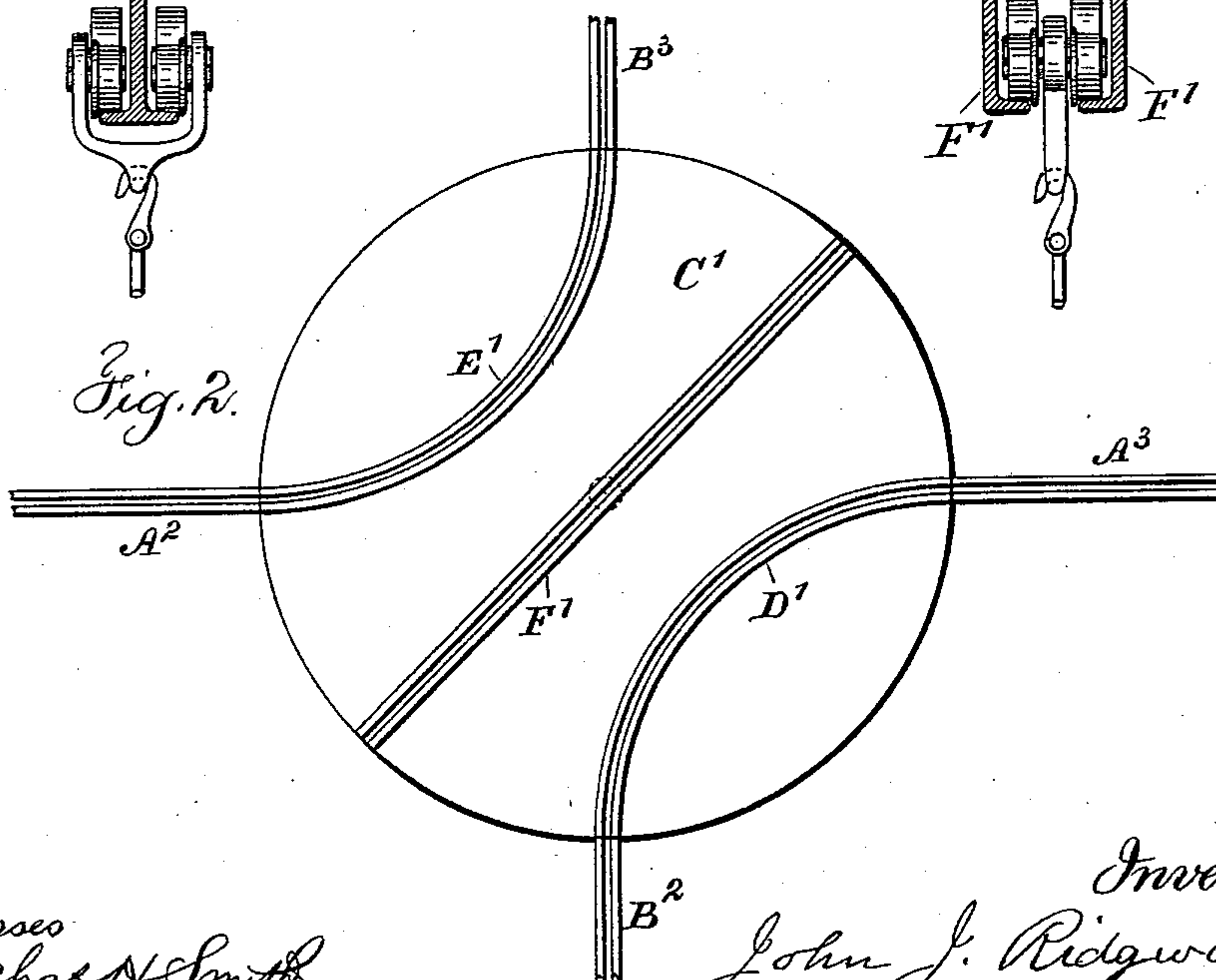
