

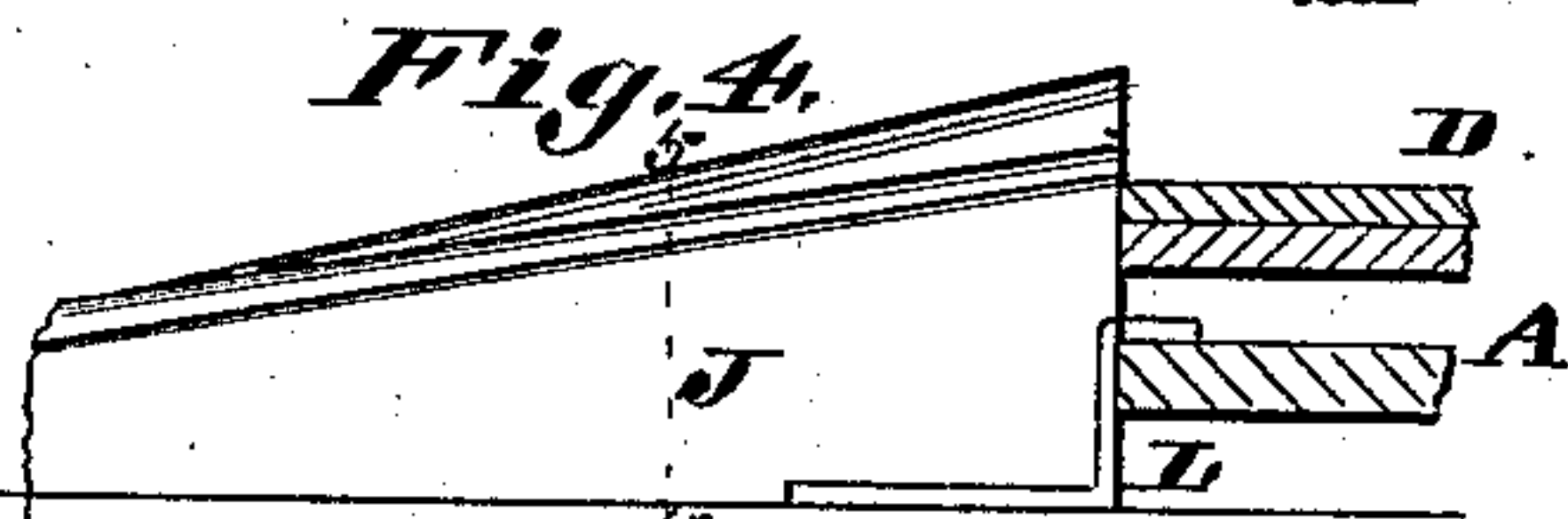
