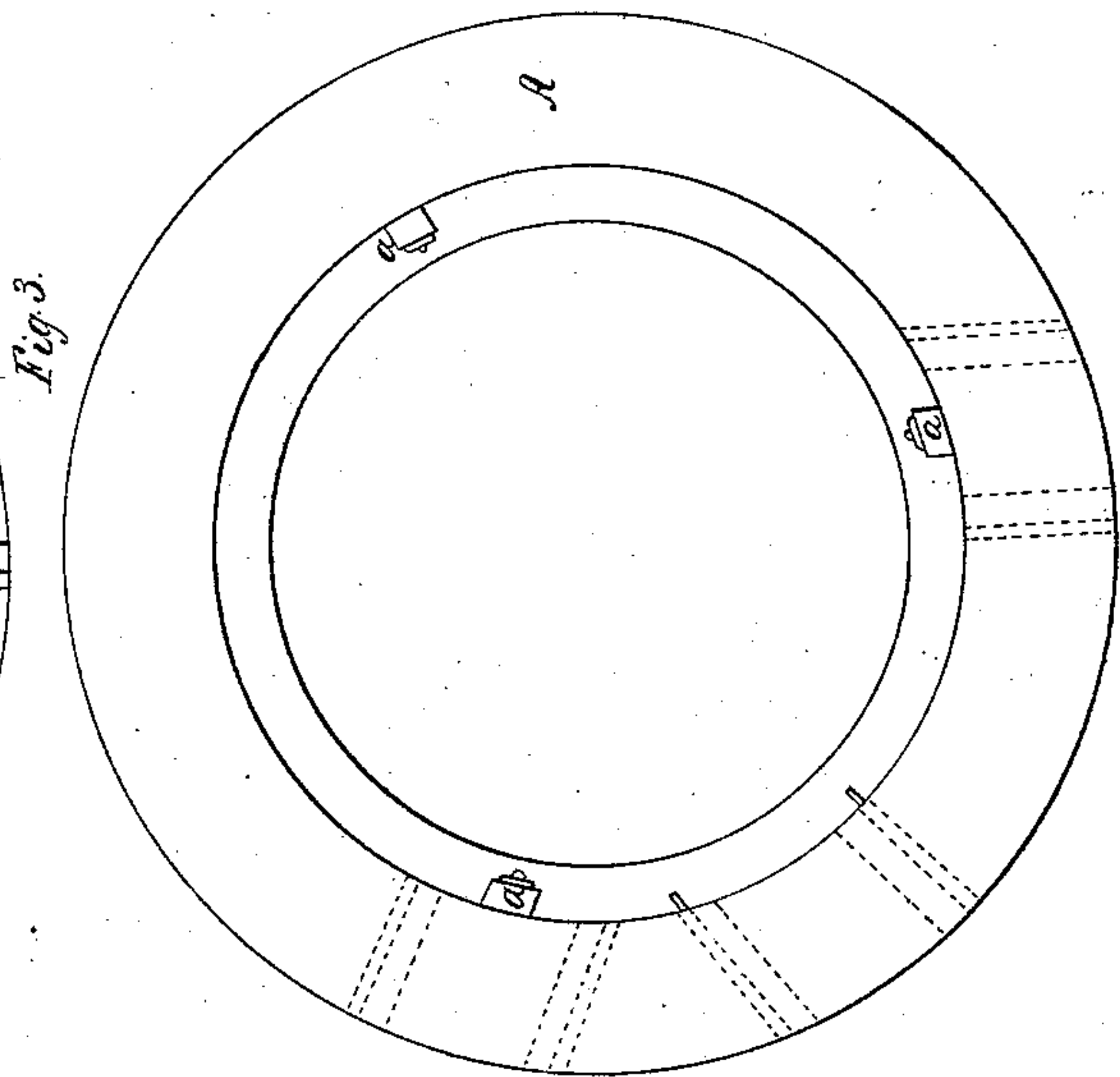
