No. 615,295.

Patented Dec. 6, 1898.

# W. R. MILES.

## TURN TABLE.

(Application filed Jan. 6, 1898.)

(No Model.)

2 Sheets—Sheet 1.

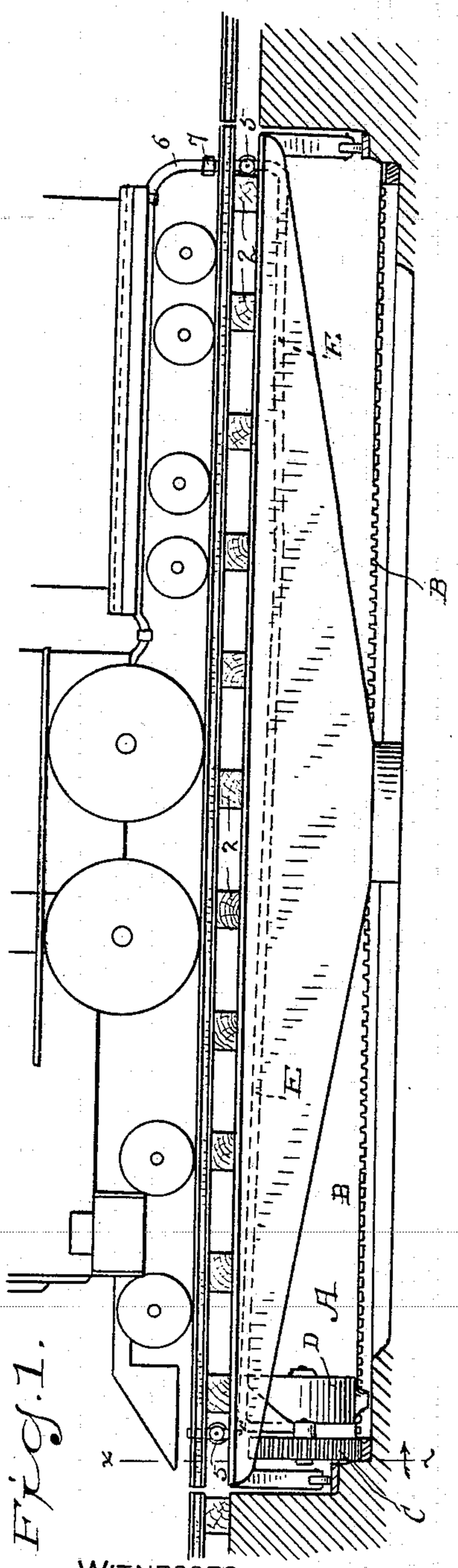



Fig. 1.