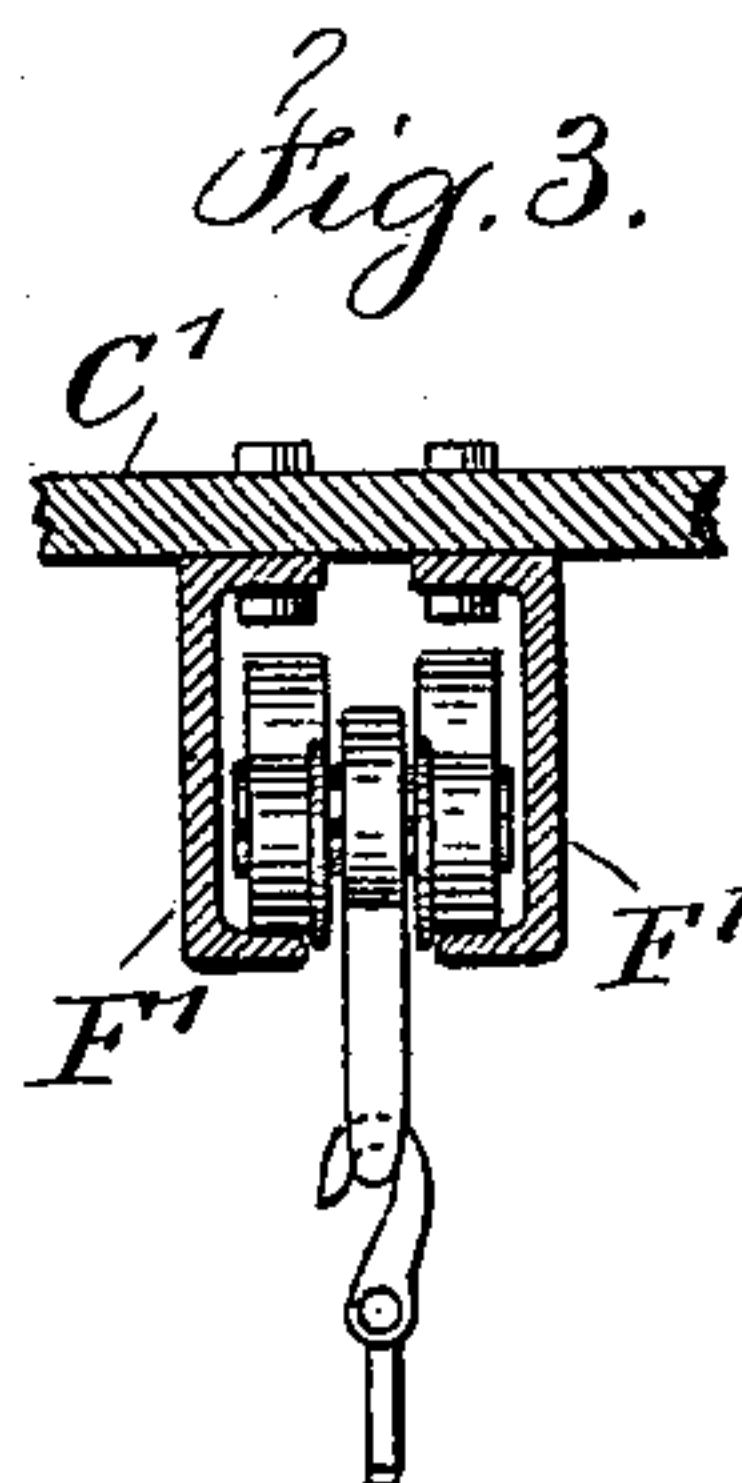
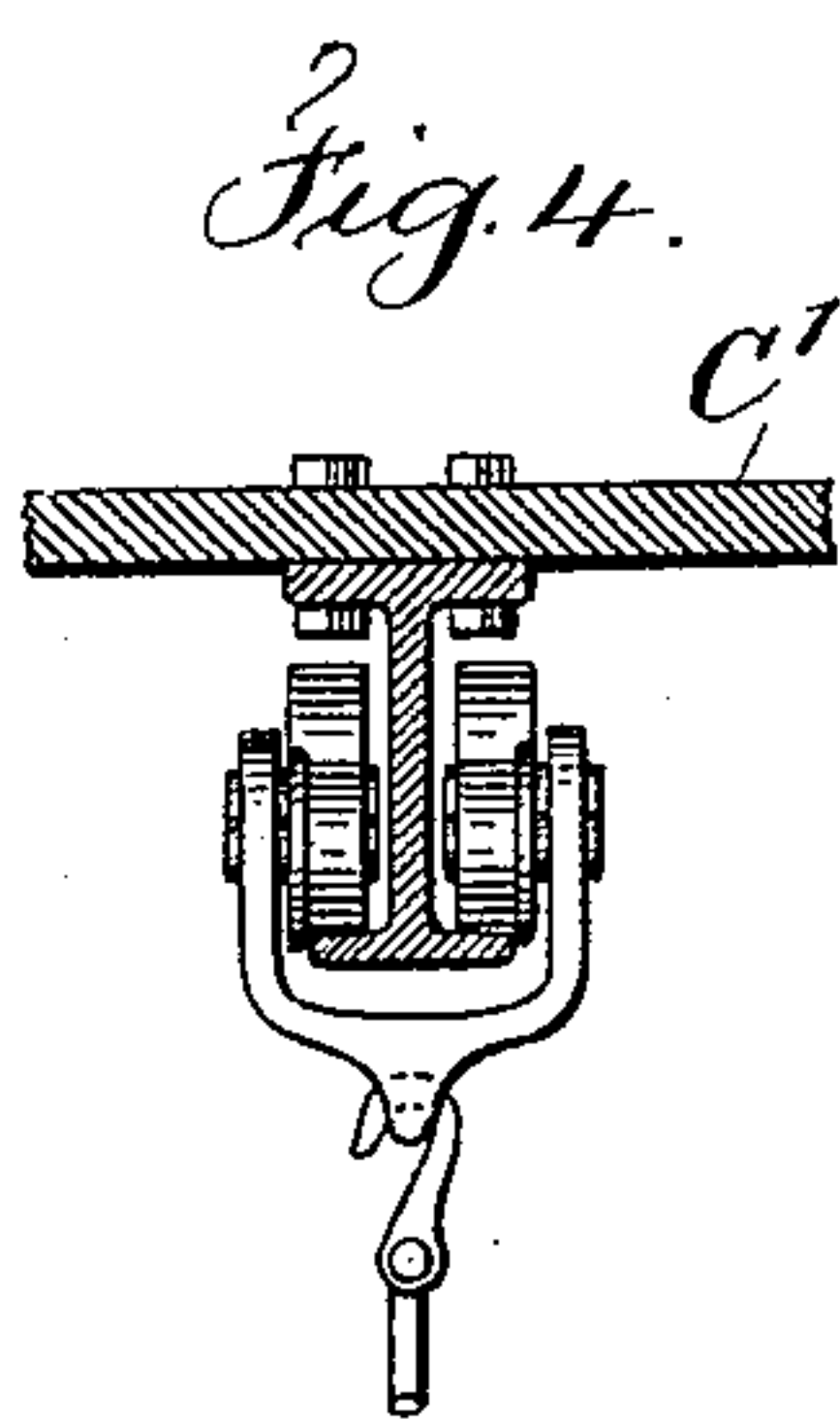
