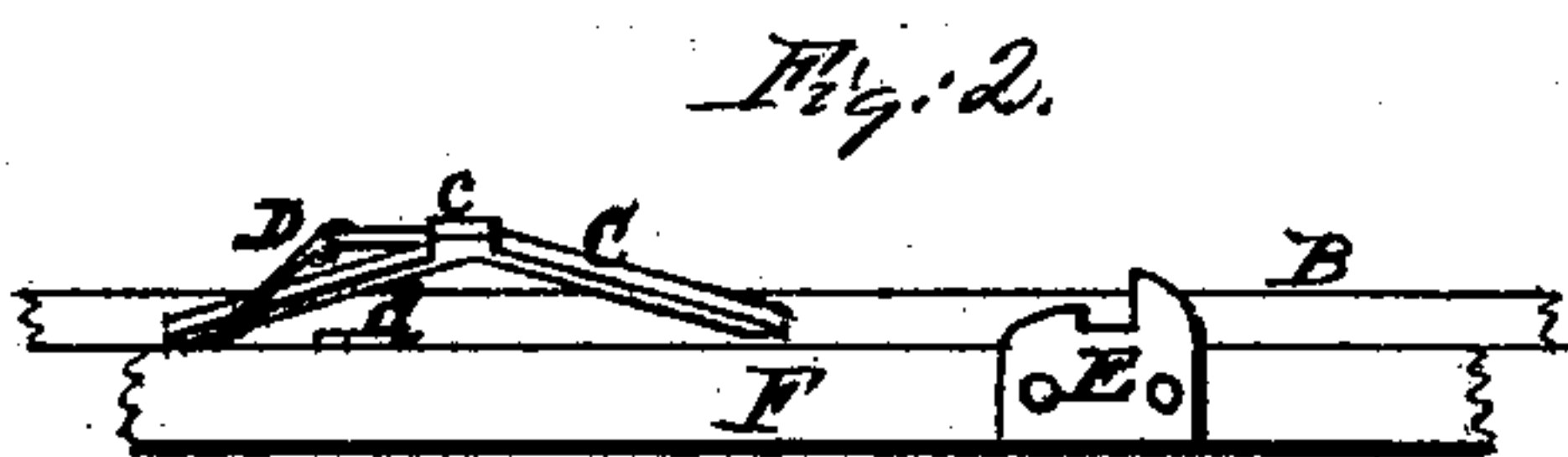
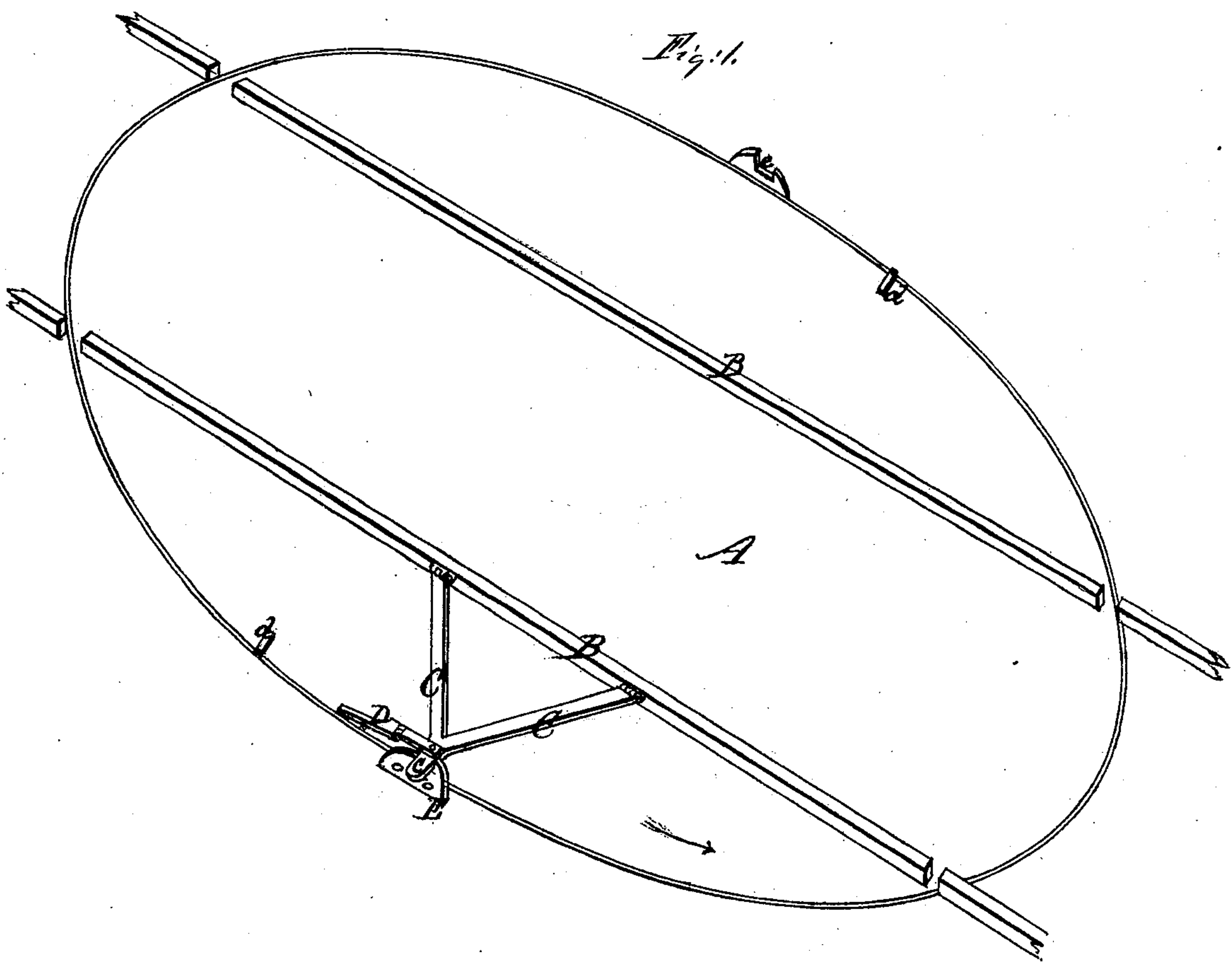


