

(No Model.)

H. T. STOCK & W. ROYCE.
Railway Turn Table.

No. 235,312.

Patented Dec. 7, 1880.

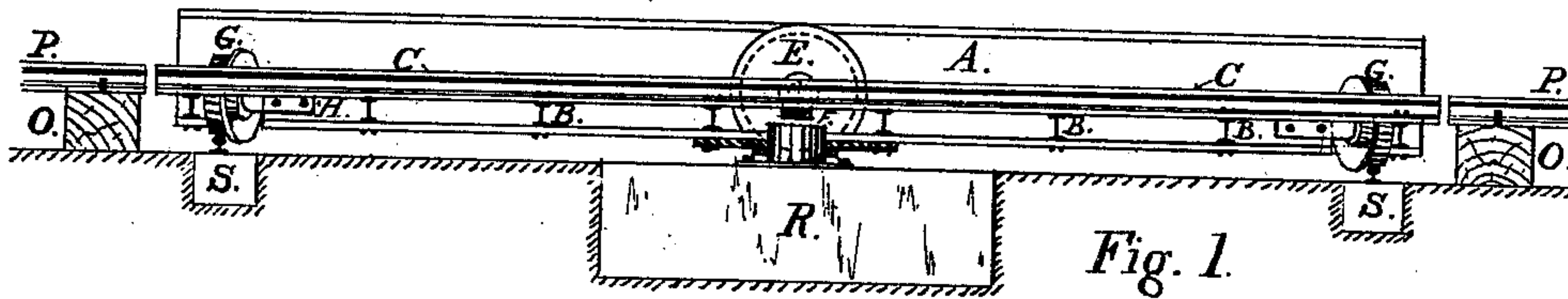


Fig. 1.

