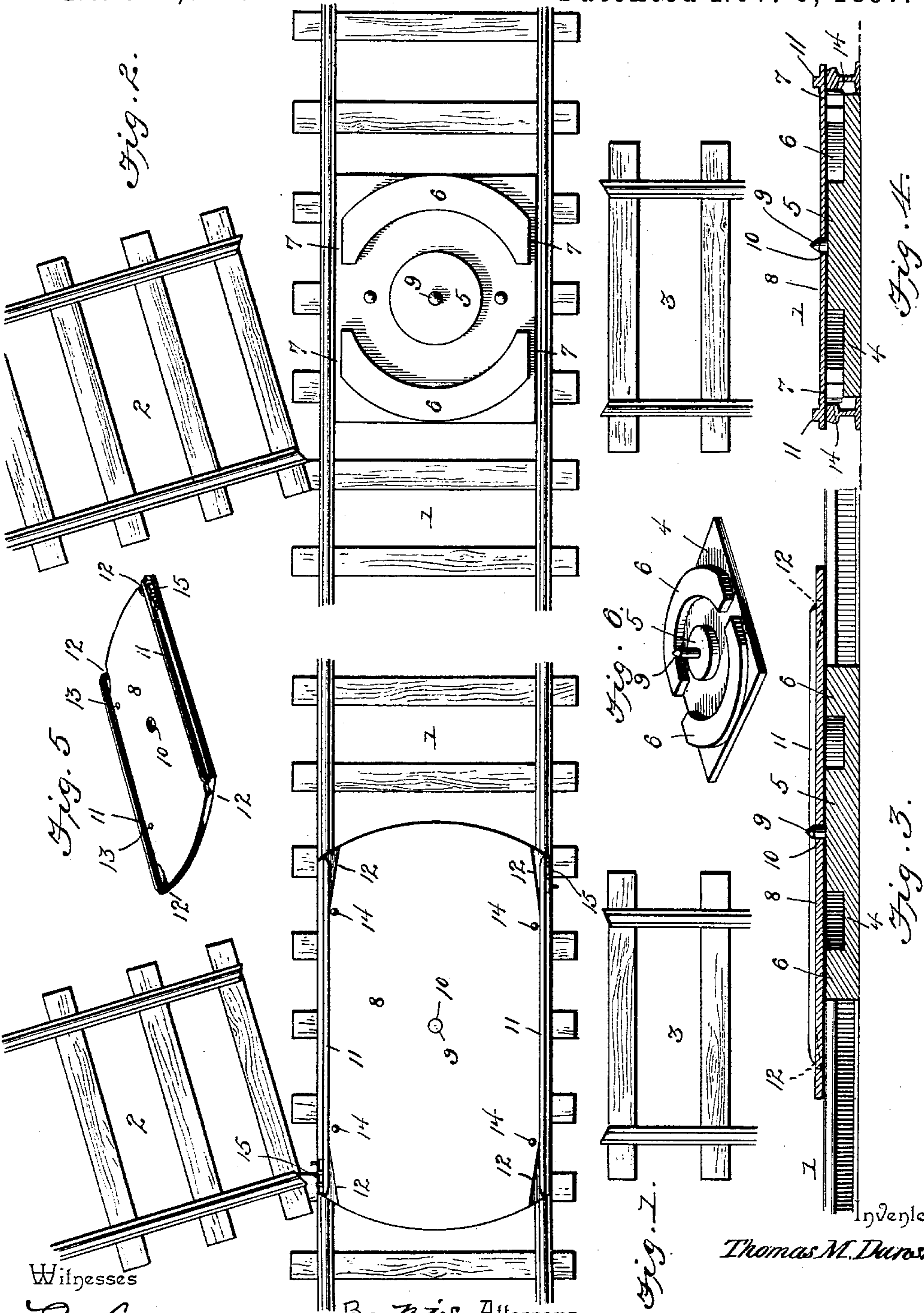


(No Model.)

T. M. DANSBY.  
PORTABLE TURN TABLE FOR TRAMWAYS.

No. 593,517.

Patented Nov. 9, 1897.



Witnesses

E. St. Morris  
Edwin Cause.

By his Attorneys,

C. A. Snow & Co.

Thomas M. Dansby,

Inventor



# UNITED STATES PATENT OFFICE.

THOMAS MERRIWETHER DANSBY, OF ASPEN, COLORADO.

## PORTABLE TURN-TABLE FOR TRAMWAYS.

SPECIFICATION forming part of Letters Patent No. 593,517, dated November 9, 1897.

Application filed March 17, 1897. Serial No. 627,958. (No model.)

*To all whom it may concern:*

Be it known that I, THOMAS MERRIWETHER DANSBY, a citizen of the United States, residing at Aspen, in the county of Pitkin and State of Colorado, have invented a new and useful Portable Turn-Table for Tramways, of which the following is a specification.

This invention relates to portable turn-tables to be used on tramways in mines or other places where the cars are propelled by manual power; and the invention consists in the details of construction and arrangement of parts hereinafter fully described, and particularly pointed out in the claims.

