No. 682,944. Patented Sept. 17, 1901.

T. F. LANGLEY.

TURN TABLE.

(Application filed Apr. 23, 1901.)

(No Model.)

FIG. 1.

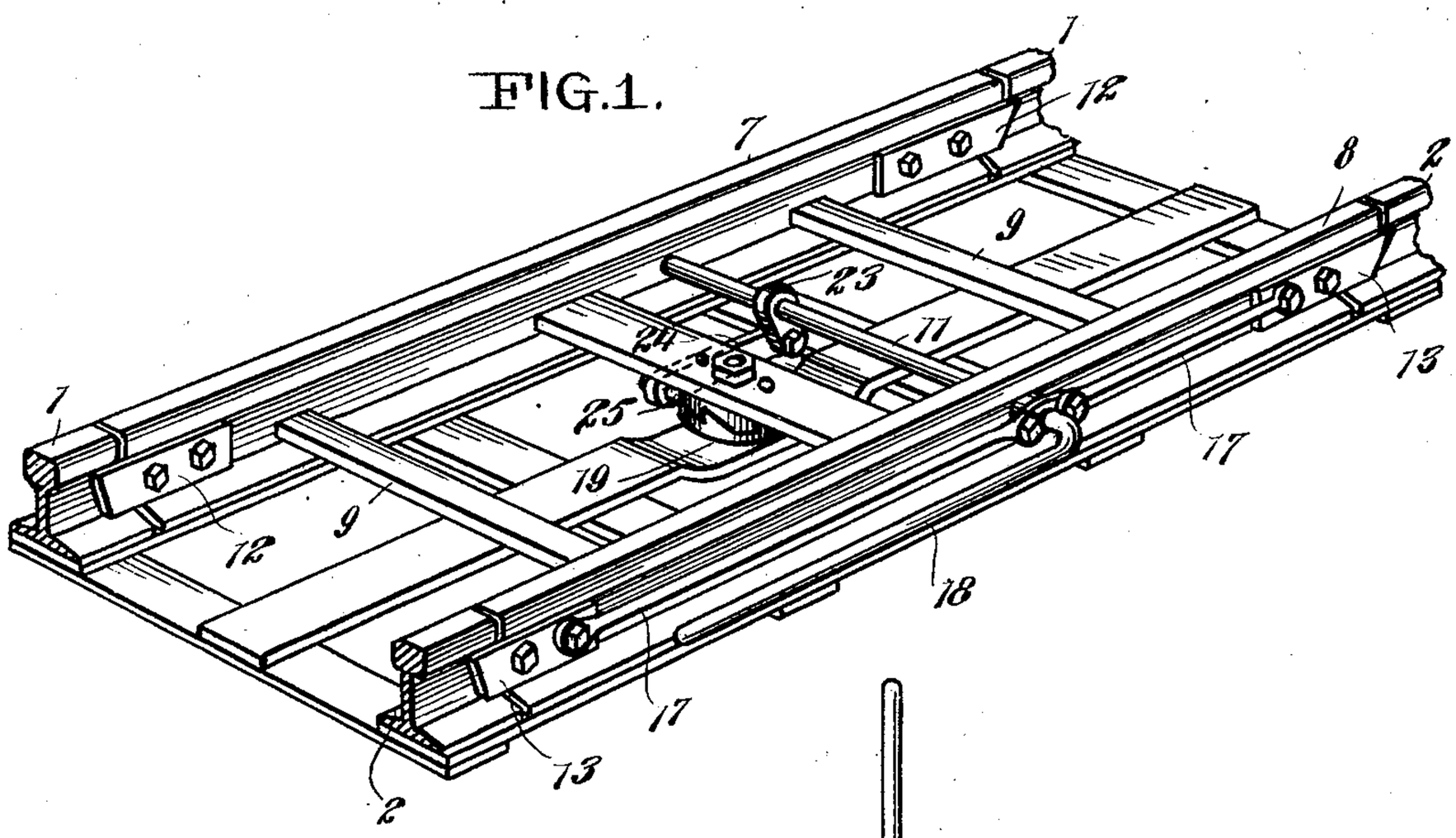

FIG. 2.