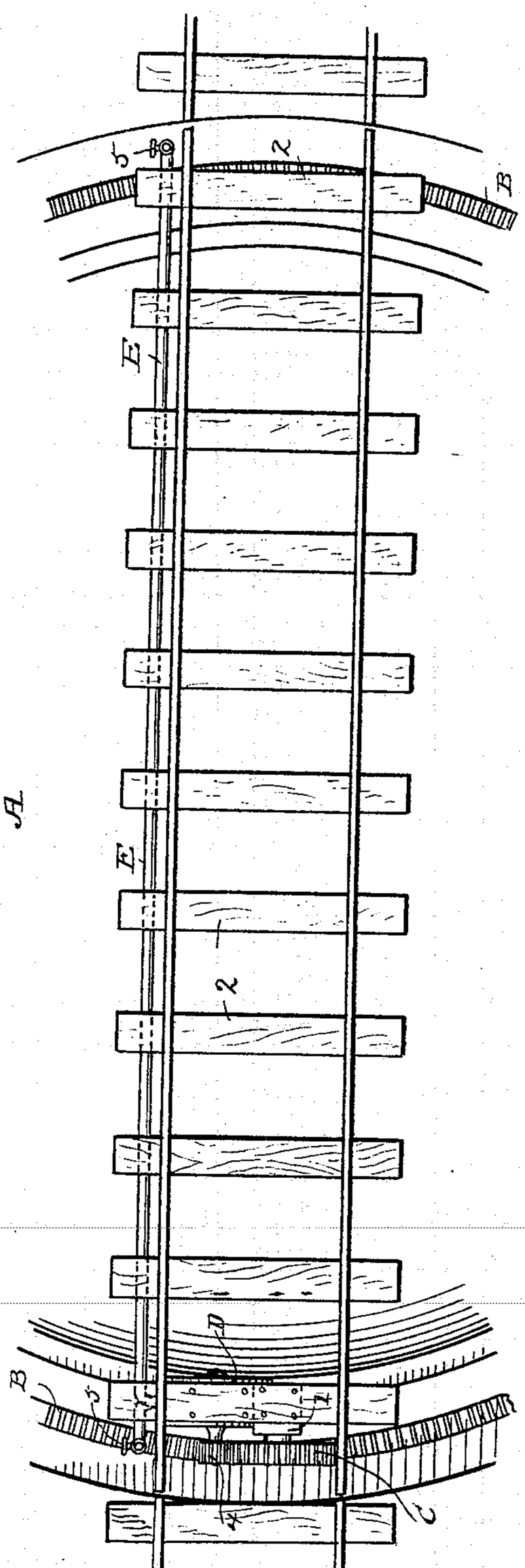



Fig. 2.

WITNESSES

H. A. Lamb

S. V. Hebey.

INVENTOR

William R. Miles

By

A. M. Wooster

Atty.

No. 615,295. Patented Dec. 6, 1898.

# W. R. MILES.

## TURN TABLE.

(Application filed Jan. 6, 1898.)

(No Model.) 2 Sheets—Sheet 2.

Fig. 3.

