

(No Model.)

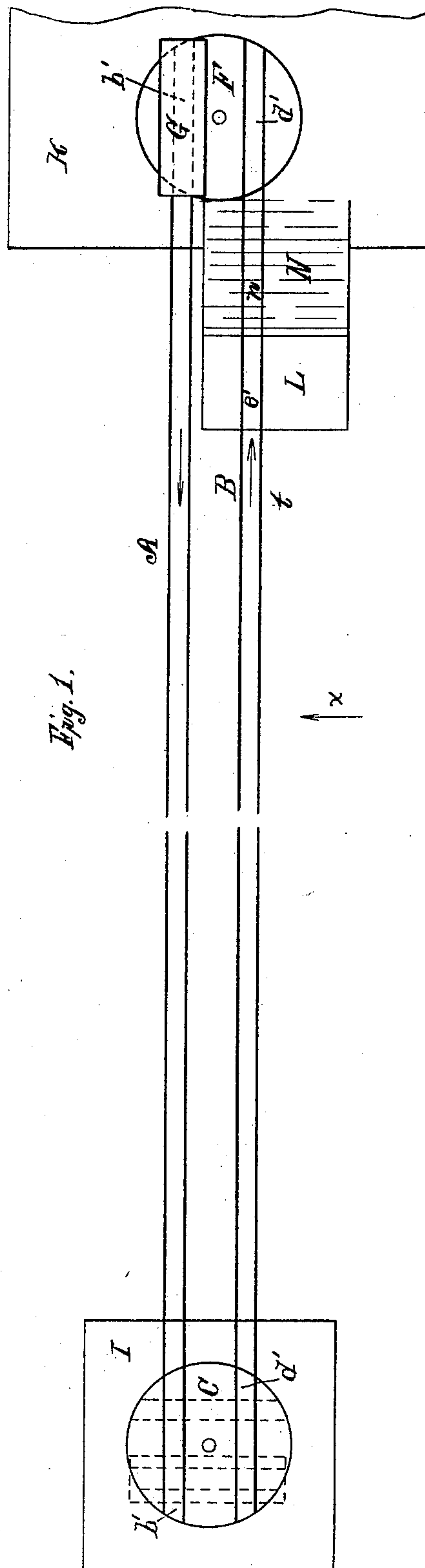
2 Sheets—Sheet 1.

J. A. PRIAULX.

TURN TABLE FOR COASTERS.

No. 360,479.

Patented Apr. 5, 1887.



Inventor:
John A. Pivaux,
By E. D. Whitmore, Atty.

Attest:
C. B. Nash,
W. H. Whitmore

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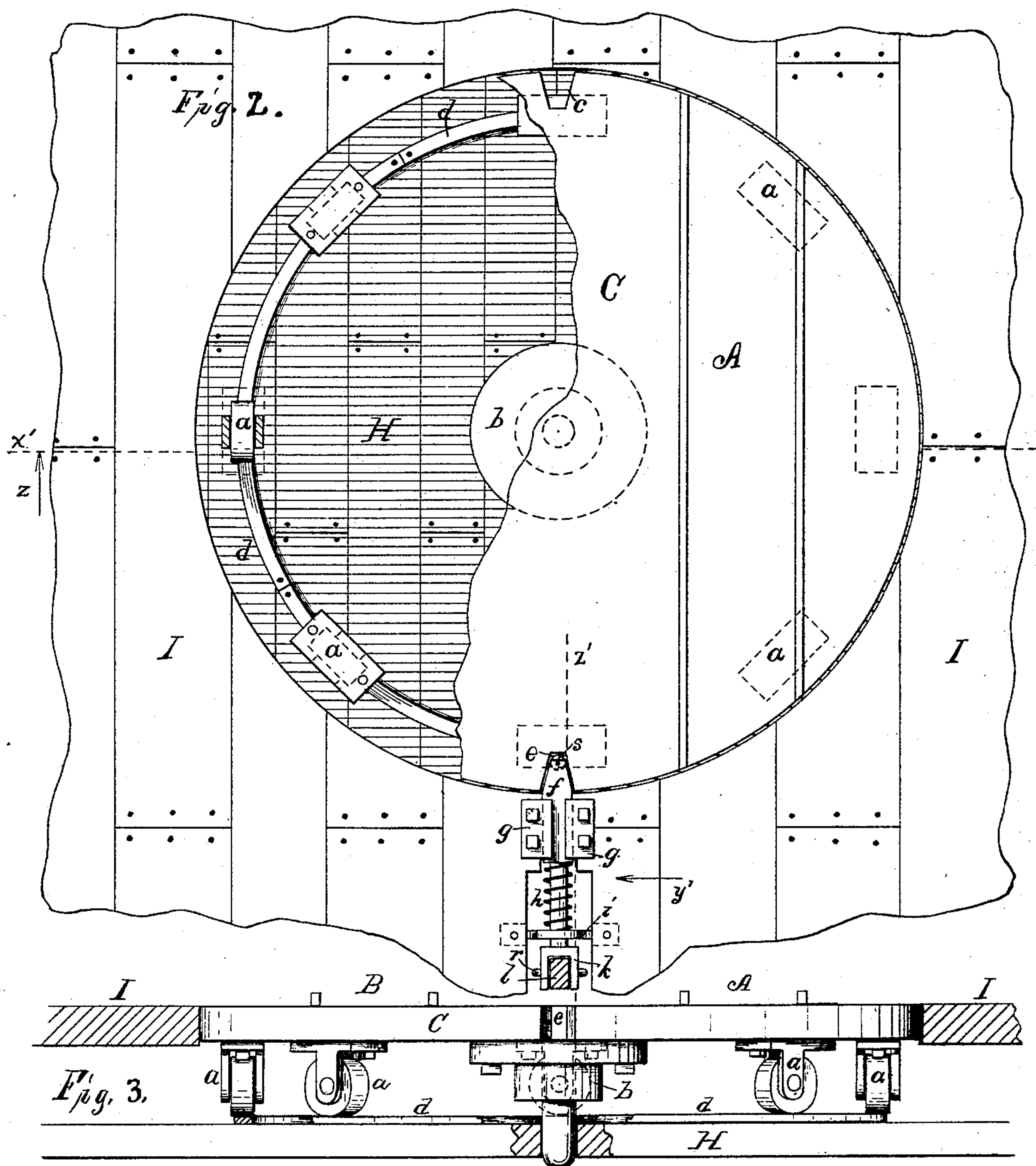
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UNITED STATES PATENT OFFICE.