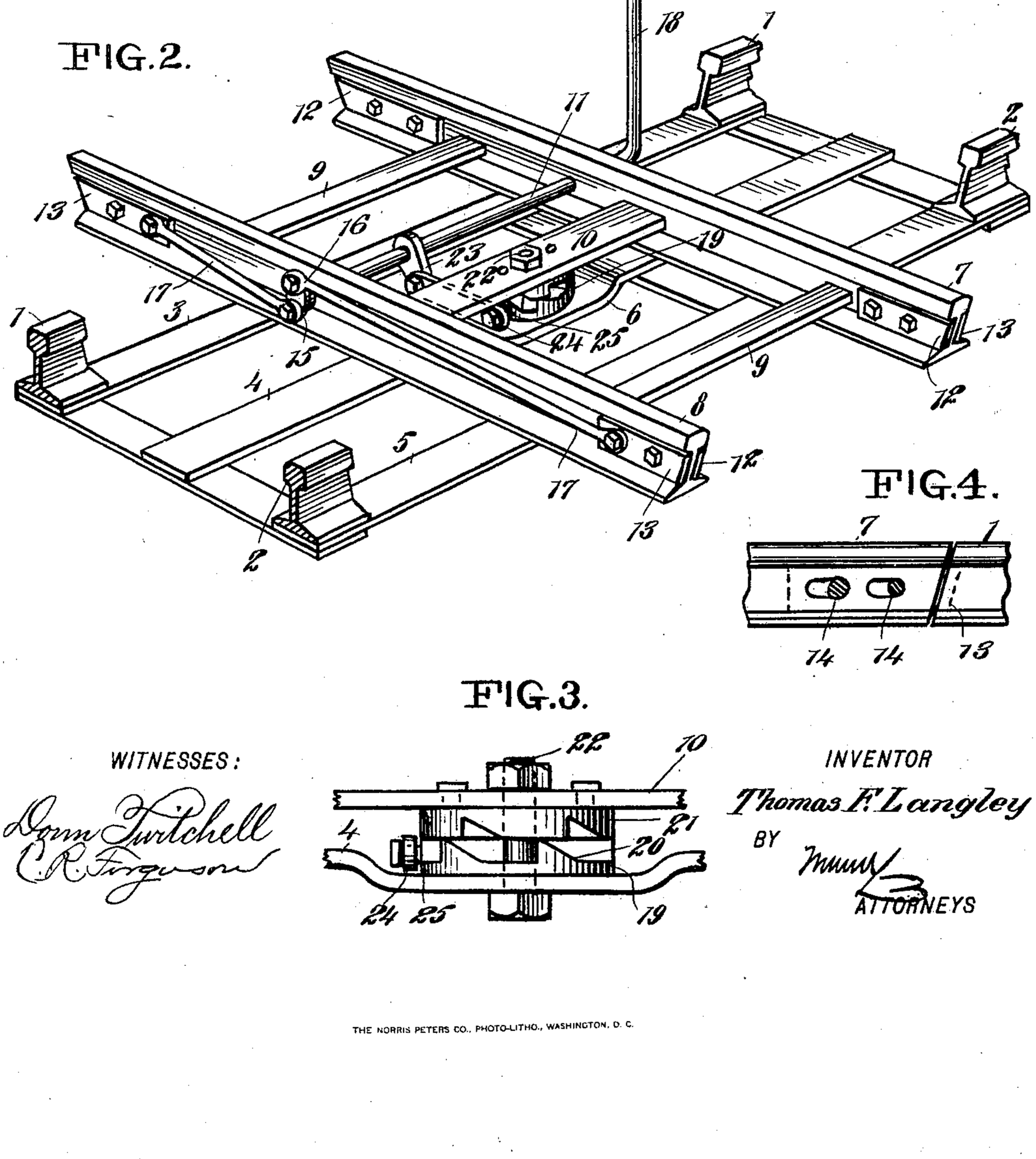

FIG. 4.

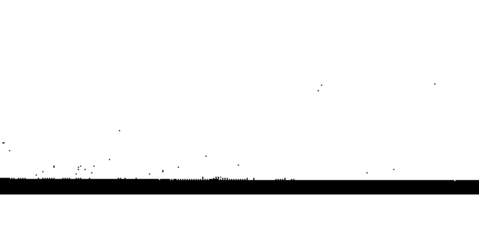

FIG. 3.

WITNESSES:

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THOMAS F. LANGLEY, OF CORVALLIS, OREGON.

TURN-TABLE.

SPECIFICATION forming part of Letters Patent No. 682,944, dated September 17, 1901.

Application filed April 23, 1901. Serial No. 57,101. (No model.)

To all whom it may concern:

Be it known that I, THOMAS F. LANGLEY, a citizen of the United States, and a resident of Corvallis, in the county of Benton and State of Oregon, have invented a new and Improved Turn-Table, of which the following is a full, clear, and exact description.

