No. 817,434. PATENTED APR. 10, 1906.

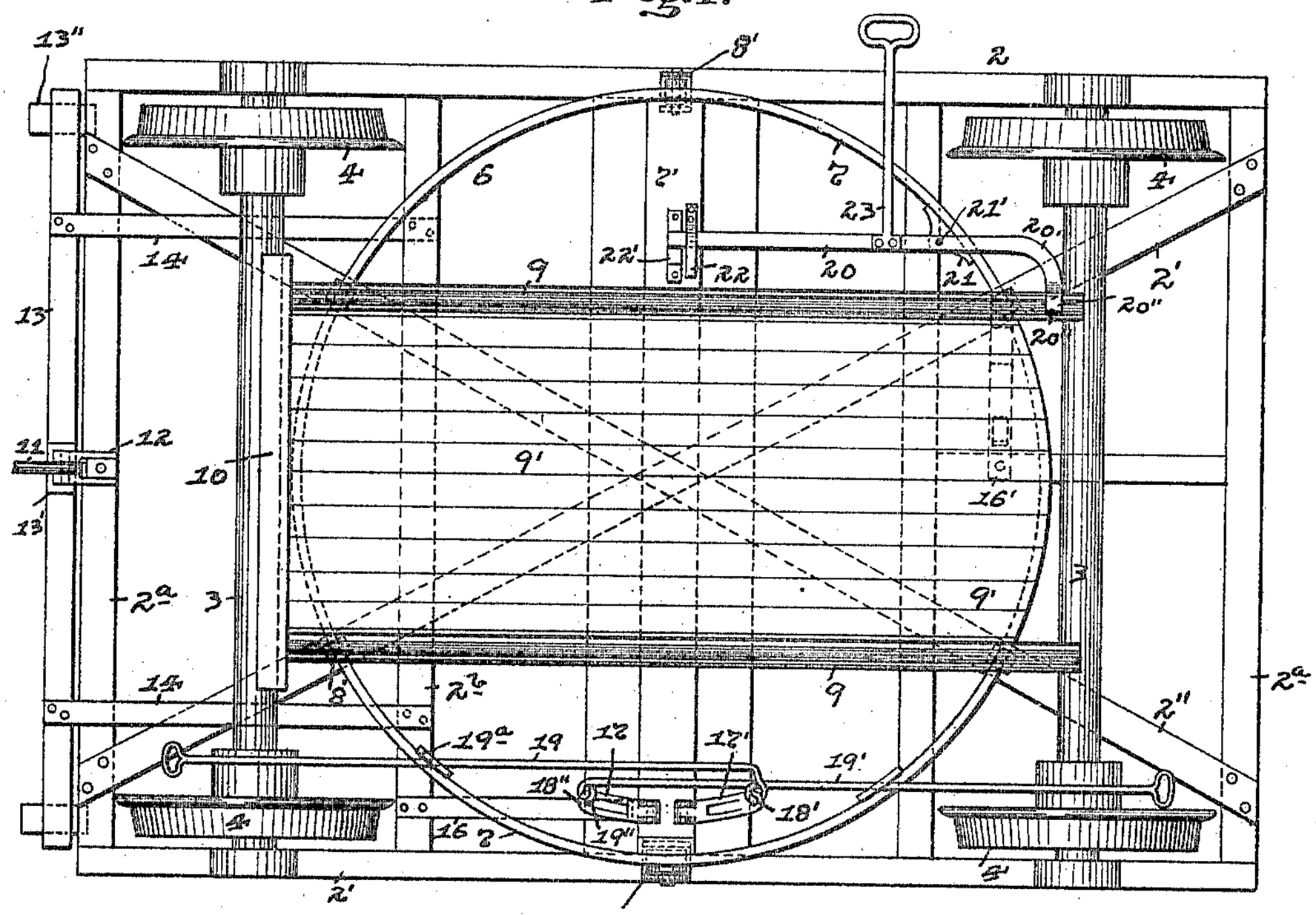
C. P. MAYER.

TURN TABLE.

APPLICATION FILED AUG. 5, 1905.