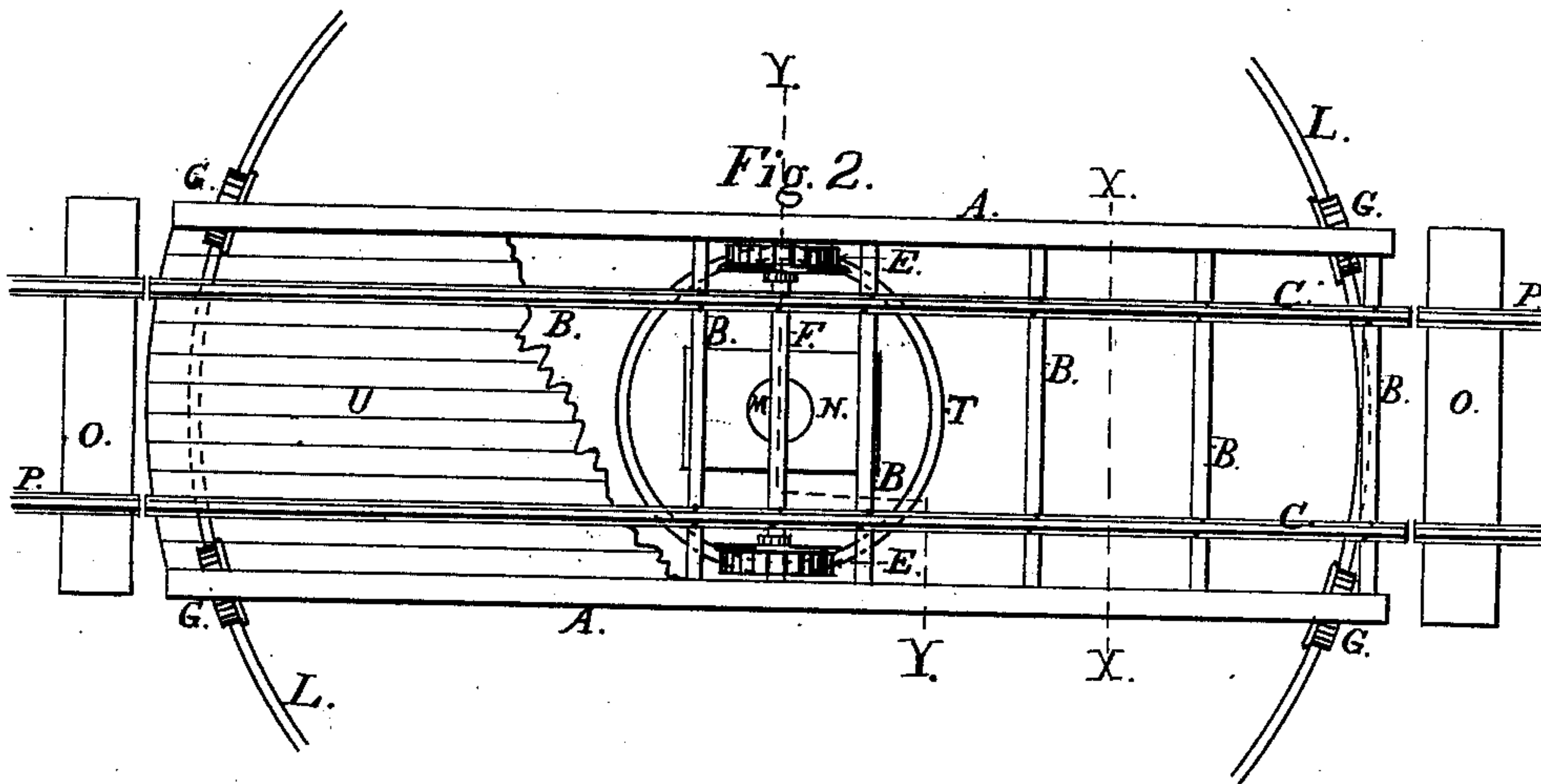


Fig. 2.

Fig. 5.

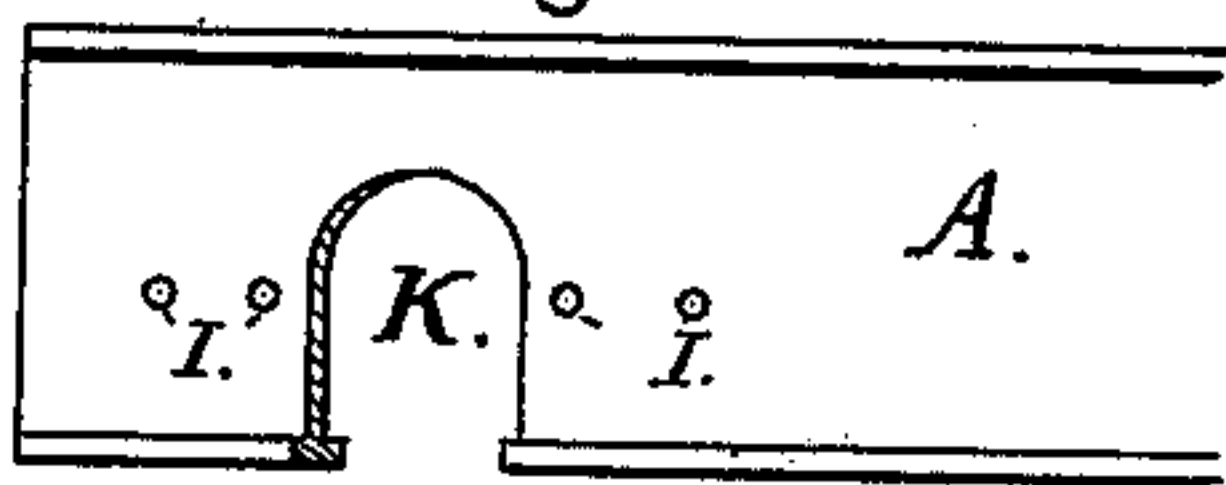


Fig. 3.

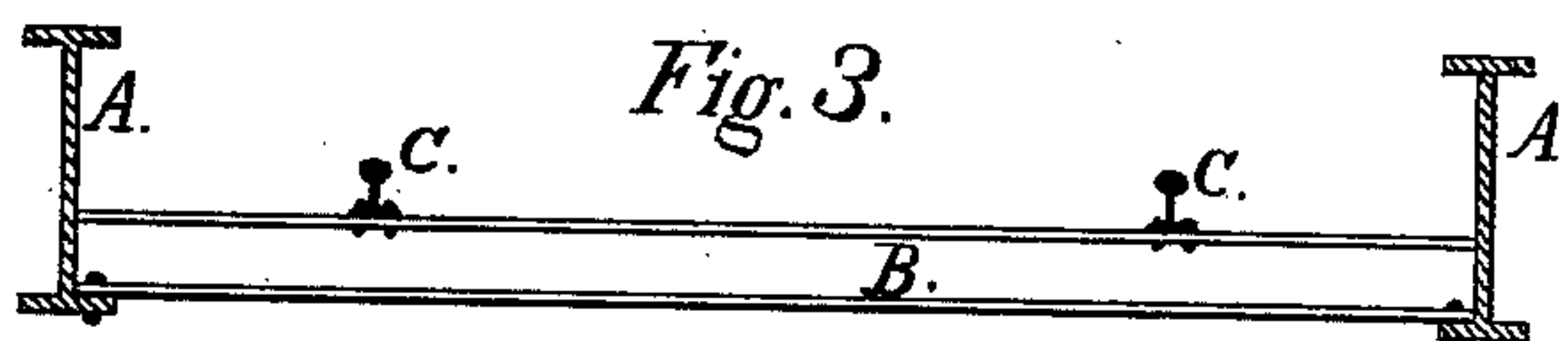


Fig. 4.

