No. 878,135. PATENTED FEB. 4, 1908.

H. HASTINGS.

TURN TABLE.

APPLICATION FILED JAN. 8, 1906.

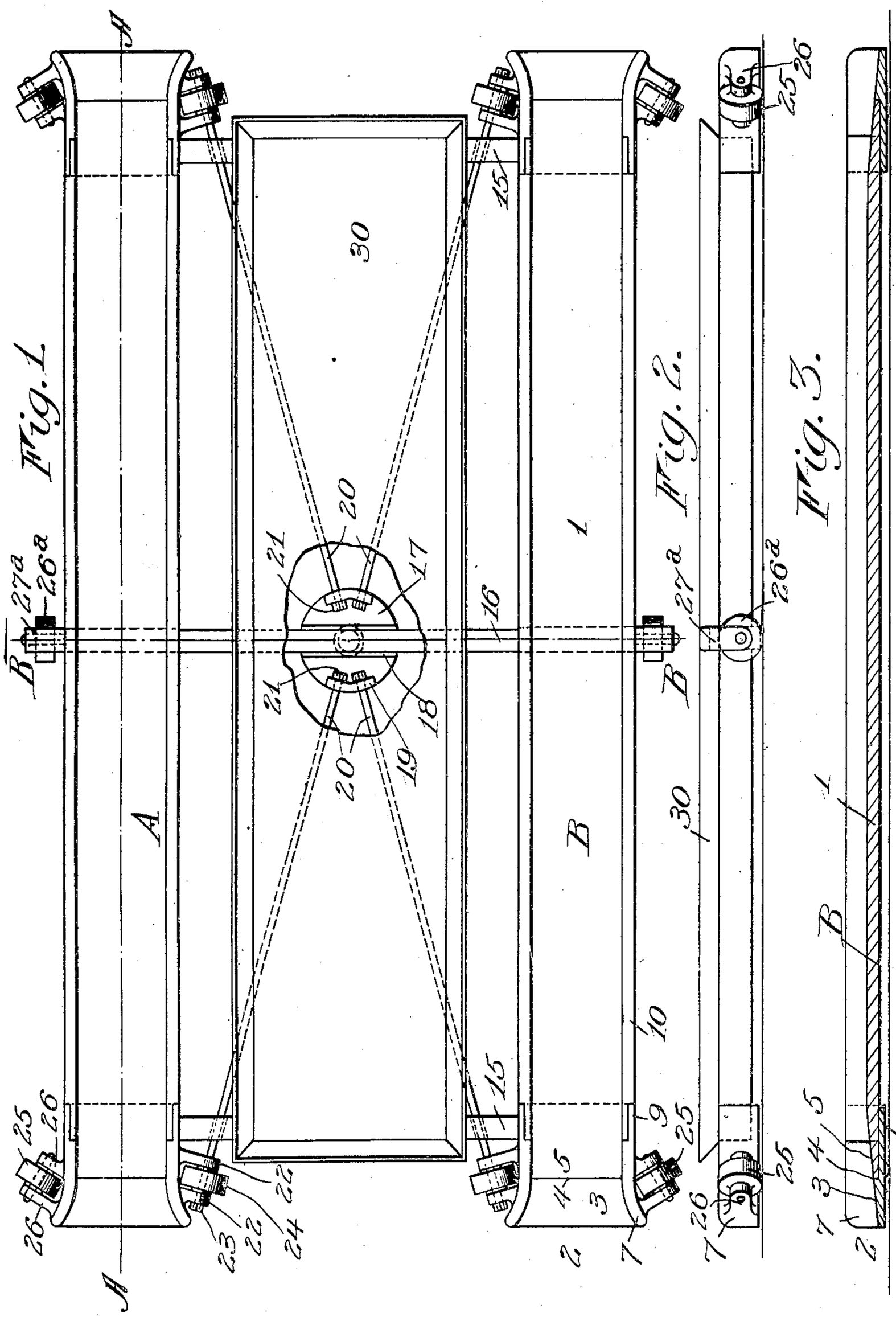

Fig. 1.

