

No. 885,164.

W. MAGNUSON.  
TURN TABLE.

PATENTED APR. 21, 1908.

APPLICATION FILED DEC. 2, 1907.

3 SHEETS—SHEET 1.

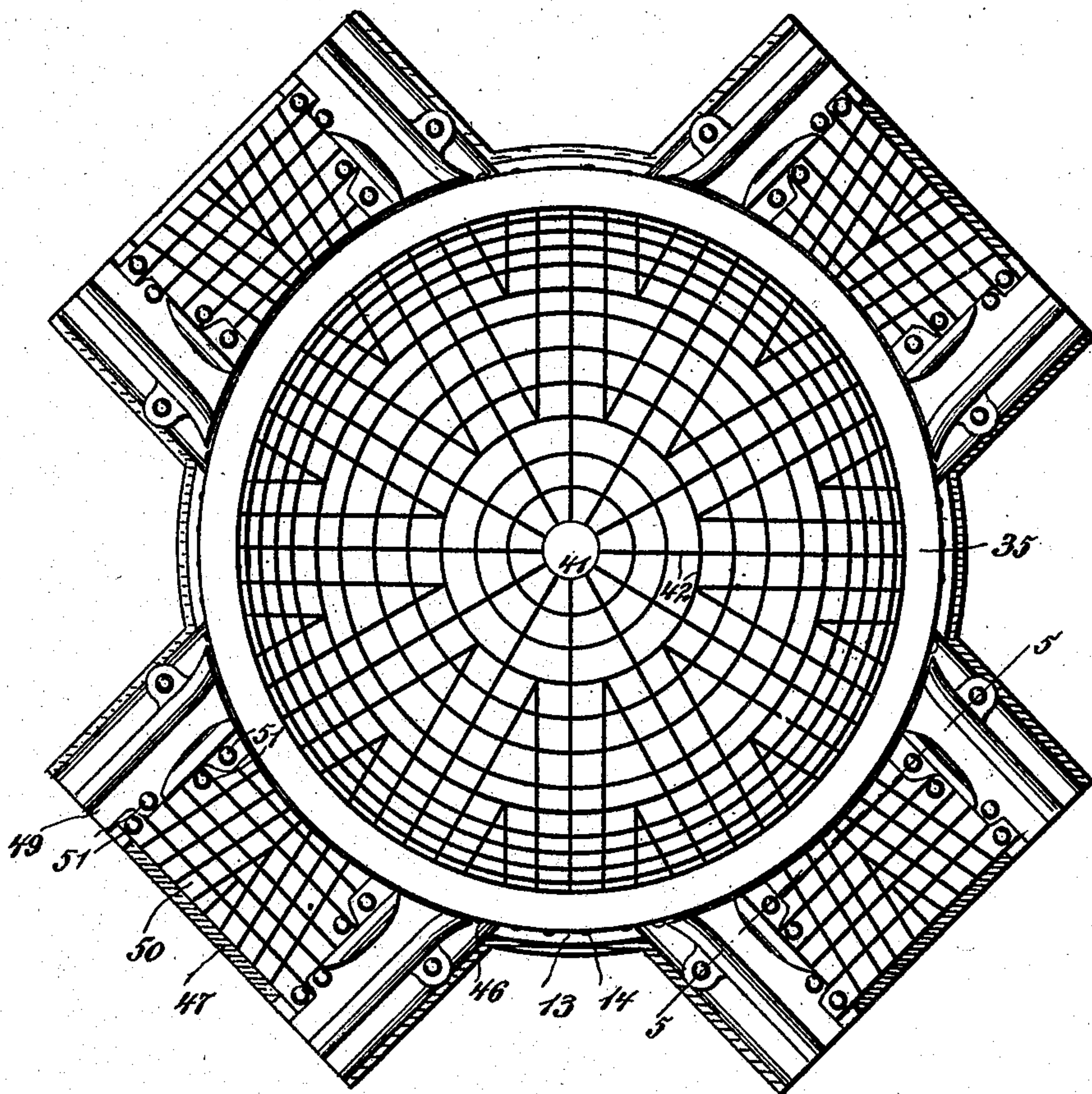
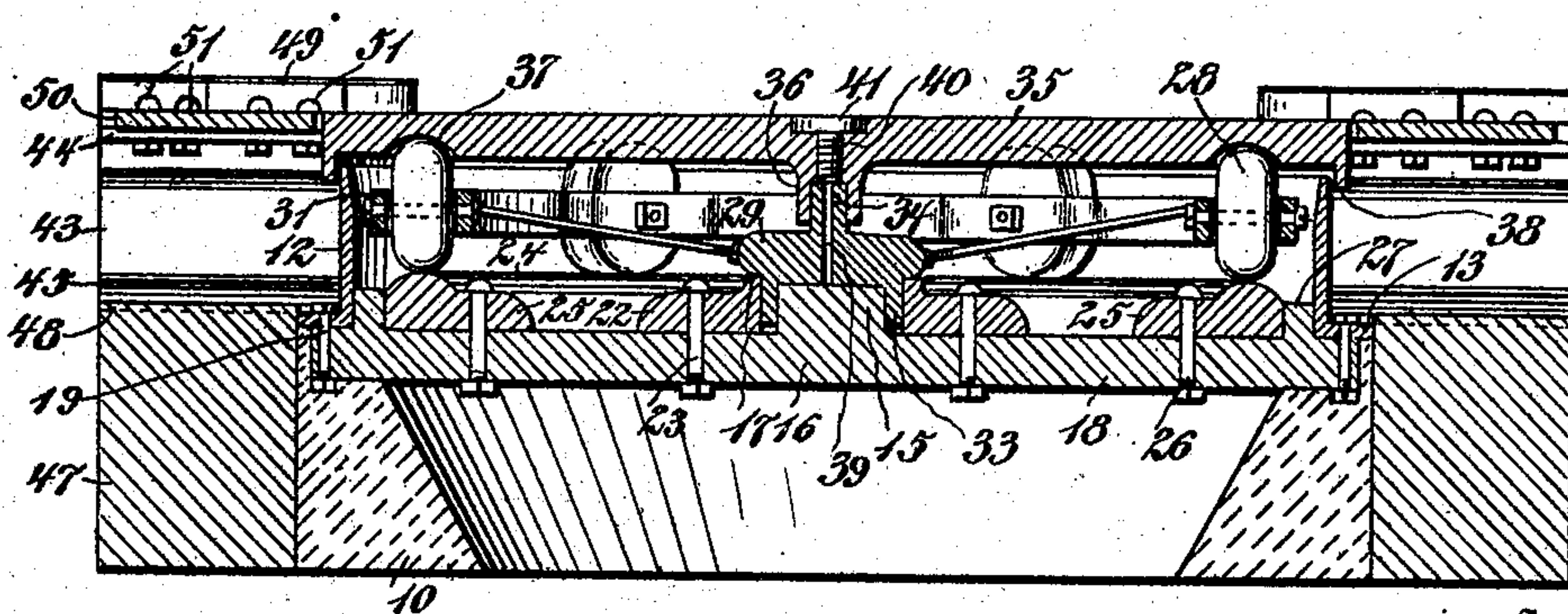