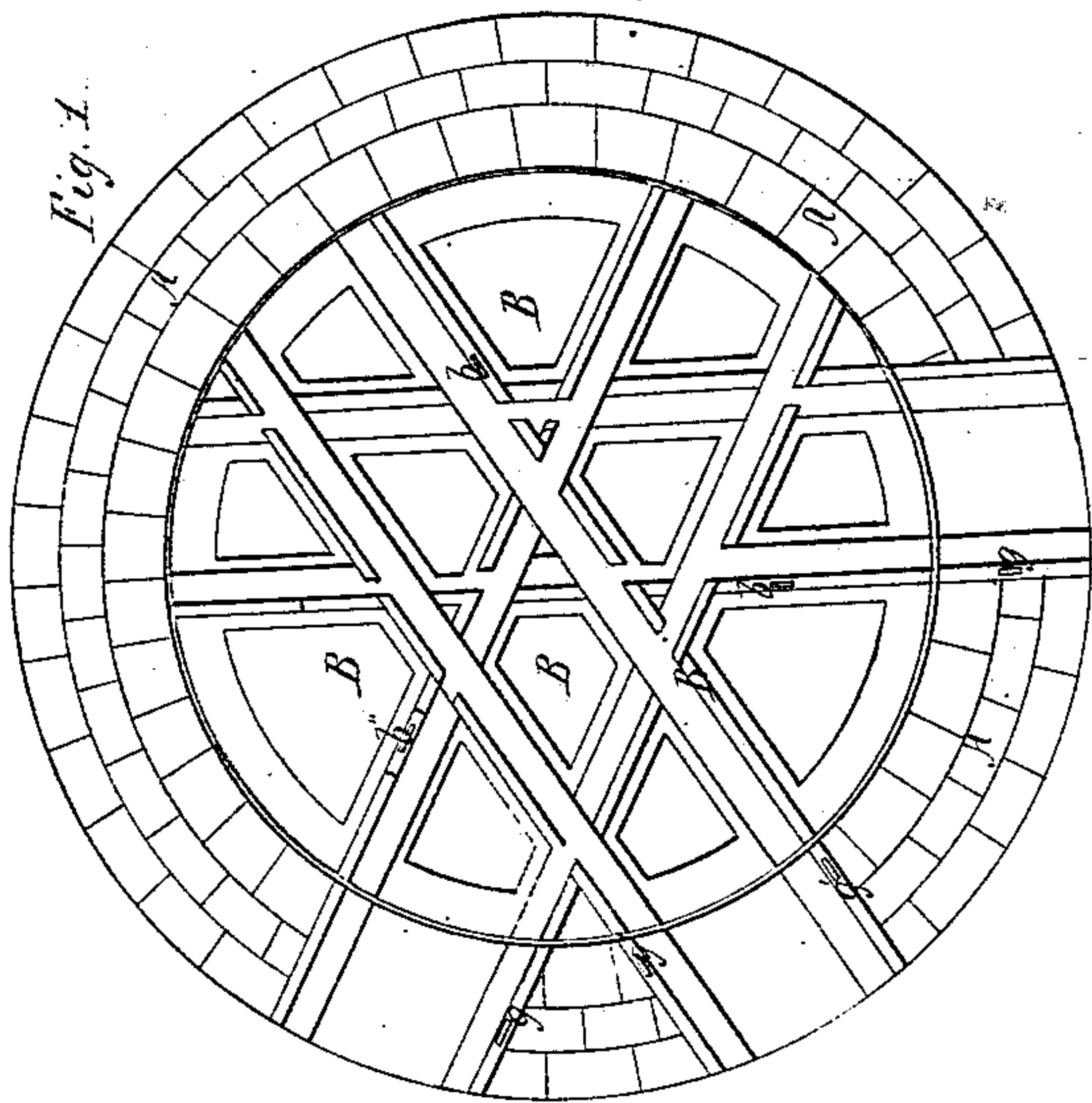