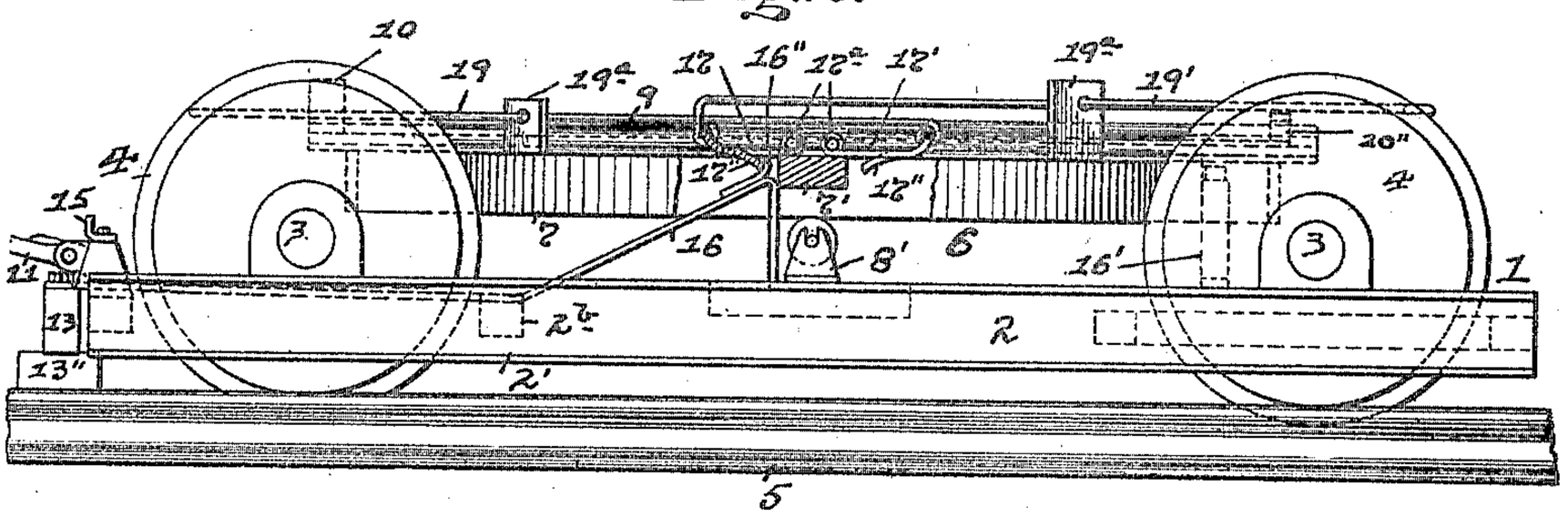
2 SHEETS—SHEET 1.

Fig. 1.



8

Fig. 2.



WITNESSES

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2 SHEETS—SHEET 2.

Fig. 3.