Fig. 2.

Fig. 3.

Fig. 4.

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TURN-TABLE.

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To all whom it may concern:

Be it known that I, HERBERT HASTINGS, of Rochester, in the county of Monroe and State of New York, have invented certain new and useful Improvements in Turn-Tables; and I hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawings, forming a part of the specification, and to the reference-numerals marked thereon.

My present invention relates to turntables and it has for its object to provide one adapted to be used for supporting vehicles such as automobiles or other heavy carriages, the parts of which are so arranged that the vehicle may be easily run thereon and rotated in a confined space.

My invention has for its further object to provide a device of this character which is capable of being readily disconnected and assembled by an unskilled operator thereby enabling it to be packed in small compass for shipment and set up by the user.

To these and other ends the invention consists in certain improvements and combinations of parts all as will be hereinafter more fully described, the novel features being pointed out in the claims at the end of the specification.

In the drawings: Figure 1 is a top plan view of a turntable constructed in accordance with my invention. Fig. 2 is a side elevation thereof. Fig. 3 is a longitudinal sectional view on the line A—A of Fig. 1, and Fig. 4 is a central cross sectional view on the line B—B of Fig. 1.

Similar reference numerals in the several figures indicate similar parts.

A turntable constructed in accordance with my invention comprises generally a platform located in proximity to the surface of a floor pavement and supported upon wheels or rollers which rotate about axes disposed radially of a common center, said wheels being located at different distances from the center of the platform so that the weight supported by them will be distributed at different points on the floor, and when the platform is rotated, it will retain its normal central position on the floor or pavement. In the preferred form of my invention the platform is composed of two parallel runways A and B which are spaced from each other at a distance equal to the standard gage of vehicles. Each runway comprises a spacing member 1 which is preferably made of a plank of a length slightly greater than the length of the wheel base of the vehicle for which the device is designed. At each end of the plank is a shoe 2 having a beveled surface 3 extending downwardly at its forward end from a shoulder 4 which forms an abutment for the beveled end 5 of the spacing member, which latter is supported upon the rearwardly extending end 6 of the shoe. Flanges 7, extend upwardly at each side of the shoe having the outwardly flaring forward ends and the rear ends which are reduced in thickness forming shoulders 9 against which the ends of the side boards 10 of the spacing members abut. The latter may be made integral with the bottom boards or spacing members 1 or as separate pieces secured thereto in any suitable manner.

The runways A and B are spaced the required distance from each other by braces or struts 15, the ends of which engage the proximate sides of the adjacent shoes, and a central brace or strut 16 located midway of the spacing members. Located centrally of the runways is a head 17 provided with flanges 18, embracing opposite sides of the strut 16, and additional flanges 19, perforated to receive the free ends of radially extending tie rods 20 on which are threaded the nuts 21. The tie rods extend radially from a center common to both runways and their outward ends extend through perforated lugs 22, located at the inner sides of each of the shoes 2, and are provided with adjusting nuts 23. From the arrangement of the shoes on the spacing members and the position of the tie rods, it will be seen that by tightening the nuts 21 and 23 on the latter, the shoes of each runway will be drawn inwardly and held tightly in engagement with its respective spacing member, and the runways formed by these parts will be moved relatively toward each other and held tightly in engagement with the ends of the spacing members or struts 15 and 16. In order to facilitate assembling these parts, the outer ends of the tie rods pass through apertures in the struts 15, serving to temporarily hold the latter in position during the adjustment of the rods.