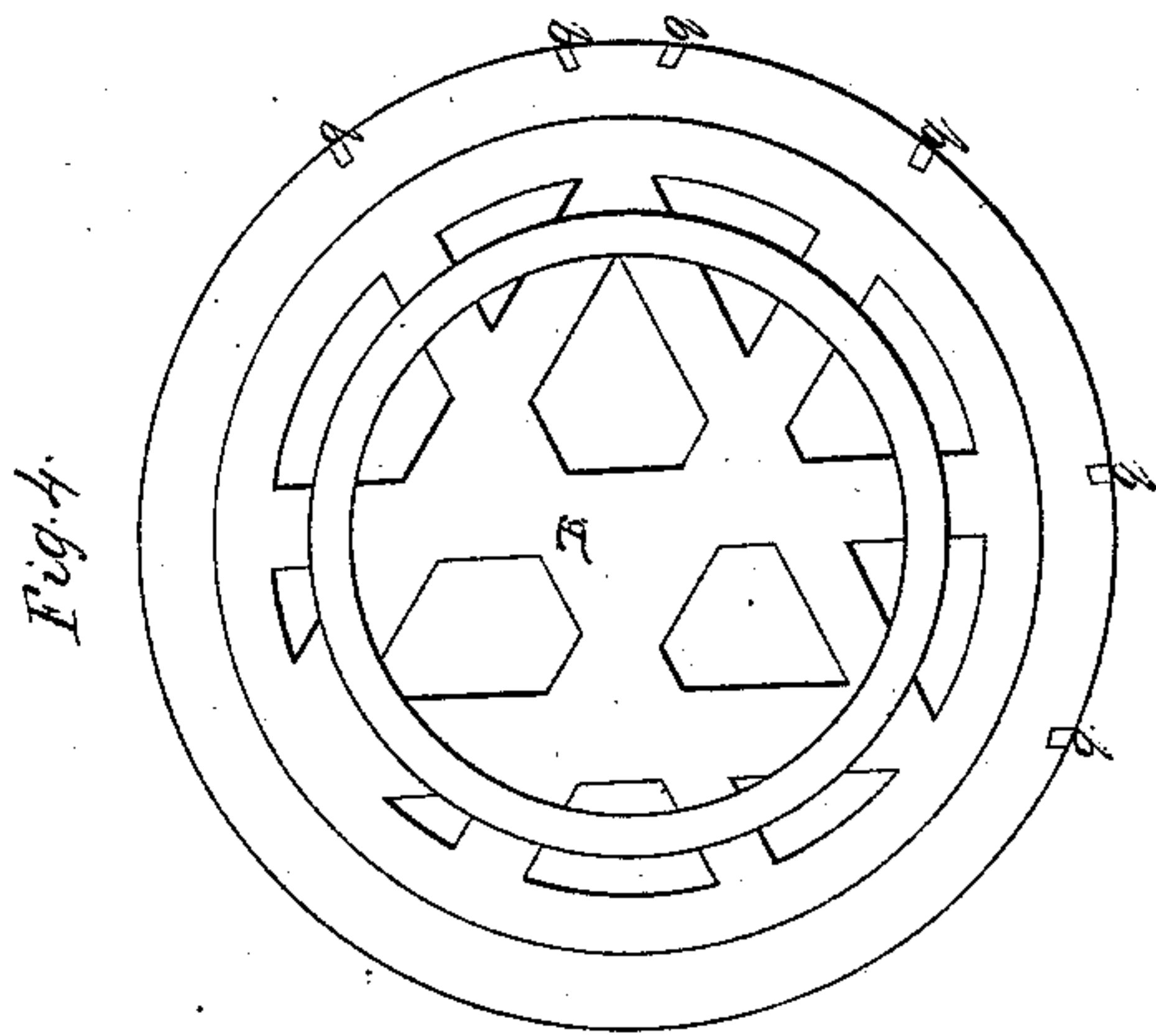