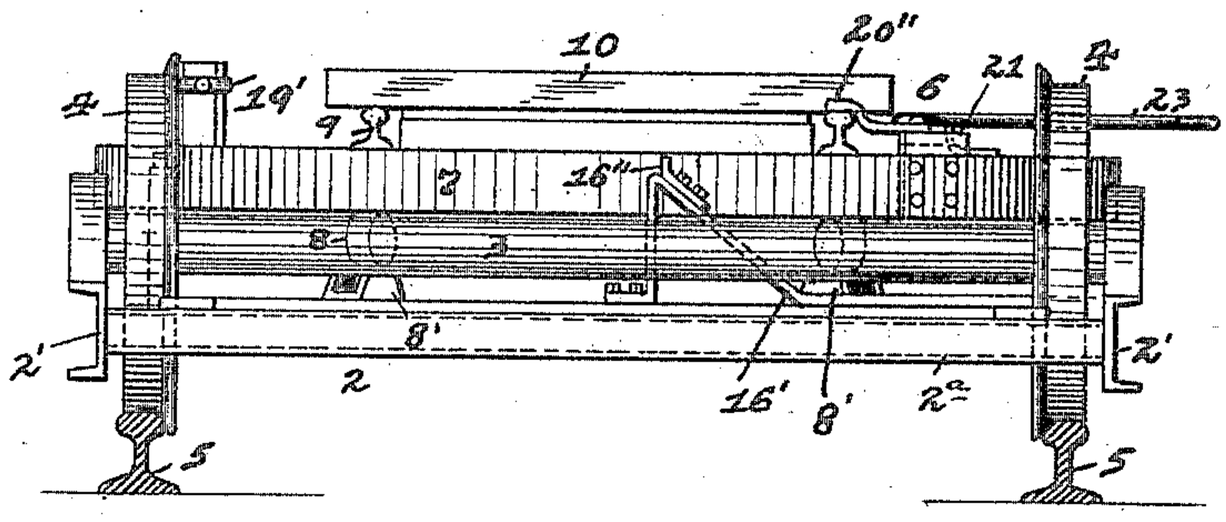


Fig. 5.

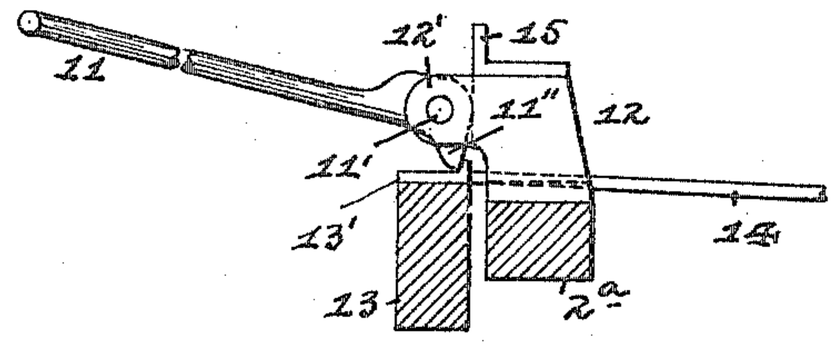


Fig. 6.

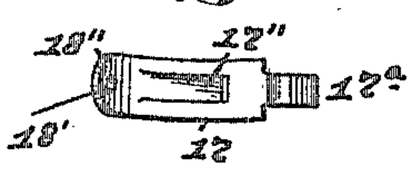


Fig. 7.

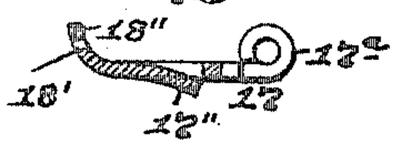
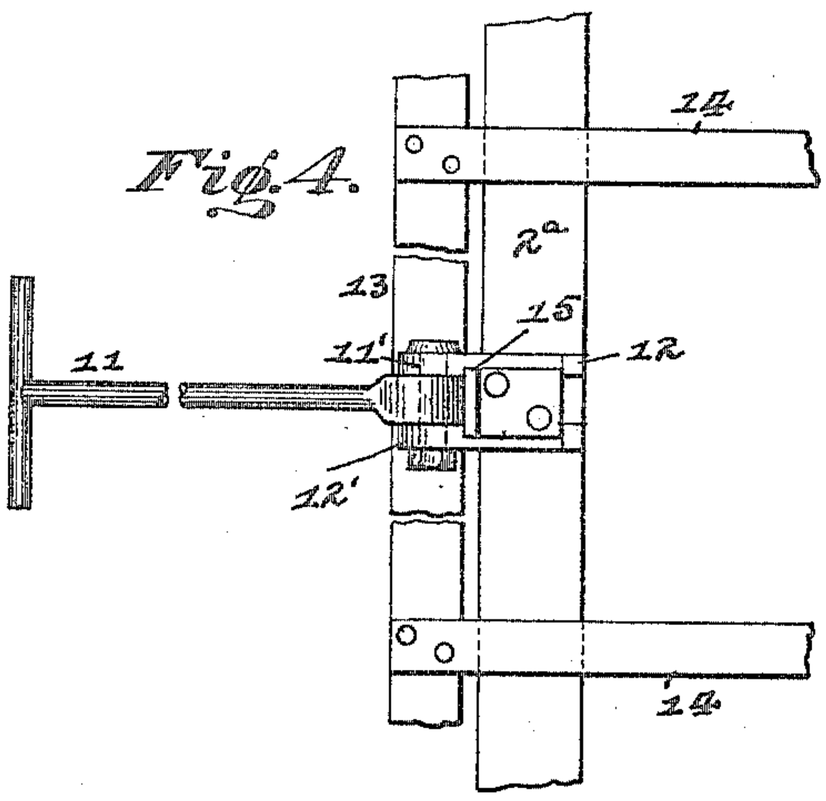


Fig. 4.



