting myself to the details of construction herein shown and described, as they may be vari-

ously modified within the spirit and intended scope of my invention.

I claim:

1. A derailing device for railways in connection with a detachable and transportable platform to remove the vehicles, consisting of individual platforms, having a height substantially equal to that of the rail, an upper part substantially as broad as the space between the rails or the tyres of the wheels, so as to allow them to be put on the sleepers without interfering with the foot of the rails, the clamps or the screw spikes.

2. A derailing device, according to the claim 1, wherein the platform sides being grooved, allow them to be blocked in the track with wedges.

3. A derailing device, according to the claim 1, consisting of a T-iron whose one wing is placed between the platform and the rail, and the two other wings resting the one on the head of the rail, the other on the platform, and whose end is bent so as to present a low gradient, and notched to allow this iron to be lodged easily between the rail and the platform.

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