In the drawings, Figure 1 is a plan view of portions of a main track and two branch tracks with my turn-table in position. Fig. 2 is a similar view with the table removed to show the construction of the table-support. Fig. 3 is a longitudinal section through the turn-table and its support. Fig. 4 is a vertical transverse section through the table, its support, and the main-track rails. Figs. 5 and 6 are perspective views of the turn-table and the support, respectively, detached.

Similar reference-numerals indicate similar parts in the several figures.

1 indicates the rails of the track in the main tunnel of a mine, and 2 and 3 the rails of branch tracks leading from opposite sides of the main track into drifts or cuts.

4 represents the base-plate of the support on which the table turns, and this plate is adapted to fit snugly between the rails of the main track. The plate may be of wood or metal, as desired.

5 represents a disk arranged centrally of the base-plate 4, and 6 6 are segmental plates arranged on the base concentric with the disk. These plates do not extend the full width of the base 4, but terminate a short distance from its side edges to leave the spaces 7 for the passage of the flanges of wheels on the main-track rails. The disk 5 and segmental plate 6 are of iron and are secured to the base in any suitable manner. They constitute the supports on which the turn-table rests and slides. Centrally of the disk is an upwardly-extending pin 9, and the table 8 is provided with an opening 10 into which the pin 9 projects. The table 8 may, therefore, be turned around on the disk 5 and plate 6,

with the pin 9 for its pivot. The disk 5 and plates 6 are level with the tops of the rails 1 and the table will, therefore, also rest upon the rails 1.

The table 8 will preferably be of sheet-steel about one-quarter of an inch thick, and the rails 11 thereon will be about three-fourths of an inch high. These rails are not intended to support the rims of the wheels of the car, but merely to act as guides for the wheels, and the flanges of the wheels will be on the table. The rails 2 and 3 of the respective branch tracks will be about an inch and a quarter higher than the rails 1 of the main track in order that when the table is swung around to receive a car from the branch track the flanges of the wheels will be on a level with the top of the table and the car will therefore easily pass from the rails of the branch track onto the table. Preferably the table will be provided with beveled recesses 12 at its ends close to the inner faces of the rails 11 to facilitate the passage of wheels from the main-track rails onto the table, or vice versa. The ends of the tables are rounded in order that the ends of its rails may swing close to the ends of the rails on the branch tracks.

In order to lock the table in the desired position, a series of holes 13 may be formed therein close to the inner faces of the rails 11 to receive pins 14, which will engage the sides of the main-track rails and so prevent the table from turning in either direction.

15 indicates sliding bolts supported in guides on the outside of the rails 11 at diagonally opposite ends thereof. These sliding bolts are designed to engage one of the rails of the side-track to stop the table 8 in the proper place.

From the foregoing description it will be seen that I have produced a very simple and inexpensive turn-table for use in mines or other places where tram-cars are propelled by manual force, and that the table may be easily removed from its support to leave the main track entirely clear for the passage of cars and may be easily placed in position in order to effect the transfer of cars from branch tracks to the main tracks. The support can remain between the rails of the main track without in any manner interfering with the



traffic over the main track and can be easily moved from place to place, as occasion may require.

It will be understood that changes in the form, proportion, and minor details of construction may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

Having thus described my invention, what I claim is—

1. In a portable turn-table for tramways, a support removably fitted between the rails of the main track, said support consisting of a base-plate and a disk and segmental plates secured thereto with their upper surfaces level with the tops of the rails, and a pin projecting upwardly from the center of the disk, combined with a table pivoted on said pin and slidably supported on the disk and segmental plates, and guide-rails on the table adapted to register with the rails of the main and branch tracks, substantially as described.

2. The combination with the rails of a main track and the rails of a branch track the latter being in a higher plane than the former, of a portable turn-table consisting of a base-plate removably fitted between the rails of the main track, a disk and segmental plates, concentric with the disk, secured to the base-plate with their upper surfaces level with the main-track rails, a pin projecting upwardly from the center of the disk, a table pivoted on said pin and slidably supported on the disk and segmental plates, guide-rails on the plate adapted to register with the rails of the main

or branch tracks, the construction being such that the table will be level with the flanges of wheels on the rails of the branch track, substantially as described.

3. The combination with the rails of a main track and the rails of a branch track, the latter being in a higher plane than the former, of a portable turn-table for tramways, consisting of a base-plate removably fitted between the rails of the main track, a disk and segmental plates, concentric with the disk, secured to the base-plate with their upper surfaces level with the tops of the main-track rails, spaces being left between the ends of the segmental plates and the rails, a pin projecting upwardly from the center of the disk, a table pivoted on the said pin and slidably supported on the disk and segmental plates, guide-rails on the table adapted to register with the rails of the main or branch tracks, said table being provided with beveled recesses at its ends close to the inner faces of the guide-rails, and means to lock the table in position, the construction being such that the table will be level with the flanges of wheels on the rails of the branch track, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

THOS. MERRIWETHER DANSBY.

Witnesses:

THOMAS COMBS,  
JAMES SULLIVAN.