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UNITED STATES PATENT OFFICE.

CASPER P. MAYER, OF BRIDGEVILLE, PENNSYLVANIA.

TURN-TABLE.

No. 817,434. Specification of Letters Patent. Patented April 10, 1906.

Application filed August 5, 1905. Serial No. 272,874.

To all whom it may concern:

Be it known that I, CASPER P. MAYER, a resident of Bridgeville, in the county of Allegheny and State of Pennsylvania, have invented a new and useful Improvement in Turn-Tables; and I do hereby declare the following to be a full, clear, and exact description thereof.

My invention relates to turn-tables, and has special reference to that class of turn-tables in which the table is mounted upon a transfer-truck for use in turning cars moved upon said table.

The object of my invention is to provide a cheap, simple, and effective form of a turn-table in which the truck can be securely set in position when desired upon the rails, the turn-table securely held from revolving or moving when desired, and the car on such table be prevented from running backward on the rails thereon, by having such operations accomplished easily and quickly and without the use of many or complicated parts and mechisms.

My invention consists, generally stated, in the novel arrangement, construction, and combination of parts, as hereinafter more specifically set forth and described, and particularly pointed out in the claims.

To enable others skilled in the art to which my invention appertains to construct and use my improved turn-table, I will describe the same more fully, referring to the accompanying drawings, in which—

Figure 1 is a plan view of a turn-table and transfer-truck. Fig. 2 is a side view of the same, partly in section. Fig. 3 is a view looking at one end of the same. Fig. 4 is an enlarged plan view of a portion of the truck-braking device. Fig. 5 is a side view of the same and showing some of the parts in section. Figs. 6 and 7 are detail views of one of the parts used in the turn-table stop.

Like symbols of reference herein indicate like parts in each of the figures of the drawings.

As illustrated in said drawings, 1 represents the truck, which has the frame 2, carrying the wheels 4 for moving said truck along the tracks 5 and such wheels being mounted on the axles 3, journaled in said frame. The turn-table 6 is mounted on the truck 1 and is pivoted in the ordinary manner by the usual king-pin passing through the frame 2, and the usual ring 7 is secured within the turn-table 6 and is adapted to travel over and engage in the movements of the table with rollers 8, journaled in bearings 8′ on the side bars 2′ and diagonal bars 2″ of the frame 2. The turn-table 6 also carries the rails 9 above the ring 7 thereon and has the platform 9′ between the same, while at one end of said rails is the stop or abutment 10, secured thereto.

Mounted on one of the end bars 2^a of the frame 2 is the lever 11, which is pivoted at 11′ within a forked side portion 12′ on a bracket or bearing-block 12, secured on said end bar, and is provided with an eccentric or cam face 11″ thereon for engaging with a plate 13′, secured on a cross-beam 13. This beam extends along the end bar 2^a of the frame 2 and is provided with the shoes 13″ at each end, such beam being held in position by means of flat spring-plates 14, which are connected at one end to said beam and the opposite ends being connected to the cross-bars 2^b within said frame, while such spring-plates are so arranged as to maintain the beam 13 and shoes 13″ thereon in a normal raised position. When it is desired to hold the truck 1 at any desired point on the tracks 5, the lever 11 is pulled down to the position shown in Fig. 5, which will cause the cam-face 11″ on said lever to bear against the plate 13′ on the beam 13, and so cause said beam to be lowered or pressed down to thereby allow the shoes 13″ at the ends of said plate to be pressed against the top of the tracks and hold said truck in position by a braking action with said tracks. The shoes 13″ are released from said tracks 5 by raising the lever 11, which will free the cam-face 11″ on said lever from the plate 13′, and thereby allow the beam 13, carrying said shoes and plate, to be raised by the spring-plates 14, while the lever 11 in assuming its raised or vertical position can come against a stop-plate 15, secured on the bearing-block 12, and so permit said lever to be used as a pushing-bar for moving the truck 1.

