No. 871,850. PATENTED NOV. 26, 1907.

W. H. WRIGHT.

TURN TABLE CASTING FOR LOCOMOTIVE ENGINES.

APPLICATION FILED APR. 1, 1907.

Fig. 1.

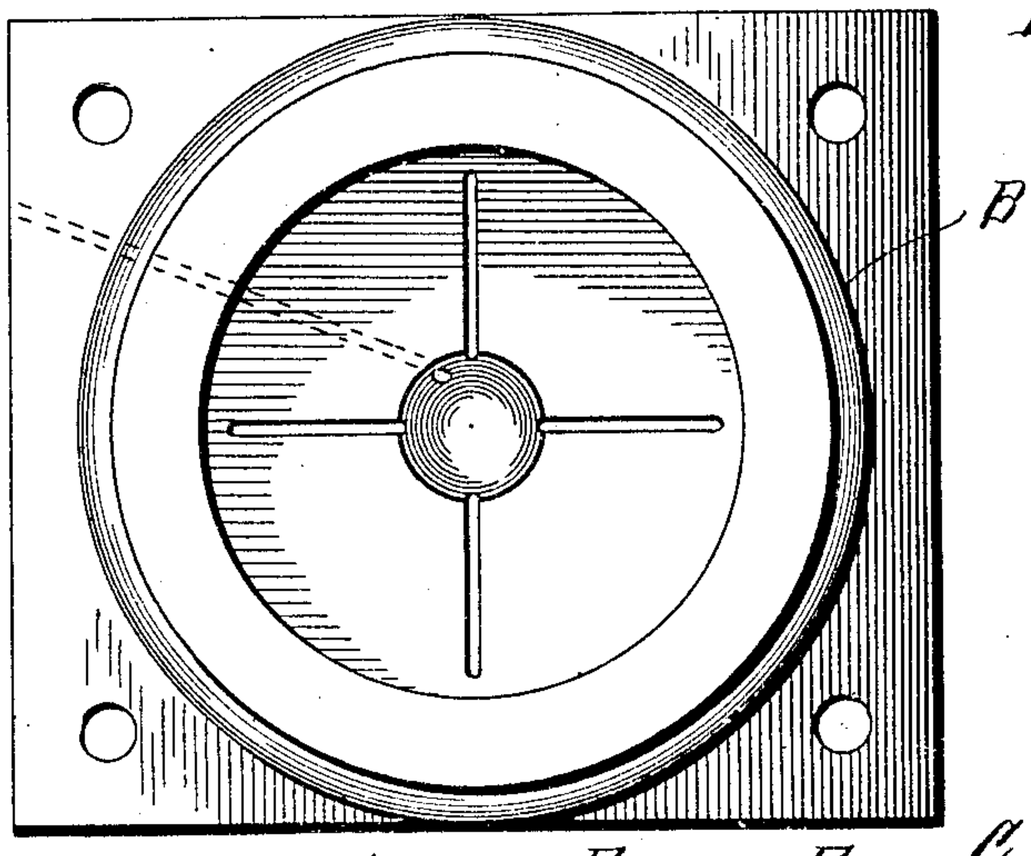


Fig. 2.

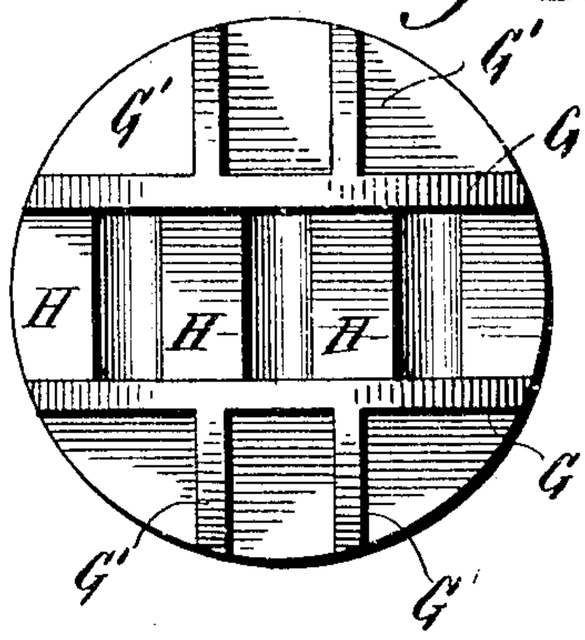
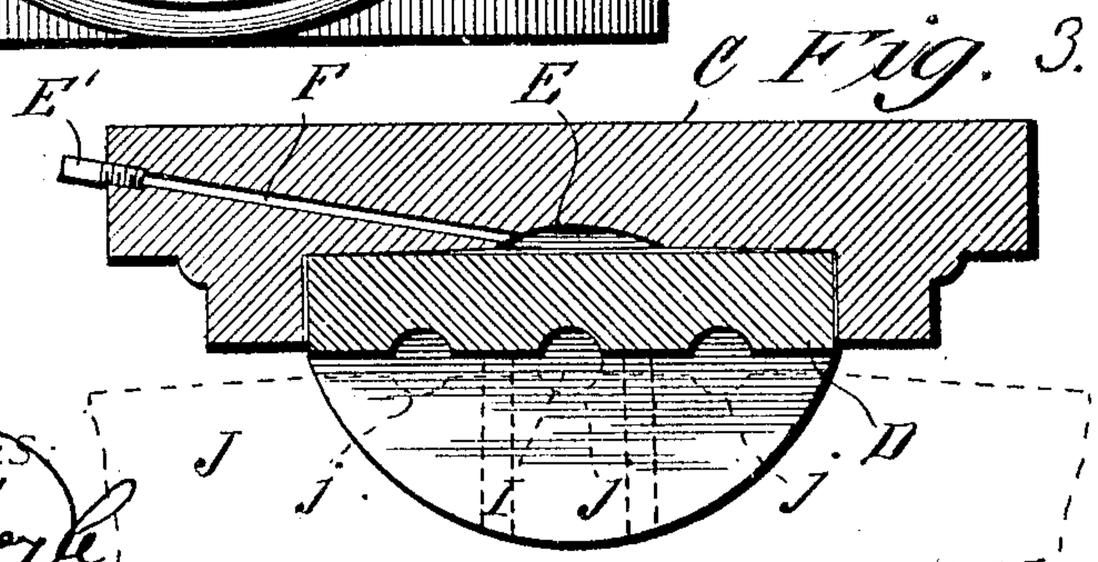