Fig. 1.



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Fig. 2. William Magnuson.

Witnesses

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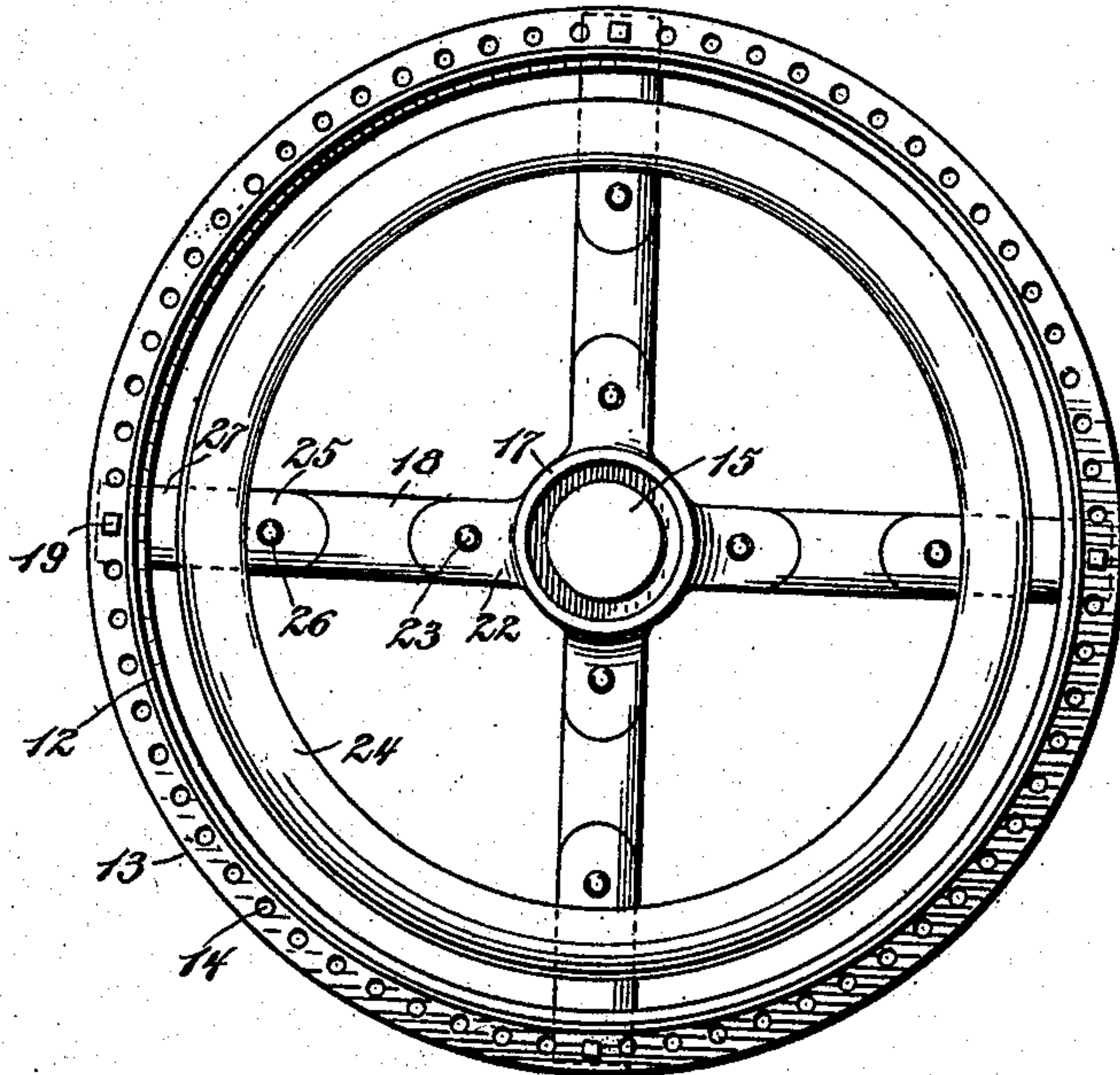