Mounted on and secured to and within the frame 2 are the two angular standards or brackets 16 16′, one of which is placed at one side of said frame, while the other is placed at the other side of said frame and both being located within the ring 7, so that the lug 16″ on each of said brackets will be adapted to be engaged by a spring-lip 17″, struck out from each of the plates 17 17′, which are each pivoted or hinged at one end 17^a on each side of a cross beam or bar 7′, extending across and

secured to and within said ring. These plates 17 17′ are each provided with a hole 18′ at their other ends 18″, and with each of said holes the hooked end 19″ on the operating-rods 19 19′ are adapted to engage, while such rods pass through and are supported in standards 19ª, which are secured to and extend up from the side of said ring 7.

When it is desired to move the turn-table 6 one-half of the way around or to a position at right angles on the truck 1 from the position shown in Figs. 1 and 2, the operator pulls on the rod 19′, which will act to raise the end 18″ of the plate 17 on its pivoted end 17ª, and thereby release the spring-lip 17″ on said plate from engagement with the lug 16″ on the bracket 16, so that said table can be moved around to such right-angle position from that shown, and this will allow the spring-lip 17″ on the plate 17′ to pass over the lug 16″ on the bracket 16′ and come in contact with the opposite side of said lug, as shown by the position of the lug 16″ on the plate 17 in Fig. 2, while the side of the cross-bar 7′ will come in contact with the vertical portion 16ª on the bracket 16′, and so prevent said turn-table 6 from moving in either direction. When it is desired to move the turn-table 6 from this position back to the position shown in Figs. 1 and 2, the operator pulls on the rod 19, which will raise the plate 17′ on its hinged end 17ª, and so free the lip 17″ on said plate from the lug 16″ on the bracket 16′, and then the table 6 can be moved back to said position, so that the lip 17″ on the plate 17 can then pass over and drop down behind to engage with the lug 16″ on the bracket 16, while the bar 7′ will come against the vertical portion 16ª on said bracket 16, and so hold the table in the position shown. When a car has been run onto the rails 9 of the turn-table in either of these positions, it will be prevented in its forward movement by the wheels of the car coming in contact with the abutment 10 at the end of said rails, and in order to hold said car on said table and prevent the same from running backward and off the receiving end of said rails a bar 20 is pivoted at 21′ to a bearing-block 21, secured on the inside of said ring 7, and this bar is provided at one end with the curved portion 20′, which terminates with a shoe 20″ for fitting over the top of one of the rails 9. The opposite end of the bar 20 rests upon a bearing-block 22′, secured upon the cross-bar 7′ in the ring 7 and is adapted to have a leaf-spring 22 fitting over the same and secured to said cross-bar 7′ for holding said bar 20 down in place, while an operating-rod 23 is secured or connected to the said bar 20, so that it can be pulled for moving the curved end 20′ on said bar forward and allow the shoe 20″ on the same to be placed on top of the rail 9, as shown in Figs. 1 and 3. When in this position, the shoe 20″ will hold the car on the rails 9 and prevent the same from running off said rails at that end, and when the car is to be moved off the turn-table 6 the operator pushes forward on the rod 23, so that the curved end 20′ will be moved outward to free the shoe 20″ thereon from the rail.

It will thus be seen that my improved turn-table constructions contain few parts, will not get out of order, and will be positive in their action, while actual experience in their use has demonstrated their practical ability and usefulness, and they can be applied to different forms of turn-tables and trucks for use in many lines of work and purposes.

Various modifications and changes in the construction and design of the various parts of the devices may be resorted to without departing from the spirit of the invention or so sacrificing any of its advantages.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In a turn-table, the combination of the table-ring, a frame, a standard on said frame, and means on said ring for engaging with said standard to lock said table from movement in either direction.