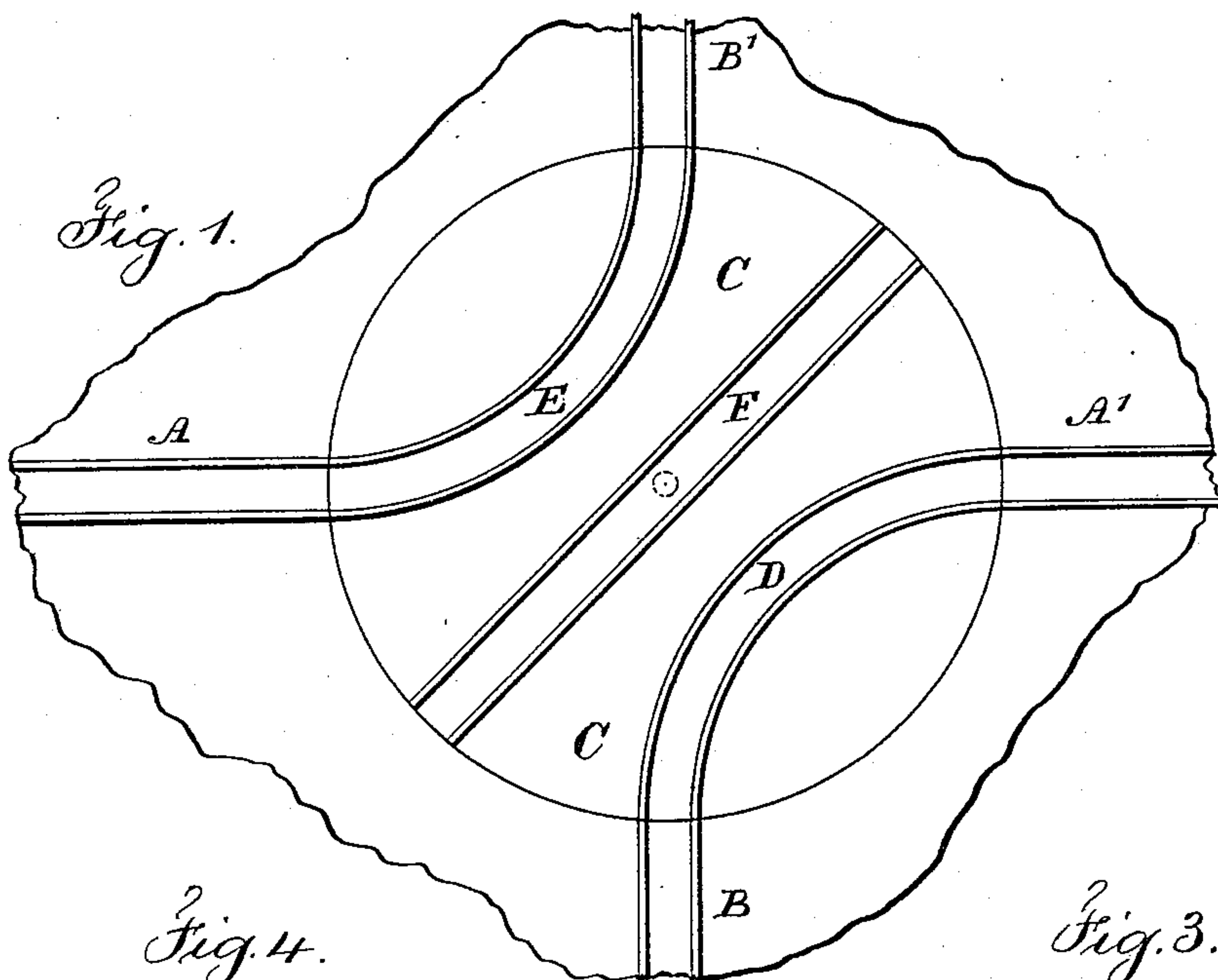