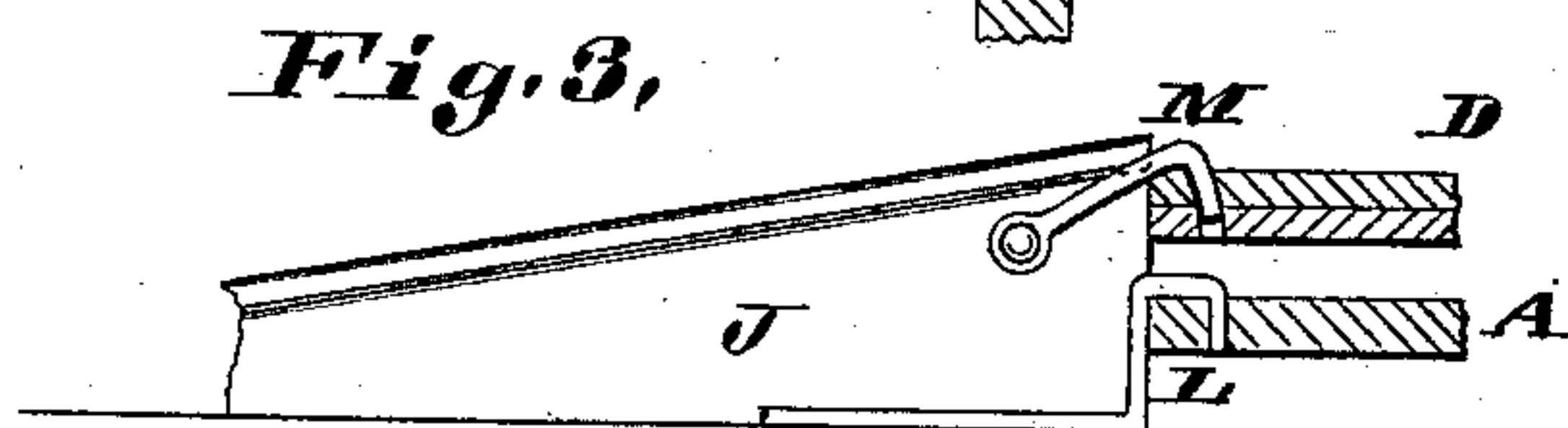
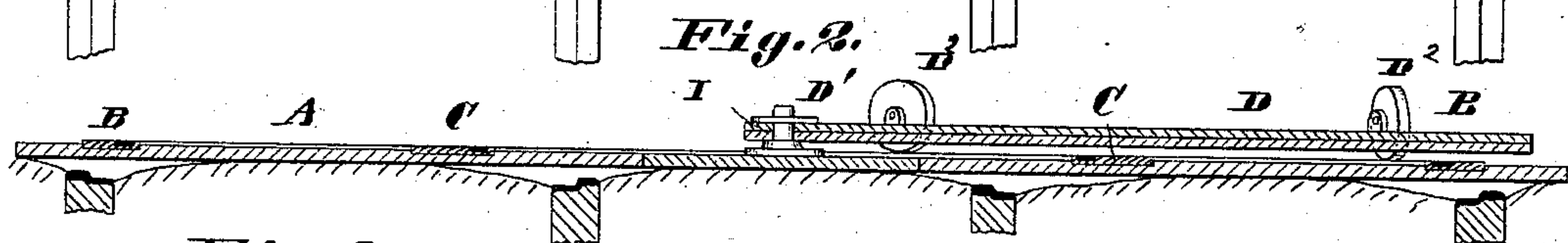