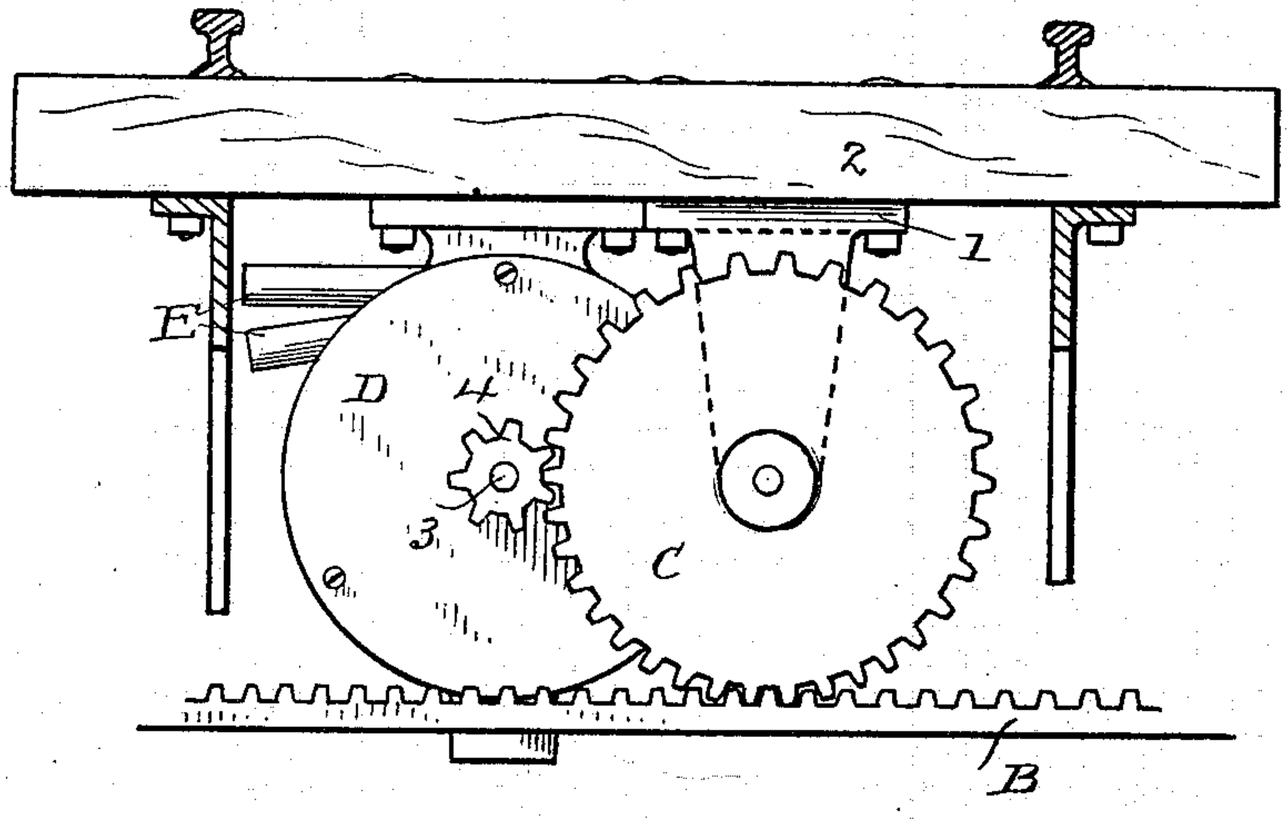



Fig. 4.

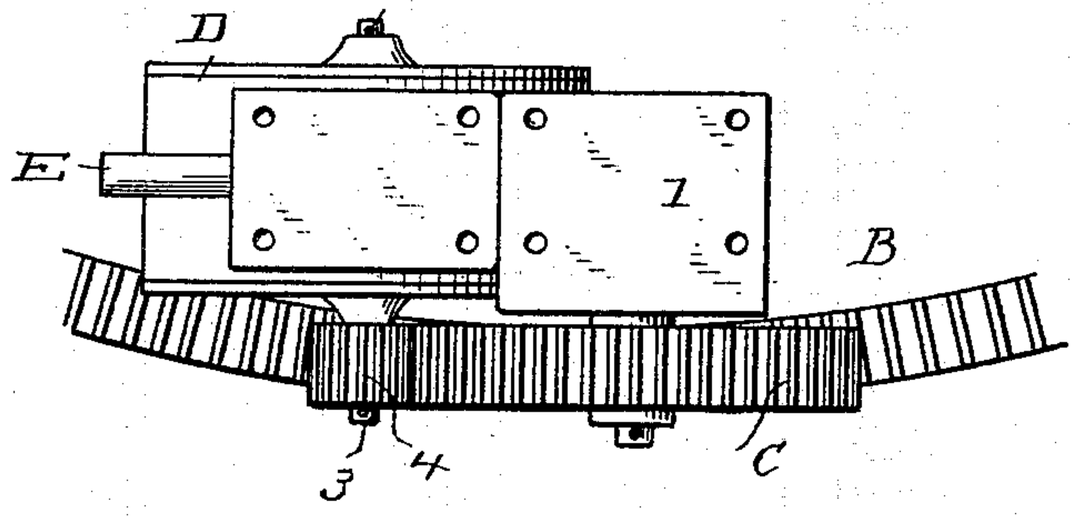
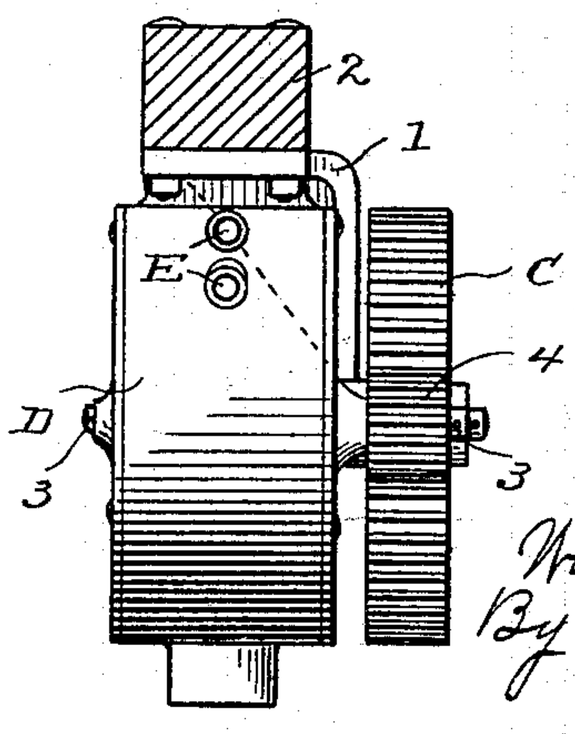



Fig. 5.