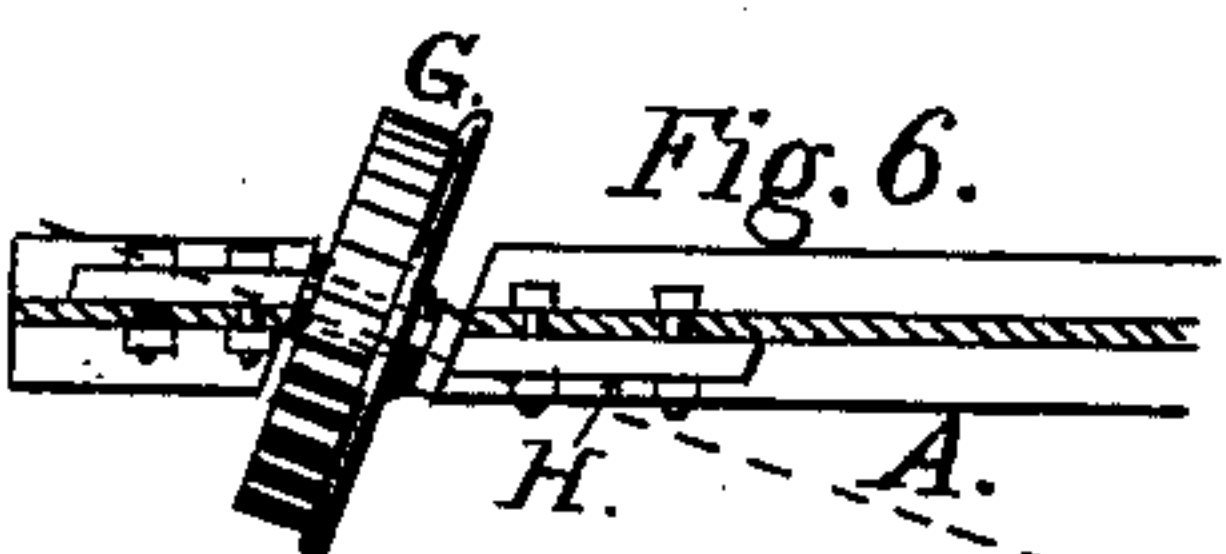


Fig. 6.

H. Fig. 7.

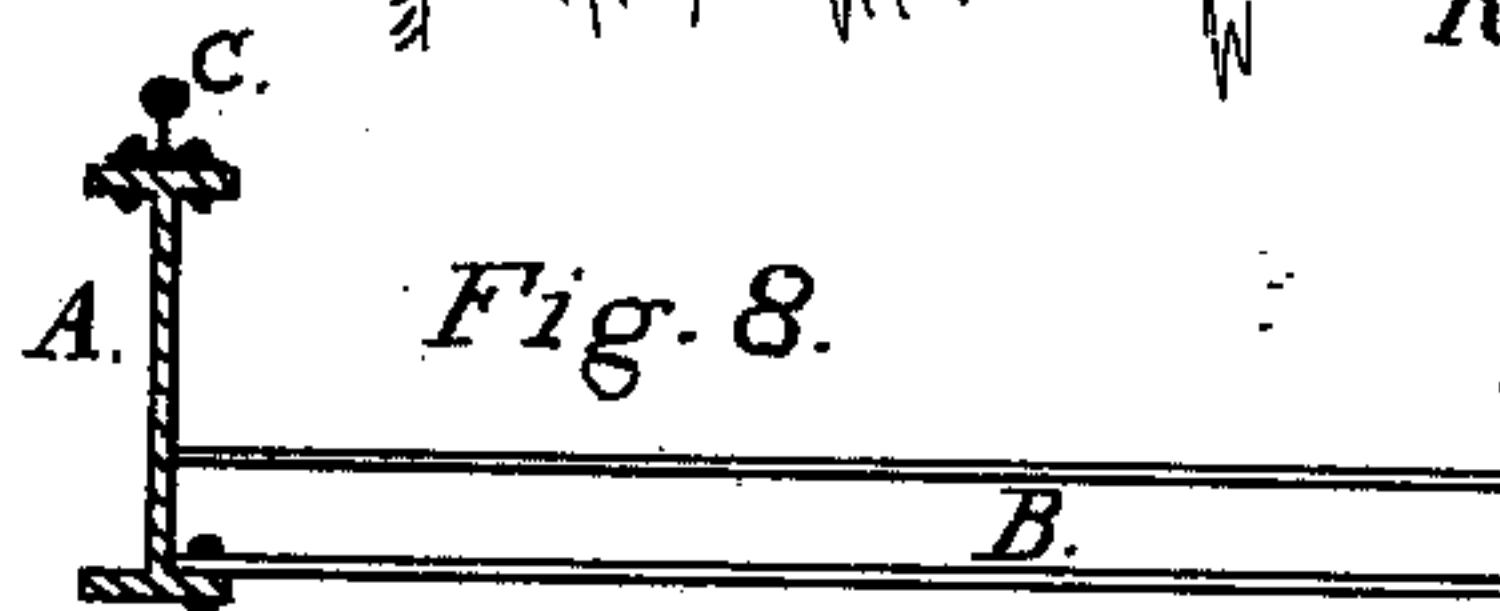


Fig. 8.