This invention relates to improvements in turn-tables particularly adapted for shifting a railway hand-car from the main track to a siding or to a track leading into a shed and for placing the hand-car onto the main track; and the object is to provide a turn-table of simple construction, comparatively cheap to make and place in position, and having a simple means for locking it in closed position.

I will describe a turn-table embodying my invention and then point out the novel features in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of a turn-table embodying my invention, showing it in closed position. Fig. 2 is a perspective view showing the turn-table in open position. Fig. 3 is a detail view of a lifting device employed; and Fig. 4 is a detail illustrating the locking mechanism.

Referring to the drawings, 1 2 designate portions of the main rails of a track, and extended between these sections longitudinally are metal plates 3, 4, and 5, the center plate 4 being depressed at its center, as indicated at 6. The turn-table consists of rails 7 and 8, connected together near their ends by cross-bars 9 and at the center by a cross-bar 10, the said cross-bar 10 being directly over the longitudinal plate 4 of the lower frame. A shaft 11 is mounted to rotate in the tracks 7 and 8 to operate locking devices for securing the turn-table in its closed position or in engagement with the main rails 1 and 2. The locking devices consist of fish-plates 12 and 13, arranged, respectively, at the outer and inner sides of the turn-table rails and connected together by bolts 14, which pass through slots in the rails. The locking-plates at the opposite ends of the rails are connected, respectively, to crank-arms 15 and 16 on the shaft 11 by means of draw-bars 17, these draw-bars being connected pivotally to the outer locking-plates, and as the connections with the crank-arms are above and below the shaft 11 it is obvious that by rocking said shaft by means of its handle 18 the plates will be moved inward or outward, as desired. Mounted to rotate on the plate 4 within a depression 6 is a turn-plate 19, having ratchet-shaped teeth 20 on its upper side designed to engage when the turn-table is closed with teeth of ratchet shape on a disk 21, attached to the cross-bar 10, connecting the rails 7 and 8. A bolt 22 passes through the bar 10, the parts 20 21, and the plate 4. This bolt is of sufficient length to permit the part 21 to rise up, carrying the turn-table, so that said part 21 will rest upon the upper surface of the teeth on the turn-table 19, thus raising the turn-table free of the lower frame. From an arm 23 on the shaft 11 a link 24 extends to a connection with a lug 25 on the turn-plate 19. When the turn-table is closed, the handle 18 of the lever 11 will lie flat lengthwise of the track, as indicated in Fig. 1, and at this time the locking fish-plates will be moved outward to engage with the main rails, as shown in said Fig. 1. When it is desired to turn the turn-table to open position, as indicated in Fig. 2, the lever is to be rotated, which will first draw the fish-plates out of engagement with the main rails, and then through the medium of the arm 23 and the link 24 the turn-plate 19 will be rotated so that its ratchet-shaped teeth by sliding upon the inclines of the teeth of the upper plate 21 will raise said upper plate and elevate the turn-table. When the parts are in this position, the turn-table, with the hand-car thereon, may be easily moved to open position.

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

1. In a turn-table, a bed-frame consisting of plates extended between adjacent ends of the main-track rails, turn-table rails, cross-bars connecting said turn-table rails, a shaft mounted to rotate in the latter rails, locking fish-plates mounted to slide on opposite sides of said turn-table rails at the ends, opposite

plates being connected, and connections between said plates and crank-arms on the shaft, substantially as specified.

2. In a turn-table, a fixed base-frame, turn-table rails, cross-bars connecting said turn-table rails, a turn-plate mounted on the fixed frame and having ratchet-teeth on its upper side, a plate having ratchet-teeth on its under side and connected to one of the cross-bars of the turn-table rails and engaging with the turn-plate, a shaft having bearings in the turn-table rails, an arm on said shaft, a connection between said arm and the turn-plate, and a bolt passing through said turn-plate, the lower frame, the upper plate, and the center cross-bar of the turn-table rails, substantially as specified.

3. In a turn-table, a fixed base-frame, turn-table rails, cross-bars connecting said turn-table rails, a turn-plate mounted on the fixed frame and having ratchet-teeth on its upper side, a plate having ratchet-teeth on its under side and connected to one of the cross-bars of the turn-table rails and engaging with the turn-plate, a shaft having bearings in the turn-table rails, an arm on said shaft, a connection between said arm and the turn-plate, a bolt passing through said turn-plate, the lower frame, the upper plate and the center cross-bar of the turn-table rails, and locking devices operated from said shaft for locking the turn-table rails to the main rails, substantially as specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

THOMAS F. LANGLEY.

Witnesses:

JOSEPH H. WILSON,

E. F. BRYANT.