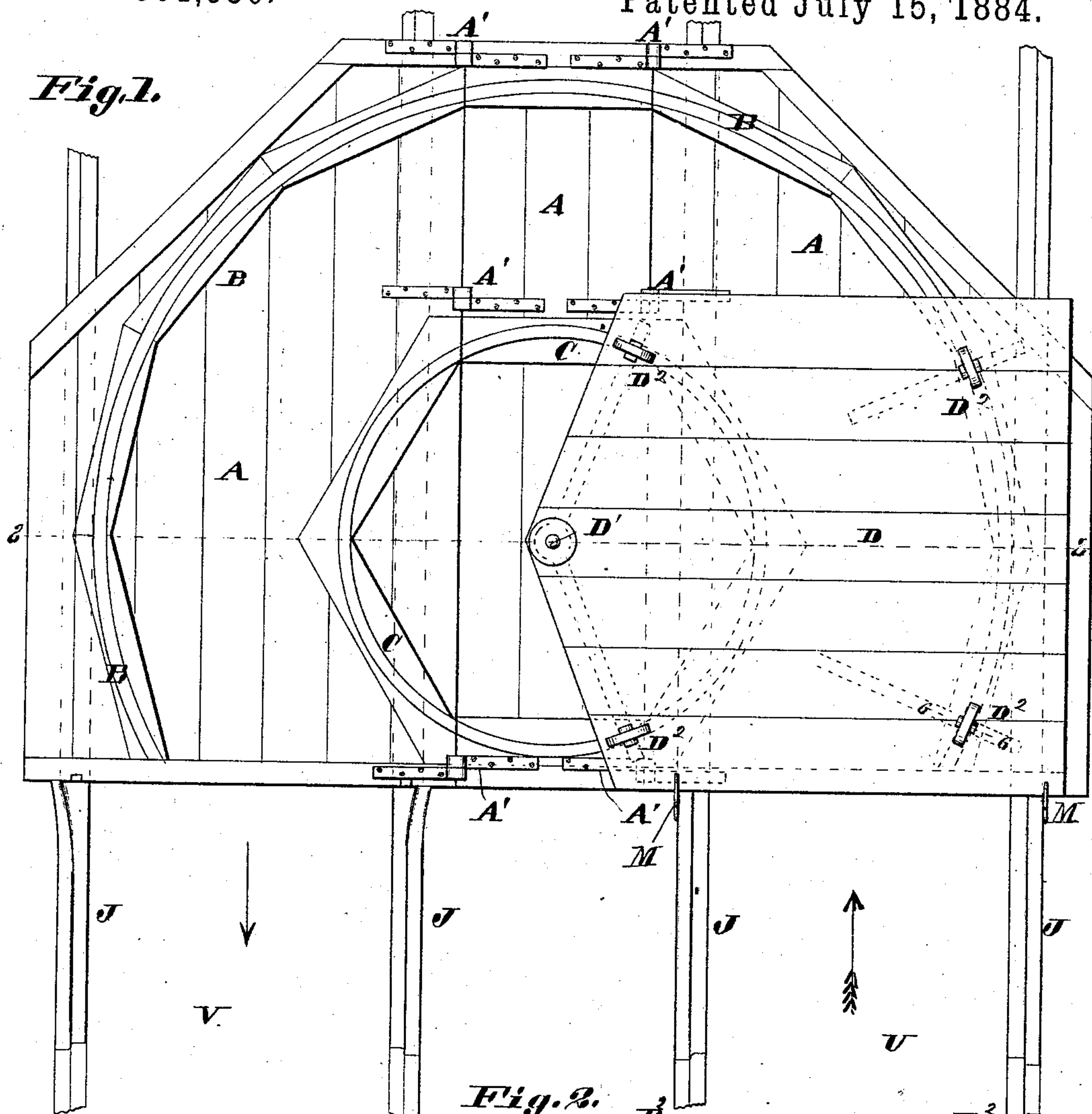
(No Model.)