WITNESSES:

J. D. Cook
C. W. Parsons

INVENTORS:

Hosea T. Stock
Wesley Royce

UNITED STATES PATENT OFFICE.

HOSEA T. STOCK AND WESLEY ROYCE, OF TOLEDO, OHIO.

RAILWAY TURN-TABLE.

SPECIFICATION forming part of Letters Patent No. 235,312, dated December 7, 1880.

Application filed October 25, 1880. (No model.)

To all whom it may concern:

Be it known that we, HOSEA T. STOCK and WESLEY ROYCE, both of Toledo, in the county of Lucas and State of Ohio, have invented
5 certain new and useful Improvements in Railway Turn-Tables; and we do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

Our invention relates to improvements in
15 railroad turn-tables, and has for its object to provide an improved construction whereby the deep circular pit found necessary in former-constructed turn-tables is dispensed with and the turn-table adapted to be placed on a
20 level with the ordinary railroad-tie, which carries the rails; and the invention consists in the details of construction and general arrangement of parts, all as will be hereinafter fully described, and pointed out in the
25 claims.

In the drawings, Figure 1 is a longitudinal section through the center of our improved turn-table. Fig. 2 is a plan view of the same. Fig. 3 is a transverse section taken on the
30 line *xx* of Fig. 2. Fig. 4 is a transverse section taken on the line *yy* of Fig. 2; and Figs. 5 to 8, inclusive, are detail views thereof.

Similar letters of reference occurring on the several figures indicate like parts.

35 Referring to the drawings, A represents the I-shaped iron beams which form the side frames of the turn-table, and which are connected together at a suitable distance apart by the smaller transversely-arranged I-beams
40 B, upon the tops of which are secured the rails C on a parallel line with the larger I-beams A, as fully shown in Fig. 3.

At the center of the turn-table thus constructed is provided a transversely-arranged
45 axle F, which carries the central or pivot wheels, E, the ends of said axle having their bearings in the adjustable boxes or hangers J, arranged between the two flanges of the beams A, while across the bottom part of the
50 two central cross-beams, B, is arranged a heavy plate, N, provided with a central opening, in

which is adapted to fit the central pin, M, which is secured at its base to the foundation-stone R, as fully shown in Fig. 4.

The beams A, forming the side frames of
55 the turn-table, are provided with an opening, K, at their ends, which is adapted to receive the pilot-wheels G, carried upon the axles H, which are bolted to the beams A, as fully shown in Fig. 6.

L represents the main circular track, upon
60 which are adapted to move the pilot-wheels G; and T represents the central circular track, which carries the central or pivot wheels, E, as shown in Fig. 2

The general construction of our invention being as described, it will be observed that the arrangement of the beams A and smaller transverse beams B serves not only to prevent the larger chords or beams A from shifting
70 longitudinally past each other, but it also keeps them on a true line and strengthens the whole construction. It will also be observed that the central or pivot wheels, E, receive not only the weight of the turn-table itself,
75 but also that of the locomotive, the pilot-wheels G only receiving a small amount of the load, which, when removed, allows the pilot-wheels G to clear the circular track L and throw the weight of the turn-table upon
80 the central or pivot wheels, E.

By means of our present improvements we are enabled to furnish a turn-table which will obviate the necessity of digging a pit, which has to be walled up and drained at great ex-
85 pense where turn-tables with high trusses are employed, and we are also enabled to furnish a turn-table which will outlast many times those now commonly used. In cases where necessity requires such a change the rails C
90 C can be placed upon the tops of the beams A, as shown in Fig. 8.

In the operation of our invention the foundation-stones R and S are sunk below the line of the ties O, so that when the turn-table is
95 placed in position the rails C of the same will come on a true line with the rails of the main tracks, as fully shown in Figs. 1 and 2.

Having thus described our invention, what we claim as new and useful is—

100 1. In a railroad turn-table, the I-shaped beams A, provided with the openings K for

the wheels G, and with central axle, F, carrying wheels E, in combination with circular tracks L and T, substantially as and for the purpose specified.

- 5 2. In a turn-table, the beams A, provided with the openings K, for the reception of the pilot-wheels G, provided with the axles H, substantially as shown and described.

In testimony that we claim the foregoing as our own invention we affix our signatures in presence of two witnesses.

HOSEA T. STOCK.

WESLEY ROYCE.

Witnesses:

W. H. HARRIS,

ALMAN HALL.