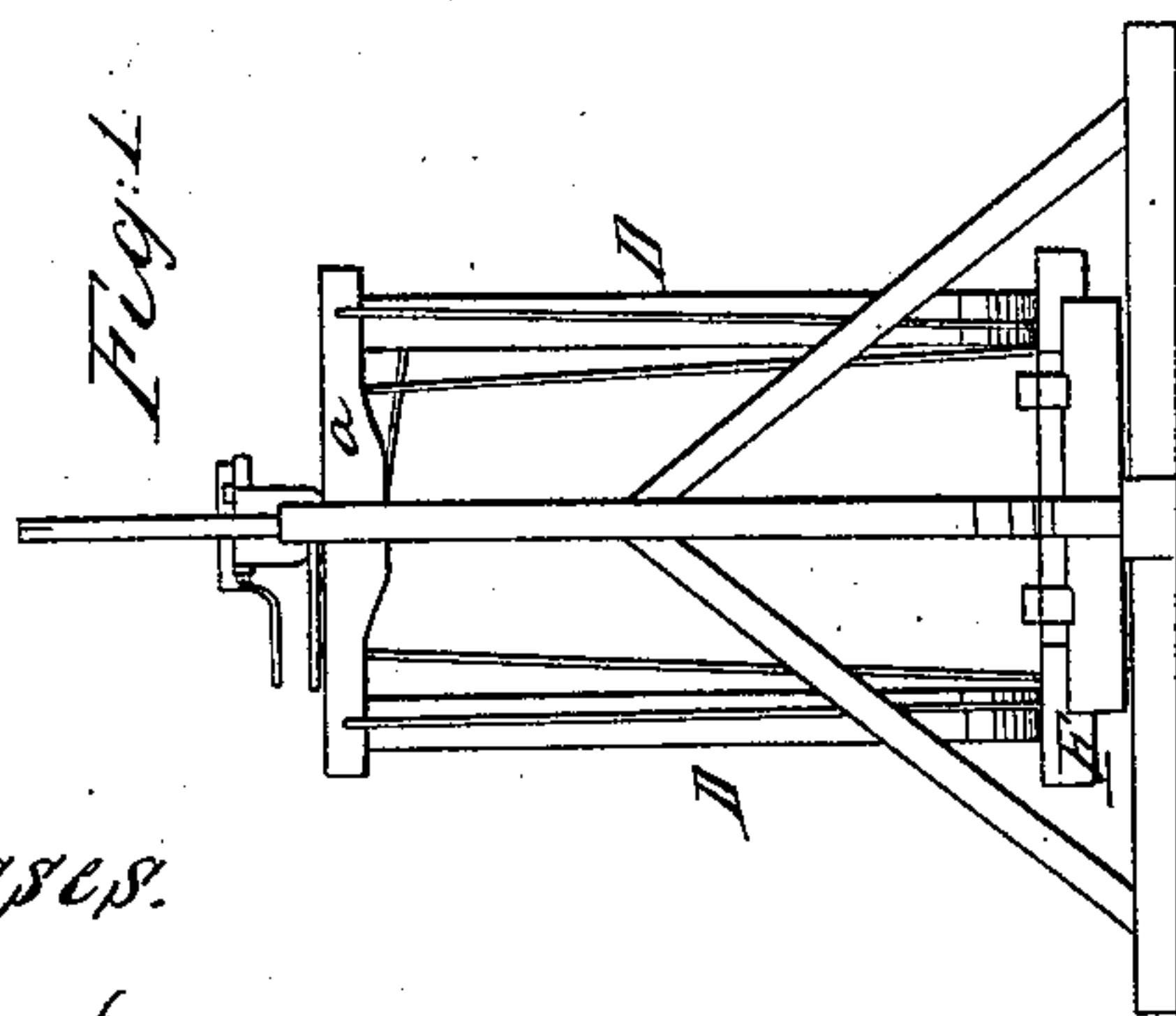