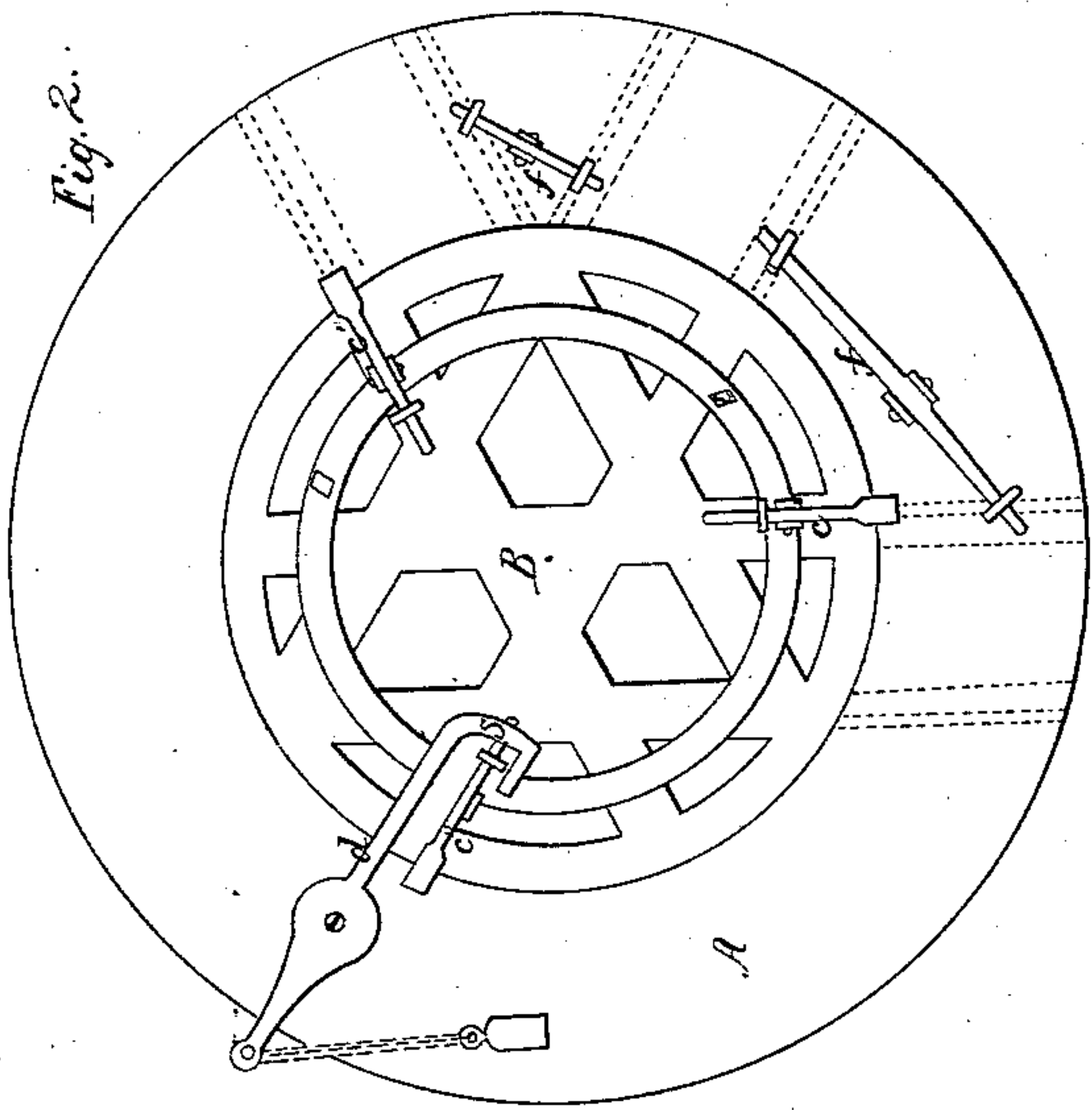