The supporting wheels are arranged on each shoe at their outer and inner sides, those at the inner sides, indicated by 24,

being preferably journaled upon the tie rods 20 between the lugs 22. The rollers at the outer sides of the shoes, indicated by 25, are journaled between lugs 26 with their axes disposed radially to the center of the platform. If it is desired, other intermediate supporting rollers 26[a] may be located at the outer sides of each runway in alinement with the central strut 16 and journaled upon brackets 27[2] secured to the spacing members 1 and their outer side boards 10. By arranging the rollers as shown, each shoe is supported at opposite sides and as the rollers at the outer side of the shoes are located a greater distance from the center of the platform than those at the inner sides, they will describe, as the platform is revolved, circles of different diameters, thereby distributing the wear on the floor or pavement over a comparatively wide path. Further, the radial position of the rollers relatively to the platform, whereby their faces lie in planes extending transversely of their respective runways, prevents the turntable from creeping when rotated and from sliding when the wheels of a vehicle engage the shoes.

The centers of the supporting rollers are located above the floor of the platform, enabling the latter to be located in proximity to a floor so that the wheels of a vehicle may be readily run onto the runways. As the passing of a vehicle onto or off from the platform may have a tendency to displace the latter, I provide a central bearing 27, secured to the floor or pavement by suitable devices such as screws or bolts 28, having a vertically projecting pin 29 adapted to fit in a central recess provided in the lower side of the head 17 which serves to center the platform.

The upper edges of the braces or struts 15 and 16 are preferably located in alinement and may be employed as supports for a removable dripping pan 30.

A turntable constructed in accordance with my invention comprises few parts which are simple in construction and when assembled produce a platform which is light in weight and substantially rectangular in outline so that when in operative position it occupies a comparatively small space and if it is desired to remove the platform from the floor it may be elevated into a vertical position and allowed to rest upon one of its sides or ends.

I claim as my invention:

1. A turntable for vehicles comprising two parallel connected runways adapted to receive the wheels of a vehicle and supporting wheels located between and at the ends of each runway at the inner and outer sides thereof and at different distances from the axis of the turntable.

2. A turntable for vehicles comprising two parallel connected runways adapted to receive the wheels of a vehicle and supporting wheels arranged in pairs at the ends of the runways, one of each of said pairs of supporting wheels being arranged at an angle to the runway at the inner side thereof and the other similarly positioned at the outer side of the runway and at a different distance from the axis of the turn table.

3. In a turntable, the combination with parallel runways and a plurality of supporting wheels located at the ends of each runway on opposite sides thereof at different distances from a central point and having their axes extending radially relatively thereto, and supporting wheels located centrally of the runways on the outer sides of the latter.

4. In a turntable, the combination with parallel runways each comprising a spacing member and shoes located at each end thereof, and struts located between the runways, of tie rods connected to the shoes and operating to hold them in engagement with their repsective spacing members and to draw the runways relatively toward each other and supporting wheels on the several shoes.

5. In a turntable, the combination with two parallel runways and struts located between them, of a head arranged between the runways, tie rods extending radially from the head and connected to the ends of the runways and wheels located at the inner and outer side of each end of said runways having their axes disposed radially of a center common to both runways.

6. In a turntable, the combination with parallel runways comprising spacing members and shoes located at the ends thereof having upwardly extending side faces provided with laterally extending lugs, of struts located between the runways, tie rods connected to the shoes and operating to hold them in engagement with their respective spacing members and to draw the runways relatively to each other and supporting wheels journaled on the lugs on the several shoes.

7. In a turntable, the combination with two parallel runways, struts between them and a head located centrally of the runways, of inwardly projecting lugs at the inner sides of the ends of each runway, tie rods extending radially of the head and engaging the lugs, supporting wheels on the runways and a center support pivotally engaging the head.

8. A vehicle turntable arranged wholly above a floor or pavement comprising a runway having a receiving edge extending downwardly into proximity with the floor and wheels supporting the turntable.

9. A vehicle turntable arranged wholly above a floor or pavement, comprising parallel runways having inclined ends extending downwardly into proximity with the floor and supporting wheels at opposite sides of

the ends of the runways and having their faces arranged in planes extending transversely of the runways.

10. A vehicle turntable comprising parallel runways, struts between them, adjustable tension members connected to the runways and acting as the sole means for holding the latter in engagement with the struts, and supporting wheels on the runways.

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