Emmatt & Griffith,

Turn Table.

No. 95,446.

Patented Oct. 5. 1869.



Witnesses,
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J. P. Peyton.

Inventors,
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United States Patent Office.

LLOYD W. EMMART AND EDWARD D. GRIFFITH, OF WASHINGTON CITY, DISTRICT OF COLUMBIA.

Letters Patent No. 95,446, dated October 5, 1869.

IMPROVED 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 we, LLOYD W. EMMART and EDWARD D. GRIFFITH, both of Washington city, in the District of Columbia, have invented a new and useful Improvement in Turn-Tables for Street-Railways, of which the following is a full clear, and exact description, reference being had to the accompanying drawings, which make part of this specification, and in which—

Figure 1 represents a view in perspective of a turn-table with our improvement applied thereto;

Figure 2, an edge view of a portion of the same; and

Figure 3, a section, showing the details of the locking-lever.

Cars made to be drawn by a single horse on street-railways are frequently so constructed as to require the use of turn-tables to reverse them.

It is the object of our invention to provide means whereby the cars may be reversed by the driver alone without leaving his car, and at the same time to hold the table securely locked in position while the car is running on or off, and to lock it automatically when in line with the track; and to these ends,

Our invention consists—

First, in combining with the locking lever, which revolves with the platform, a hinged support, attached to the lever, and resting on the platform to prevent the accidental catching of the locking-lever.

Second, in combining a locking-lever and hinged support revolving with the turn-table, a fixed tripping-block, to lower the locking-lever, and a fixed locking-catch, into which the lever falls to hold the rails in line with the track.

In the accompanying drawings a turn-table, A, constructed in any well-known way, is shown as revolving on suitable bearings.

The rails B, forming a continuation of the track, are secured upon and revolve with the table.

A locking-lever, C, is hinged to the table, or to one of the rails, so as to play vertically.

We prefer to make the locking-lever forked, to enable it better to resist the shock caused by stopping the revolution of the table.

A support, D, is hinged to the locking-lever, near the edge of the table, so as to play freely vertically.

A tripping-block, *d*, is secured upon the fixed portion F of the table, and a locking-catch, E, is similarly arranged about a foot from the catch.

The operation of our invention is as follows:

The car is driven on the table, the parts being in the position shown in fig. 1, in which position the

lever C rests in the catch E, holding the table firmly locked.

The driver then puts a hooked rod through one of the car windows, over the projection *c*, and lifts the locking-bolt from the catch E. The support D flexes as the lever rises, and holds it up during the rotation of the table.

A shoulder under the hinge prevents the support from swinging beyond a vertical line. This is necessary, as otherwise the support might swing so far forward as to let the lever fall again, or even to stop the turning of the table by abutting against the tripping-block, instead of sliding over it.

The horse then pulls the car and table round. When nearly reversed, the support D rises over the block *d*, and is tripped, thus allowing the locking-lever to drop and rise over the lower side of the catch into its notch *e*, thus locking the table securely the moment the rails are in line with the track.

The table only revolves through an arc of one hundred and eighty degrees at each reversal of the car.

By duplicating the tripping-block and catch, as shown in the drawings, two cars can be reversed at each revolution.

We are aware that turn-tables have heretofore been constructed, so as to be locked or clamped by hand, when the rails were in line with the track. We are also aware that it has been proposed to use a device which automatically arrested the table at the proper moment, (though such device did not prevent the recoil of the table,) and therefore do not broadly claim producing such result; but having thus described the construction and operation of our improved turn-table,

What we do claim therein as new, and desire to secure by Letters Patent, is—

1. The combination, as described, of the hinged locking-lever, and its hinged support, both revolving with the table, for the purpose set forth.

2. The combination, substantially as described, of a locking-lever, revolving with the turn-table, a hinged support attached to the lever, a fixed tripping-block, and a locking-catch, whereby the table is automatically locked by its own revolution, and securely held from moving in either direction when the rails are in line with the track.

In testimony whereof, we have hereunto subscribed our names.

L. W. EMMART.
E. D. GRIFFITH.

Witnesses:

WM. P. YOUNG,
W. S. SHEPHERD.