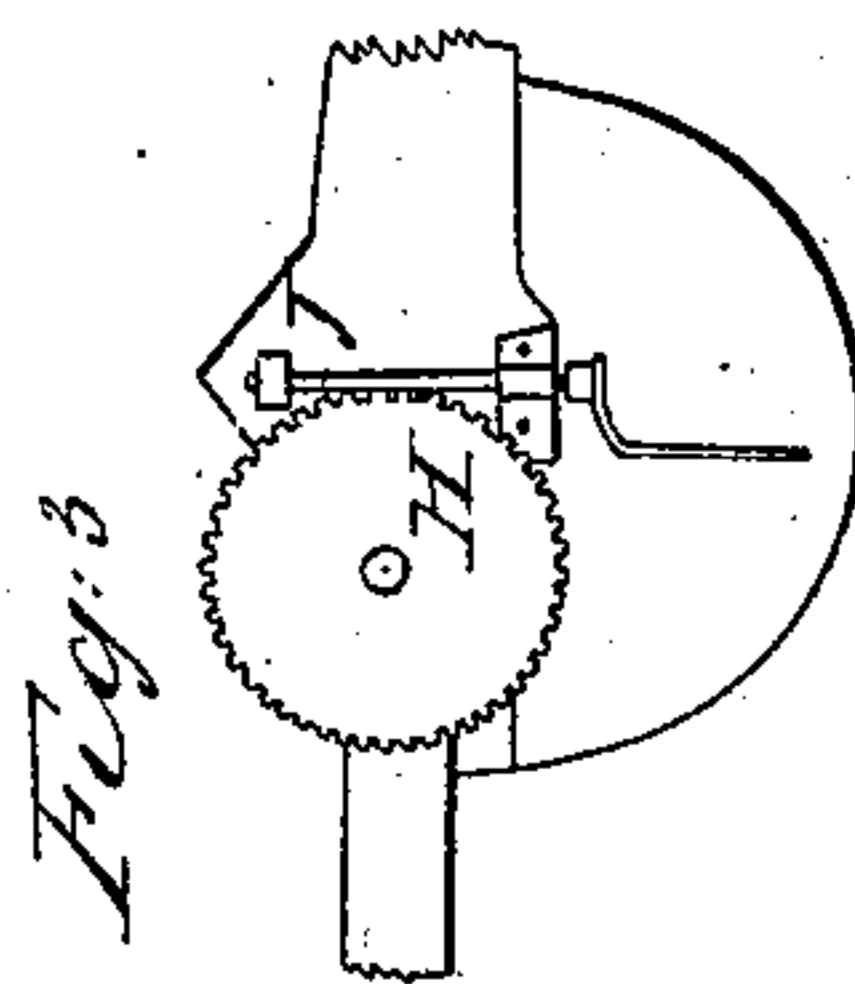
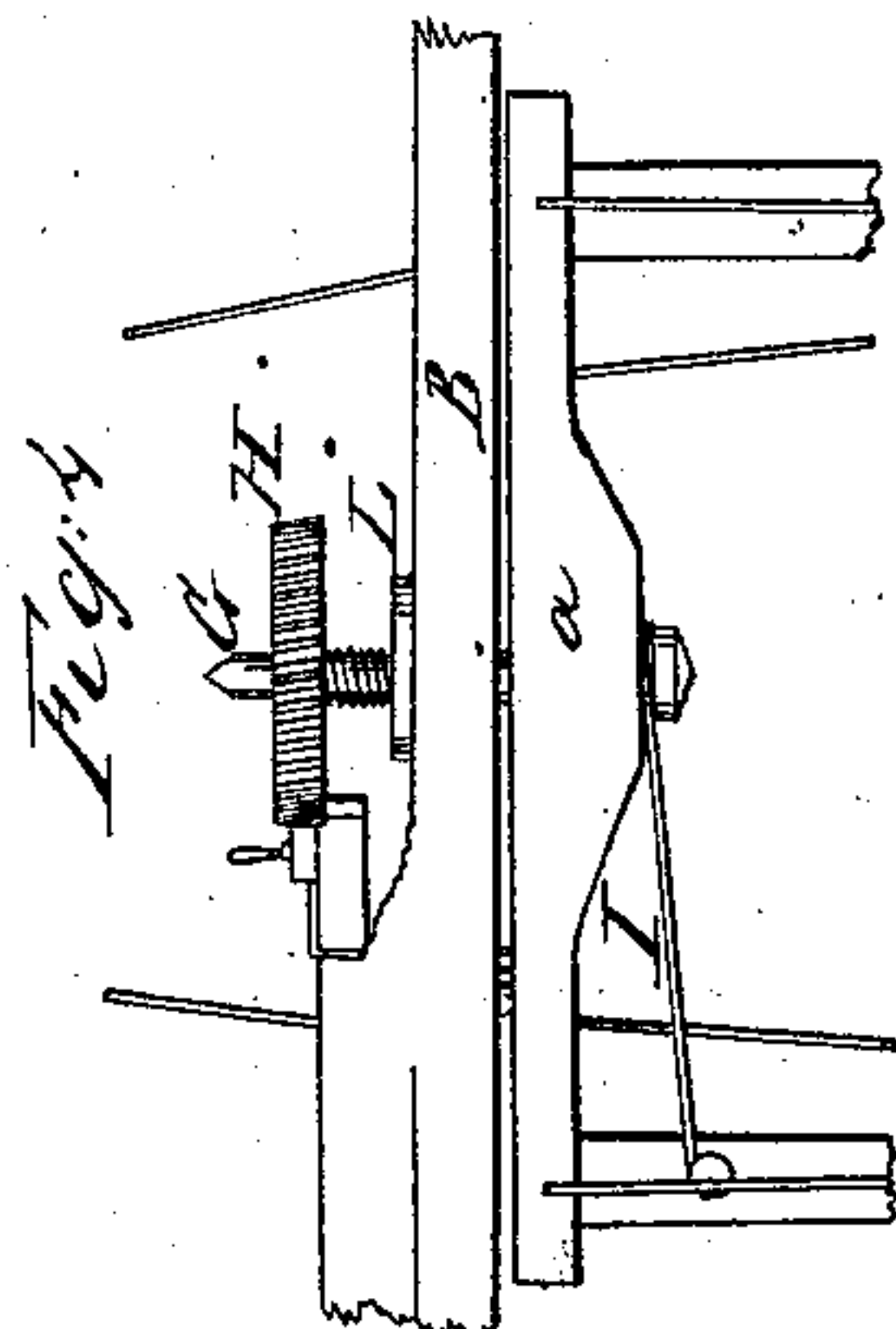