JOHN A. PRIAULX, OF ROCHESTER, NEW YORK.

TURN-TABLE FOR COASTERS.

SPECIFICATION forming part of Letters Patent No. 360,479, dated April 5, 1887.

Application filed May 1, 1886. Serial No. 200,831. (No model.)

To all whom it may concern:

Be it known that I, JOHN A. PRIAULX, of Rochester, in the county of Monroe and State of New York, have invented a new and useful Improvement in Coasters, which improvement is fully set forth in the following specification, and shown in the accompanying drawings.

This invention relates to coasters; and it consists of a turn-table provided with tapered notches at opposite points of its periphery, in combination with a spring-pressed stop-bolt tapered to fit said notches and a roller carried by the end of said bolt, substantially as and for the purpose hereinafter set forth.

Referring to the drawings, Figure 1 represents a plan of my improved coaster, showing the relative arrangement of the track and turn-tables. Fig. 2, drawn on a larger scale, serves to show more fully the details of construction of the turn-table, parts being broken away and horizontally sectioned; Fig. 3, a view of the same, seen as indicated by arrow *z* in Fig. 2, parts being vertically sectioned, as on the dotted line *x'*, drawn to further show the form of the parts beneath the turn-table; and Fig. 4, a side elevation of the locking device for the turn-table, viewed as indicated by arrow *y'*, the turn-table being sectioned as on the dotted line *z'* in Fig. 2.

Referring to the parts, A designates the outgoing, and B the incoming track of the pair.

F is the turn-table at the place of starting the car, and C a similar turn-table at the opposite end of the track.

H is a supporting-platform, held from the ground by a trestle or pier, serving to support the turn-table C and upper platform, I.

d is a circular track secured to the platform H, upon which the casters *a* of the turn-table roll.

b is a pivot, upon or around which the turn-table turns.

L is a landing-platform of the incoming track, at which the car stops for the passengers to alight after its momentum has been expended in ascending the grade *t*.

K is a platform on a level with the turn-table F, from which passengers enter the car, and N an inclined platform or runway joining the lower platform, L, to the upper platform, K. The turn-table C is lower than the turn-table F, necessitated by the loss of momentum

of the car from friction, and the level track at *e'* is lower than the turn-table C on the same account, and after the passengers have left the car at the level track the car is pushed by hand up the incline *n* to the starting-point. The car may be of any convenient form or kind, resting upon flanged wheels having longitudinal or transverse seats.

The turn-tables C and F have their pivotal centers exactly midway between the parallel tracks A and B, so that the part *b'* of the track A on either turn-table shall register or correspond with the track B when either turn-table is turned through half a revolution, and part *d'* of the track B shall likewise correspond with the track A when either turn-table is thus turned. From this construction a car run upon either turn-table from either track can be quickly transferred to the other track by turning the table one-half around.

The pivot *b* and casters *a* of the turn-tables C and F are of common form, the former having a bearing in the platform H, to hold the turn-table in place. The tracks being parallel, as above stated, the motions of the turn-tables are in each case a half-revolution. On this account it is necessary to accurately stop the turn-table after each movement, so that the tracks shall correspond. To do this I form V-shaped notches *c* and *e* in the periphery of the table diametrically opposite, and provide a sliding stop-bolt, *f*, fitted in simple bearings *g* and *i*, rigid with the platform I, to enter either of said notches when presented. This stop-bolt is provided with a spring, *h*, which, pressing thereagainst and against the bearing *i*, serves to urge the bolt at all times in a direction toward the turn-table. The forward end of this bolt is tapered to correspond to the taper of the notches in the turn-table, so the latter will be securely held in position when the bolt is driven into the notch by the spring. At its outer end the stop-bolt is bifurcated, and a lever, *l*, is held to occupy the space between the branches *k*, the lever being secured to the stop-bolt by a simple pin, *r*. The lever has a bearing, *p*, upon the platform H, and extends substantially vertically through an opening in the platform I, reaching some distance thereabove, to be grasped by the attendant.

When the car runs upon the track *b'*, for instance, the bolt *f* is drawn back by means

of the lever, so that the turn-table may be turned, as above stated, said bolt dropping into the other notch when it comes around. A roller, *s*, is placed in the point of the stop-bolt to roll along the periphery of the turn-table as the latter moves around, to reduce the friction between said stop-bolt and turn-table, the lever being supposed to be released by the hand as soon as the notch from which the stop-bolt is drawn passes away therefrom.

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

A turn-table provided with tapered notches *c c* at opposite points of its periphery, in combination with the spring-pressed stop-bolt *f*, tapered to fit said notches, and the roller *s*, carried by the end of said bolt, substantially as and for the purpose set forth. 15

JOHN A. PRIAULX.

Witnesses:

E. B. WHITMORE,
C. B. NASH.