WITNESSES

H. A. Lamb.

S. V. Haley.

INVENTOR

William R. Miles

By A. M. Wooster

Atty.

# UNITED STATES PATENT OFFICE.

WILLIAM R. MILES, OF DANBURY, CONNECTICUT.

## TURN-TABLE.

SPECIFICATION forming part of Letters Patent No. 615,295, dated December 6, 1898.

Application filed January 6, 1898. Serial No. 665,737. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM R. MILES, a citizen of the United States, residing at Danbury, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Turn-Tables for Locomotives; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention has for its object an improvement in turn-tables for locomotives, which may be readily applied to turn-tables now in use and at comparatively little cost and which will enable the user to utilize the steam of the locomotive to rotate the turn-table, thus saving a great deal of time and much expense, as it renders the services of any one except the engineer and fireman of the locomotive unnecessary.

With this end in view I have devised the simple and novel rotating mechanism for locomotive turn-tables which I will now describe, referring by letters and numbers to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a partial sectional view showing in elevation a turn-table with my novel rotating mechanism applied thereto, a locomotive appearing in outline on the turn-table; Fig. 2, a plan view of a turn-table having my novel improvements applied; Fig. 3, a section on an enlarged scale on the line *x x* in Fig. 1; Fig. 4, a plan view corresponding with Fig. 3, the ties and rails being removed; and Fig. 5 is an end view, as seen from the left in Fig. 3, the tie to which the motor is attached being in section.

A denotes a locomotive turn-table as a whole, which may be of any ordinary or preferred construction.

As the construction of the turn-table is not of the essence of my invention I shall not describe it in detail.

B denotes a circular rack the teeth of which face upward and which are engaged by a gear-wheel C, mounted on a bracket 1, the base of said bracket being shown as bolted to one of the ties 2.

D denotes a steam-motor the base of which is shown as bolted to the same tie and the shaft 3 of which carries a pinion 4, which meshes with gear-wheel C. It will be seen that the motor D and the driving gear-wheel C are hung on the moving part of the turn-table directly over the circular rack B, so that the necessity of using connecting-gears and shafts to transmit power from the motor D to the driving gear-wheel C is obviated.

E denotes the induction-pipes of the motor, one of which extends to one end of the turn-table and the other to the other end of the turn-table, each pipe being provided near its outer end with a cock 5.

Only one of the induction-pipes E, which are carried by the moving part of the table, runs across the turn-table, thus giving a motor which is much more compact and connections much less complicated than some of the turn-table-actuating devices now in use.

When the locomotive is run onto a turn-table from either direction, connection is made with one of the induction-pipes E in the same manner that steam-heating pipes or air-brake pipes are connected.

6 denotes a flexible pipe, shown in the present instance at the rear end of the tender, which is provided with a coupling 7, and is adapted to be connected with either of the induction-pipes E.

The operation is so simple as hardly to require explanation. It is simply necessary after a locomotive has been run onto the turn-table that connection between the boiler of the locomotive and one of the induction-pipes E on the turn-table be effected in any suitable manner, as by means of the flexible pipes 6. The operator then opens the cock in the induction-pipe E, with which connection has been made, and allows steam to pass to the motor. The motor may be the simplest form of fan-motor, having a shaft 3, which carries the pinion 4. Pinion 4 engages gear-wheel C, which in turn engages the circular rack, and thus imparts rotation to the turn-table.

Having thus described my invention, I claim—

In a locomotive turn-table, the combination with a suitable pit, of a rotatable table centrally pivoted in said pit, a horizontally-placed circular rack near the outer edge of said pit, a vertically-disposed gear-wheel depending from said rotatable table and meshing with

said rack, a steam-motor adapted to be driven by steam from the locomotive carried by said rotatable table in proximity to the said gear-wheel, a pinion on the motor-shaft meshing with said gear-wheel to drive the latter and cause the rotation of the turn-table, and independent induction-pipes leading from each end of the turn-table to the said motor, so that a supply of steam for the motor may be readily obtained from the locomotive whatever its position upon the said rotatable table, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

WILLIAM R. MILES.

Witnesses:

ROBERT S. HISCOCK,

WILBUR F. TOMLINSON.