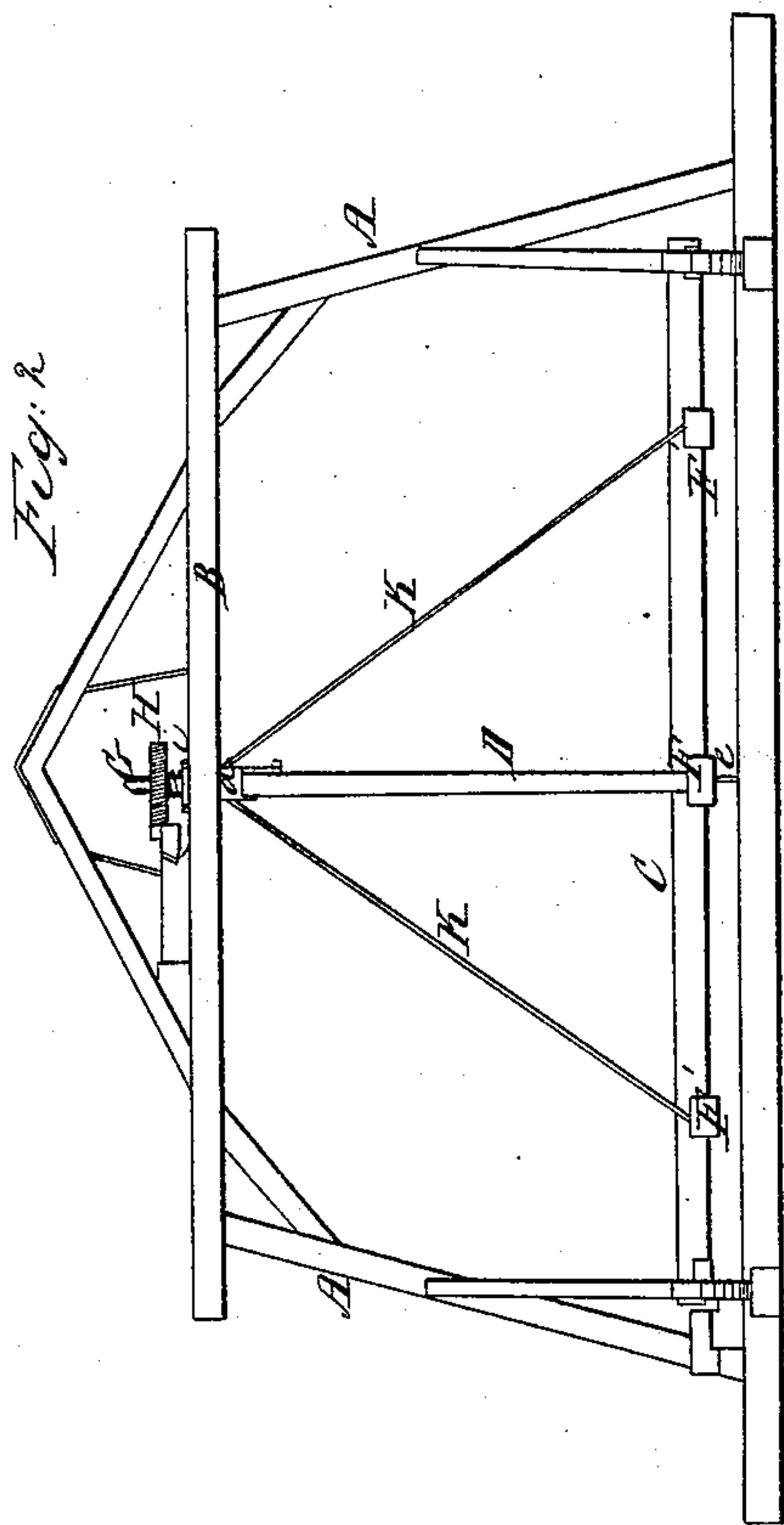