G. W. BAUMHOFF.

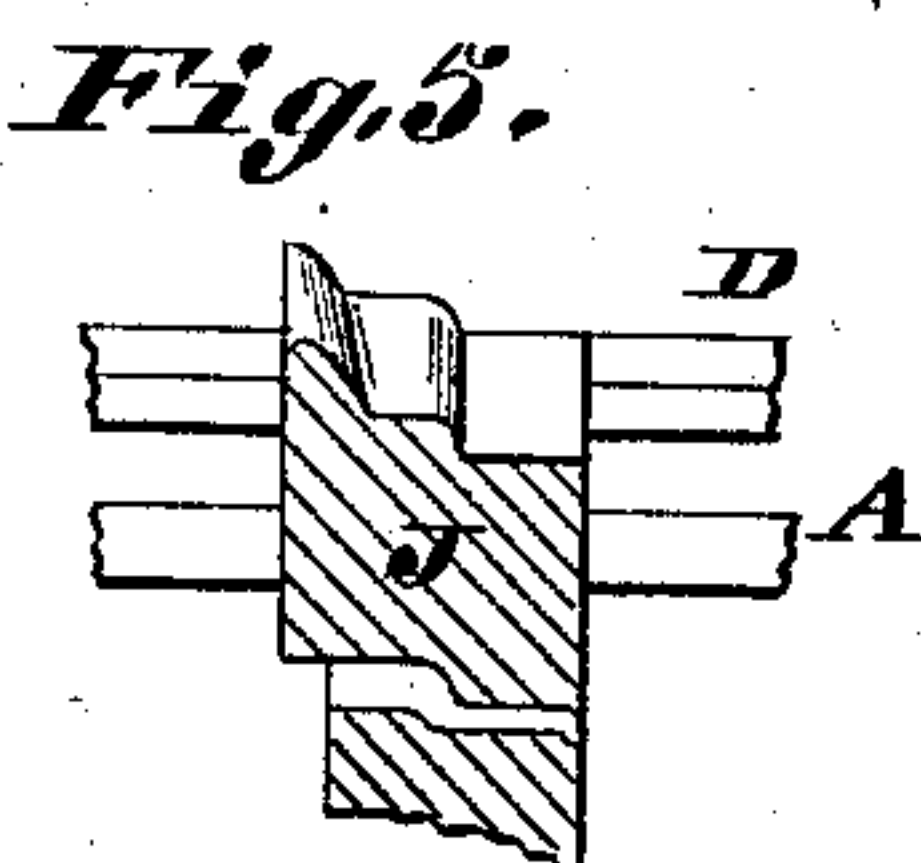
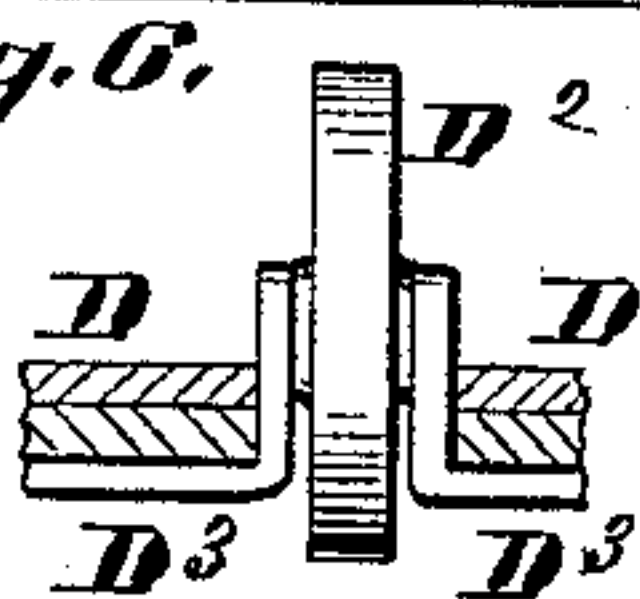
TURN TABLE FOR TRANSFERRING STREET CARS FROM ONE
TRACK TO ANOTHER.

No. 301,950.

Patented July 15, 1884.



Attest;
Charles Pickles
Geo. Wheelock



Inventor;
Geo. W. Baumhoff
By Knight Bros
Attys

UNITED STATES PATENT OFFICE.

GEORGE W. BAUMHOFF, OF ST. LOUIS, MISSOURI, ASSIGNOR OF TWO-THIRDS
TO JOHN H. MAXON AND JOSEPH C. LLEWELLYN, BOTH OF SAME PLACE.

TURN-TABLE FOR TRANSFERRING STREET-CARS FROM ONE TRACK TO ANOTHER.

SPECIFICATION forming part of Letters Patent No. 301,950, dated July 15, 1884.

Application filed September 5, 1883. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. BAUMHOFF, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful
5 Improvement in Turn-Tables for Transferring Street-Cars from One Track to Another, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, and in which—

10 Figure 1 is a top view. Fig. 2 is a vertical section taken on line 2 2, Fig. 1. Figs. 3 and 4 are side elevations of the skids or mounting-blocks; and Fig. 5 is a section of same, taken on line 5 5, Fig. 4. Fig. 6 is a vertical section taken on line 6 6, Fig. 1, illustrating a manner of securing the friction-rollers to the table.

The object of my invention is to furnish a car-track with a portable platform, which provides
20 a convenient means for transferring street-cars from one track to another in times of blockades, &c.; and my invention consists in features of novelty hereinafter fully described, and pointed out in the claims.