(No Model.)

J. J. RIDGWAY.
TURN TABLE.

No. 582,436.

Patented May 11, 1897.



Witnesses
Chas. H. Smith
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UNITED STATES PATENT OFFICE.

JOHN J. RIDGWAY, OF NEW BRIGHTON, NEW YORK.

TURN-TABLE.

SPECIFICATION forming part of Letters Patent No. 582,436, dated May 11, 1897.

Application filed March 1, 1897. Serial No. 625,519. (No model.)

To all whom it may concern:

Be it known that I, JOHN JULIA RIDGWAY, a citizen of the United States, residing at New Brighton, county of Richmond, and State of New York, have invented an Improvement in Turn-Tables, of which the following is a specification.

In overhead-trolley railway systems it frequently happens that tracks cross each other at right angles, and it is important to be able to bring a trolley or car along on one track and turn it off either to the right or to the left or to allow it to cross right over, and this condition holds good when the track is on the ground and of narrow gage, as in industrial railways.

In railways a turn-table with a straight track has been placed at the intersection of the tracks and the car or trolley run upon the same, and the turn-table swung around so that the track coincides with either of the tracks that pass off from the same before the car is run upon such track. This operation renders it necessary for the attendant to stop the car, turn the table, and again start the car or trolley, which is often very inconvenient and involves considerable manual labor and loss of time.