J. C. Bonnell, Railroad Turn Table,

N^o 67,257-

Patented July-30, 1867.



Witnesses.
W. Stockbridge
attorney

Inventor
John C. Bonnell
per
Alexander S. Mason
attys

United States Patent Office.

JOHN C. BONNELL, OF FORT MADISON, IOWA.

Letters Patent No. 67,257, dated July 30, 1867

IMPROVED SUSPENSION TURN-TABLE.

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

TO ALL WHOM IT MAY CONCERN:

Be it known that I, JOHN C. BONNELL, of Fort Madison, in the county of Lee, and in the State of Iowa, have invented certain new and useful improvements in Suspension Turn-Tables; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon.

In the annexed drawings, A A represents a large stationary frame, which is thoroughly braced and supported, so that it will sustain a very heavy weight. Suspended in the frame A is a revolving or movable frame, which consists of two parallel sills C, which are let into the cross-pieces F F' and the uprights D D, connected at their upper ends by a cross-bar, *a*, and in the braces or supporting-bars K K. The bars K run from near the extremities of the sides over the uprights D D, through holes made in the cross-piece *a*. G represents a large-headed bolt, with a thread cut upon a portion of it, and provided upon its upper end with a bevel gear-wheel, H, which is permanently secured to it. This bolt G passes through the cross-piece *a* and then through the cross-beam B of the frame A, and serves to support the revolving frame. A metallic nut is placed upon the beam B, and provided with a thread to correspond with the thread upon the bolt G, said bolt passing through the nut *i*. *e* represents a pin which is secured in the frame A, and which passes up through the centre cross-piece F of the revolving frame. This pin acts as a pivot around which the frame revolves. A screw-shaft, J, with a crank-handle, lies in such proximity to the gear-wheel H that its threads catch into the teeth of said wheel, and when it is turned causes the wheel to revolve. When the wheel H revolves the bolt G revolves with it, and when the bolt revolves it either raises or lowers the movable frame which it suspends. The head of the bolt is provided with notches, into which the end of a pawl or dog, I, catches, when desirable. The dog I is secured at one end to one of the uprights D.

A track is laid upon the sills C, and this track meets at its ends a railroad track, so that a locomotive or other car may be run on to the track of the sills. When an engine is run upon the sills C the movable frame is lifted up by turning the shaft J forward, which causes the bolt with its gear-wheel to revolve and draw up, by its threads catching in the threads of the nut *i*, and thus suspend the frame with the engine upon it. After the frame has been raised two or three inches the dog I is caught in one of the notches in the head of the bolt, and the motion of the screw-shaft J is reversed; this causes the frame and engine to revolve, and when the frame has turned far enough to reverse the position of the engine, the dog can be removed and the frame and engine lowered to a level with the connecting track.

This arrangement may be reversed so that the frame which revolves may be raised from below, instead of being suspended from above.

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

The arrangement of the wheel H, shaft J, bolt G, and dog I, in combination with the swinging-frame, in the manner substantially as and for the purposes specified.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 22d day of April, 1867.

JOHN C. BONNELL.

Witnesses:

WILLIAM H. BONNELL,

B. F. BATES.