25 Referring to the drawings, A represents a suitable base or platform, to which is secured a track, B, preferably semicircular, as shown in Fig. 1, and a track, C, which is preferably circular, as shown in same figure. The base I prefer to make in three parts, and to pivot the parts
30 together by hinges A', as shown. Instead of being made in three parts, it may be made in two, or may be made in more than three, or again may be made in the form of a skeleton, thus dispensing with considerable material and weight.
35 The form or shape of the base may thus be widely varied, and it may be made of any suitable material. The tracks should also be in corresponding sections, to allow the base to be folded during transportation, and to allow one side to
40 be turned up, thus uncovering one of the main tracks and permitting cars to pass thereon without removing the apparatus.

45 D represents a turn-table pivoted to the base at D', and supported by friction-rollers D², bearing on the tracks B C. The rollers may be secured to the table by any suitable means. I have shown them secured by straps D³, Fig. 6, which have upturned ends, between which the rollers
50 are journaled, the straps being secured to the

table. I have shown the table pivoted to the base by means of a post, I. (See Fig. 2.)

Instead of the tracks being secured to the base and the rollers to the table, they could be changed about vice versa, if desired. 55

J represents skids or mounting-blocks, which would be placed on the car-tracks, as shown, to assist in getting the cars onto and off from the table. Their upper edges are so formed that the wheels of the car will not be liable to slip off
60 them.

To prevent movement of the table as the cars are mounted and dismounted the skids may be made fast to the base by hooks L, (see Figs. 3 and 4,) and the table on the mounting
65 side made fast to the skids by pivoted hooks M. Then, as the car is pulled off of the table, the latter abuts against the dismounting-skids, the hooks M of course not being needed. In case the two car-tracks are wider apart than usual,
70 a suitable arm may be employed to form a connection between the table and the point of pivot or the post I, thus increasing the radius of its circle.

Another advantage of making the base in sections is that part of it can be turned up or removed, allowing cars to pass on one of the
75 tracks without removing the whole apparatus.

I will now describe fully the function of the apparatus. Let U and V represent two parallel
80 street-car tracks, upon one of which the cars travel in one direction, and upon the other of which they return. Now, supposing the car to be traveling in the direction shown by the feathered arrow, Fig. 1, and the tracks ahead
85 become blockaded, or are undergoing such repair that the cars cannot pass, and it is desired to return them, which necessitates their being transferred to the other track. To accomplish this my portable apparatus is brought from the
90 car-stables or other place of storage and laid across the car-tracks, as shown, and the skids put in place, as described. The first car is then pulled onto the table and the table turned
95 a half-circle, (it first being unhooked from the skids if the hooks are employed,) when it is stopped, (either by coming against the other set of skids, as mentioned above, or by other suitable means,) and the car is pulled off onto
100 the other track, returning in the direction from

which it came, as shown by the non-feathered arrow. The table is then turned back to receive another car, and thus the operation goes on until the obstruction is removed from the track, when my apparatus is taken away and stored in a suitable place to await further use.

I claim as my invention—

1. A car-transferring platform made in sections, one of the sections adapted to be raised to permit a car to pass without removing the platform.

2. A car-transferring platform consisting of parts hinged together in line with the car-tracks, one part folding up upon the other part to permit a car to pass on one track without removing the platform.

3. The combination, with the portable base provided with tracks, of the turn-table pivoted to the base, and having friction-rollers traveling on the tracks.

4. In an apparatus for turning cars, the combination of the base, turn-table, and skids, the table being pivoted to the base and the skids adapted to fit on the tracks, all substantially as shown and described, for the purpose set forth.

5. In an apparatus for turning cars, the combination of the base, turn-table, and skids, the table being pivoted to the base, and the skids having hooks to engage with the base, and two of them having hooks to engage with the table, all substantially as shown and described, for the purpose set forth.

GEORGE W. BAUMHOFF.

In presence of—

GEO. H. KNIGHT,
EDW. E. ISRAEL.