The object of the present invention is to provide a turn-table with quadrant tracks by which the car can be turned either to the right or to the left, and with a straight track by which it can be allowed to pass on unobstructed across the turn-table. This turn-table becomes a universal right-of-way turn-table.

In the drawings, Figure 1 is a plan view illustrating a turn-table with tracks upon it for wheels of an ordinary car, and Fig. 2 is an inverted plan illustrating the turn-table and tracks for an overhead or trolley railway, and Figs. 3 and 4 show sections of trolley-tracks.

Let A A', Fig. 1, represent two rails forming a track at opposite sides of the turn-table C, and B B' similar tracks at right angles to the tracks A and A', and the turn-table C is to be of greater or less diameter, according to the character of the cars to pass over the same and according to the width of the tracks; and this turn-table may in itself be constructed, supported, and pivoted in any desired manner; and such turn-tables being well

known do not require further description; and it may be remarked that where the cars are comparatively large and the tracks adapted to the same this turn-table may be constructed similar to the turn-table made use of for locomotives, except that the turn-table will usually be a platform for receiving upon the surface thereof the tracks next described.

The quadrant tracks D and E are adapted to coincide at their ends with either of the tracks that pass off at right angles from the turn-tables, and it is to be observed that the center lines of the tracks A A' B B' must intersect at the pivot of the turn-table and be perpendicular the one to the other in order that the turn-table may be so placed that the quadrant track E may extend from the track A to the track B', or from the track A to the track B, or from the track B to the track A', or from the track A' to the track B', and the quadrant D is to correspond accurately with the quadrant track E, and the straight track F intervenes between the quadrant tracks D and E, and hence the turn-table may be swung around for the track F to extend straight from the track B to the track B' or from the track A to the track A'.

By this improvement in an industrial railway the cars can be run in any desired direction—that is to say, they can come along on the track A and be turned off by the quadrant E to the track B' and thence proceed to their destination and return by the track A' and quadrant D, coming back upon the track B, or the cars can come along upon the track A and pass by the straight track F to the track A', or they can come upon the track B and pass by the straight track F to the track B'. Hence the turn-table gives a facility for directing the car not heretofore provided.

When the track is suspended, it is only necessary to employ flanged rails or bars, as shown in Fig. 2, by the inverted plan. Where an I-beam is made use of with rollers at each side of the flanges of the I-beam, (see Fig. 4,) the suspending devices or hangers will be immediately over the beam and the operation of the parts will be the same as before described. If the suspended track is made of two bars with a slot between them and the rollers of the trolley run on the flanges of the track, (see Fig. 3,) the rails will be fitted in

the manner before described, and the quadrant can be made to coincide with either of the approaching tracks; but where a single track is suspended by hangers that pass off
5 at one side the quadrant tracks can receive the trolley from either of two approaching tracks, or the straight track can be placed to extend from either of the approaching straight tracks across the turn-table, and, in some in-
10 stances, the trolley can be run along the straight track across below the turn-table, run back upon a quadrant track, and then run across the straight track in either direc-
15 tion, the hangers in that instance not interfering with the movement of the trolley, as it is suspended by the rollers on the track.

In Fig. 2 the tracks $A^2 A^3 B^2 B^3$ are ninety degrees apart around the turn-table C' and pass off radially, and the quadrant tracks E'
20 D' and straight track F' are on the turn-table.

I claim as my invention—

1. The combination with the tracks, of a turn-table centered in line with the tracks, a crossing track on the turn-table and a seg-
25 mental track upon the turn-table to coincide and join two of the approaching tracks, substantially as set forth.

2. The combination with the turn-table, of tracks approaching in line with the radius of the turn-table, a track crossing the turn-table and two quadrant tracks, one at each side
30 of the straight track and adapted to coincide with the approaching tracks, substantially as set forth.

Signed by me this 24th day of February, 35
1897.

JNO. J. RIDGWAY.

Witnesses:

GEO. T. PINCKNEY,
S. T. HAVILAND.