Fig. 3.



WITNESSES:

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TURN-TABLE CASTING FOR LOCOMOTIVE-ENGINES.

No. 871,850. Specification of Letters Patent. Patented Nov. 26, 1907.

Application filed April 1, 1907. Serial No. 365,843.

To all whom it may concern:

Be it known that I, WILLIAM H. WRIGHT, citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Turn-Table Castings for Locomotive-Engines, of which the following is a specification.

My invention relates to improvements in locomotive engines and the object of the invention is to simplify and improve the existing state of the art by providing the underside of the saddle of a locomotive with a turn-table casting thus insuring with safety the turning of short curves in the track of the road-bed when the engine is running at a high rate of speed, and consequently preventing the derailment of the wheels and connected truck from the track and causing accidents thereby.

I accomplish these objects by the particular construction of the turn-table casting hereinbefore referred to, and the invention therefore resides in the novel construction of said turn-table casting and the aggroupment of parts thereof in combination as will be hereinafter more fully and in detail described and then the asserted novelty will be particularly pointed out in the claims.

I have fully and clearly illustrated the improvements in the annexed drawings to be taken as a part of this specification, and wherein

Figure 1 is an inverted view of the upper stationary section of a turn-table casting. Fig. 2 is an inverted view of the lower and movable section of the turn-table casting, and Fig. 3 is a central sectional view of both the stationary and movable sections and showing in connection therewith an equalizing bar.

Referring particularly to the drawings by reference notations, A designates a locomotive saddle which may be cylindrical in form and which is rigidly secured to the underside and forward part of a locomotive, and to the underside of said saddle is rigidly secured by screws or any suitable fastening means my improved turn-table casting which will be hereinafter more fully described.

B designates a turn-table casting composed of two sections, an upper and lower one, the upper one being a large stationary section C, and the lower a smaller section D, which is projected in an annular recess in the stationary section C, and revoluble therein. The stationary section C is provided with a centrally formed oil reservoir E from which the oil is distributed to the bearings of the operating parts as it is received into the reservoir through the medium of a tube E′ and slightly inclined lubricating channel F, the tube being partly broken away, formed in the stationary section C as more clearly shown in Fig. 3 of the drawings.

Upon the underside of the smaller section D and formed integral therewith are two depending semi-circular lugs or ears G G arranged parallel with each other, and at right angles to these, are one or more inwardly inclined lugs G′ G′ G′ G′, the former being arranged at such distance apart as to allow of one or more grooves H, H, H, which are formed equidistant apart in the space created by the arrangement of the lugs or ears G G, and these grooves are also arranged parallel with each other and at right angles to the lugs or ears G G, the purpose of which is to receive a round pin I the function of which is to serve as a bearing or fulcrum for an equalizer-bar, said bar having also one or more grooves *j j j* formed in the upper edge and centrally thereof corresponding to those formed in the underside of the smaller and movable section D of the turn-table casting.

From the foregoing description taken in connection with the accompanying drawings the operation of my device will be obvious but may be briefly rehearsed as follows: One end of the equalizer bar is secured to the front driving springs of the engine and the opposite end to the forward truck, by which arrangement the equalizer bar is kept in position and carries the weight of the front end of the engine, thus allowing the engine to go around curves of the track without any strain.

Having thus described my invention, what I claim and desire to secure by Letters Patent, is:

1. The combination of an equalizer-bar, with a turn-table casting having a stationary section provided with an annular recess a central reservoir, and a lubricating channel leading to the reservoir.

2. The combination of an equalizer-bar, a turn-table casting having a stationary section provided with an annular recess, a central reservoir and a lubricating channel leading to the reservoir for lubricating the turn-table casting; of a smaller and movable sec-

tion projected within the stationary section having parallel semi-circular lugs and lugs formed at right angles thereto, parallel grooves formed in the movable section and between the semi-circular lugs, grooves formed in the equalizer-bar corresponding to those in the movable section, and a fulcrum pin located in one of the grooves and interposed between the movable section and equalizer-bar, substantially as and for the purpose set forth.

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

WILLIAM H. WRIGHT.

Witnesses:
GEO. T. MOULDER,
ALBERT J. VICKERS.