Lee & Mudge,

Railroad Turn Table,

Nº 64, 545;

Patented May 7, 1867.



Witnesses;
Rufus R. Rhoads,
Duncan & Campbell

Inventors;
Gay E. Lee
Carson Mudge

United States Patent Office.

LEROY E. LEE AND CARSON MUDGE, OF NEW ORLEANS, LOUISIANA.

Letters Patent No. 64,545, dated May 7, 1867.

IMPROVEMENT IN TURN-TABLES FOR RAILROADS.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that we, LEROY E. LEE and CARSON MUDGE, both of the city of New Orleans, parish of Orleans, and State of Louisiana, have jointly invented a new and useful Improvement in Railroad Turn-Tables; and we do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the annexed drawings, making part of this specification, in which—

Figure 1 is a top view of a turn-table with our improvements attached.

Figure 2, a bottom view of a turn-table with our improvements.

Figure 3, a view of the concentric framework surrounding a turn-table, with the rollers on which the table revolves exposed; and

Figure 4, a bottom view of a turn-table, exhibiting the notches or recesses in the rim thereof through which it is held in position.

Our invention has for its object the superseding of the necessity of employing men at the turn-tables of city railroads to operate or work the same, and to do this we have devised a system of mechanical appliances, which are operated by the cars, that require to be turned as the said cars pass upon the table, and hence the nature of our invention consists of these mechanical contrivances in combination with an ordinary turn-table.

To enable others skilled in the art to which our invention appertains to make and use it, we now proceed to describe its construction and operation with reference to the drawings.

A is the usual concentric framework surrounding and supporting a turn-table. B is a turn-table resting upon a central pivot and revolving upon rollers, *a*, fig. 3, which are placed, as is usual, within the inner rim of the concentric framework A and permanently connected thereto. Referring to fig. 1, it will be perceived that *b b' b''* are projecting pins, which, coming up through proper openings in said rails, show themselves above said rails. These pins are connected loosely, by which we mean in such manner that they cannot jam, with levers *c c' c''* that are attached to the under side of the turn-table by pivots near their centres. The outer ends of these levers are considerably heavier than the inner ends, so that the effect is to keep the pins above the rails whenever there is no countervailing influence, as, for example, the pressure of a car, to produce a contrary result. In connection with lever *c''* is a longer and a somewhat peculiarly shaped lever, *d*, which in one direction is operated by a weight, *o*, or, if it be preferred, by a spring in lieu of a weight, and in the other by the said lever *c''*. The peculiarity of shape to which we have referred consists in a bending in such manner as at *s*, that the lever *c''* in being depressed also depresses *d* and withdraws its upturned catch-point from the recess or mortise *i i'* or *i''*, as the case may be. Outside of the turn-table, and pivoted to the under surface of the concentric supporting framework, are two other levers, *f* and *f'*, having loosely connected with their ends projecting pins, *g g'*, which, it will be seen, also project through and above the rails overlying the said ends. The pins *g'* not only project upward through the rails, they have a lateral extension looking toward the turn-table, and which fit into recesses or notches that are cut into the said turn-table around its perimeter, as seen at *q*, fig. 4. The pins *g'*, with the lateral extension thereof and the upturned point of lever *d*, when in the recesses and openings made with reference to them, hold the turn-table immovably in position, and it requires that the said pins and projecting point of lever *d* shall all be withdrawn from said recesses before the table can be turned.

The operation of our invention is as follows: A car approaches the table on track No. 1, and as its fore wheels impinge upon projecting pins *g' g'*, the latter are depressed, while the pins *g g* are elevated. In the depression of the pins *g' g'* the extension catches laterally projecting from them are withdrawn from the recesses in the rim of the turn-table, into which they had projected, and the upturned point of lever *d* alone holds the table in position. The car passes on to the table and the right-hand fore wheel runs upon pin *b'*, and depressing it also depresses the point of lever *d*, and the table now is free to revolve, since, by the withdrawal of this point of lever *d*, there remains nothing to prevent its turning. The driver of the car has only now to turn his animal to the right or the left, taking care first to put on his brake to prevent a forward movement of the car, and thus swing around his car until the track on which it rests is coincident with the track on which he desires to pass. The moment this happens, to wit, the moment the track on the table is in line with the track on which the car is to go, the point of lever *d* enters a recess and holds the table securely in position, the weight *o* always keeping the said point of lever *d* in contact with the under surface of the table, and ready to enter a recess the

instant one is reached. On passing off the table the car-wheels depress the pins *g g* and elevate pins *g' g'*, and at the same time throw the laterally projecting parts thereof into the recesses in the rim of the table, and this being done the table is held in position to receive the next car.

It is obvious that several tracks may be brought into connection with a single table provided with our invention, both in coming upon it and in leaving it, and hence no further description is requisite to show how this may be done.

Having thus described our invention, what we claim, and desire to secure by Letters Patent, is—

The combination of projecting points *b b' b''* and *g g g' g'* and the openings or recesses into which they enter, the pivoted levers *c c' c''* and *d* and *f f'* with a railroad turn-table, when the said parts are constructed and arranged for conjoint operation substantially as described for the purpose set forth.

LEROY E. LEE,
CARSON MUDGE.

Witnesses:

RUFUS R. RHODES,
DUNCAN G. CAMPBELL.