2. In a turn-table, the combination of the table-ring, a frame, a standard on said frame, a lug on said standard, and means on said ring for engaging with said standard and lug to lock the table from movement in either direction.

3. In a turn-table, the combination of the table-ring, a frame, a standard on said frame, a lug on said standard, a bar on said ring, and means on said ring for engaging with said lug and said bar being permitted to engage with said standard to lock the table from movement in either direction.

4. In a turn-table, the combination of the table-ring, a frame, a standard on said frame, a lug on said standard, a bar on said ring, and a hinged plate on said ring for engaging with said lug and said bar being permitted to engage with said standard to lock the table from movement in either direction.

5. In a turn-table, the combination of the table-ring, a frame, a standard on said frame, a lug on said standard, a bar on said ring, a hinged plate on said ring, a lip on said plate for engaging with said lug and said bar being permitted to engage with said standard to lock the table from movement in either direction.

6. In a turn-table, the combination of the table-ring, a frame, a standard on said frame, a lug on said standard, a bar on said ring, a hinged plate on said ring, a lip on said plate for engaging with said lug and said bar being permitted to engage with said standard to lock the table from movement in either direction, and a rod connected to said hinged plate for raising the same and lip to allow the movement of said table.

7. In a turn-table, the combination with

the table-ring, of the rails on said ring, and means carried by said ring for engaging with one of the rails to prevent the car from running off said rails.

8. In a turn-table, the combination with the table-ring, of the rails on said ring, and a movable bar mounted on said ring for engaging with one of the rails to prevent the car from moving off said rails.

9. In a turn-table, the combination with the table-ring, of the rails on said ring, and a bar pivoted on said ring for engaging with one of said rails to prevent the car from moving off said rails.

10. In a turn-table, the combination with the table-ring, of the rails on said ring, a bar pivoted on said ring, and a shoe on one end of said bar for engaging with the rails to prevent the car from moving off said rails.

11. In a turn-table, the combination with the table-ring, of the rails on said ring, a bar pivoted on said ring, a shoe on one end of said bar for engaging with the rails to prevent the car from moving off of said rails, and a spring engaging with the opposite end of said bar to hold the same in place.

12. In a turn-table, the combination with the table-ring, of the rails on said ring, a bar pivoted on said ring, a shoe on one end of said bar for engaging with the rails to prevent the car from moving off said rails, a bearing-block on said ring for engaging with the opposite end of said bar, and a spring engaging with said bar to hold the same in place in said block.

13. In a turn-table and truck, the combination with the rails for the truck, of a truck-frame, and means on said frame for engaging with the rails to lock said truck on said rails.

14. In a turn-table and truck, the combination with the rails for the truck, of a truck-frame, shoes carried by said frame, and means on said frame for lowering said shoes to engage with the rails and lock said truck on said rails.

15. In a turn-table and truck, the combination with the rails for the truck, of a truck-frame, a spring beam or bar connected to said frame, shoes on said bar, and means on said frame for engaging with said bar to lower the same and shoes thereon and permit the latter to engage with the rails and lock said truck on said rails.

16. In a turn-table and truck, the combination with the rails for the truck, of a truck-frame, a spring beam or bar connected to said frame, shoes on said bar, and a cam-lever on said frame for engaging with said bar to lower the same and shoes thereon and permit the latter to engage with the rails and lock said truck on said rails.

17. In a turn-table and truck, the combination with the rails for the truck, of a truck-frame, a spring beam or bar connected to said frame, shoes on said bar, a bearing-block on said frame, and cam-lever pivoted to said block for engaging wth said bar to lower the same and shoes thereon and permit the latter to engage with the rails and lock said truck on said rails.

18. In a turn-table and truck, the combination with the rails for the truck, of a truck-frame, a spring beam or bar connected to said frame, shoes on said bar, a bearing-block on said frame, a cam-lever pivoted to said block for engaging with said bar to lower the same and shoes and permit the latter to engage with the rails and lock the truck on said rails, and a stop on said block for engaging with said lever in its raised position.

In testimony whereof I, the said CASPER P. MAYER have hereunto set my hand.

CASPER P. MAYER.

Witnesses:

J. N. COOKE,

R. H. AXTHELM.