Fig. 3.

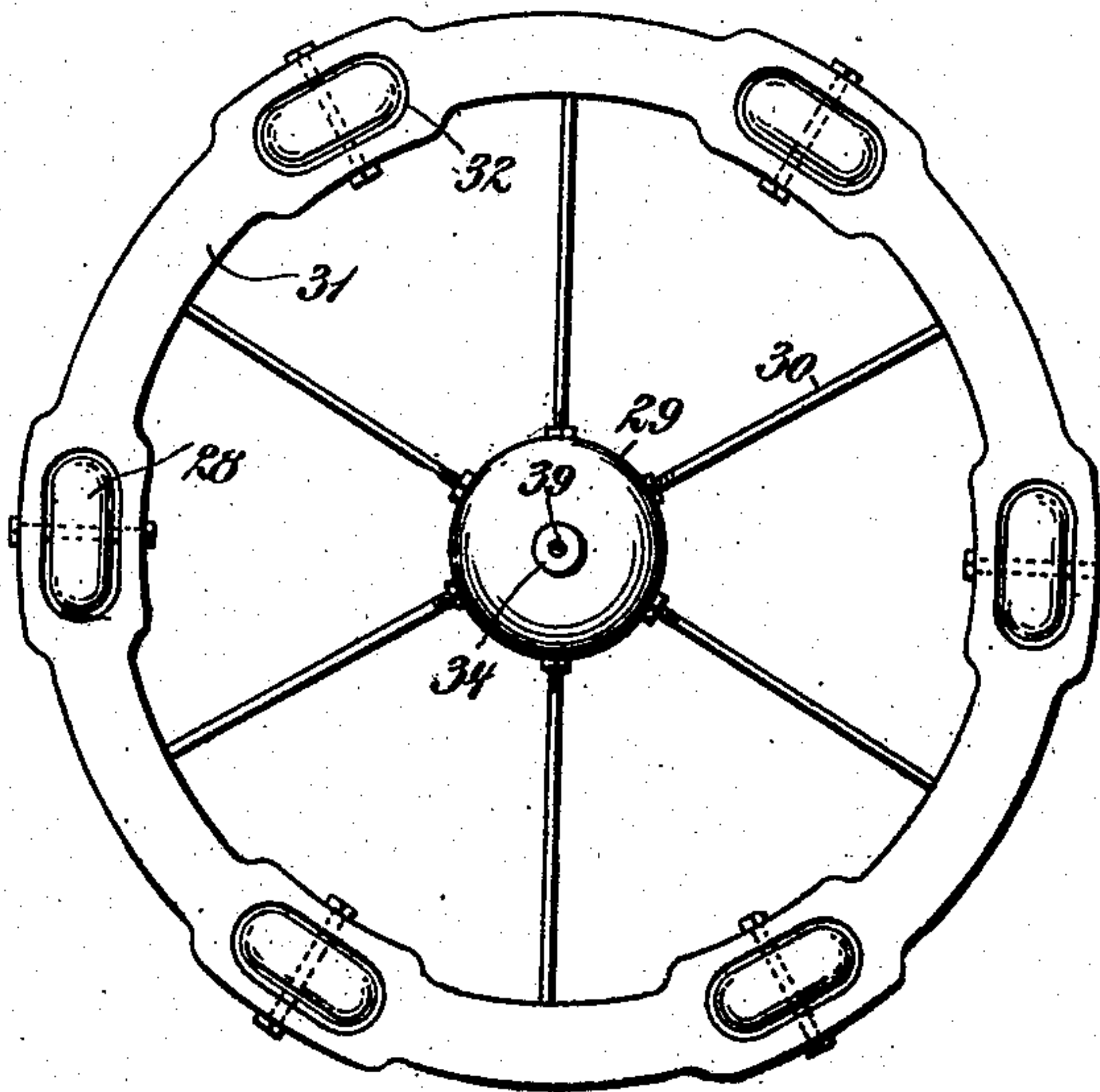


Fig. 4.

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3 SHEETS—SHEET 3.

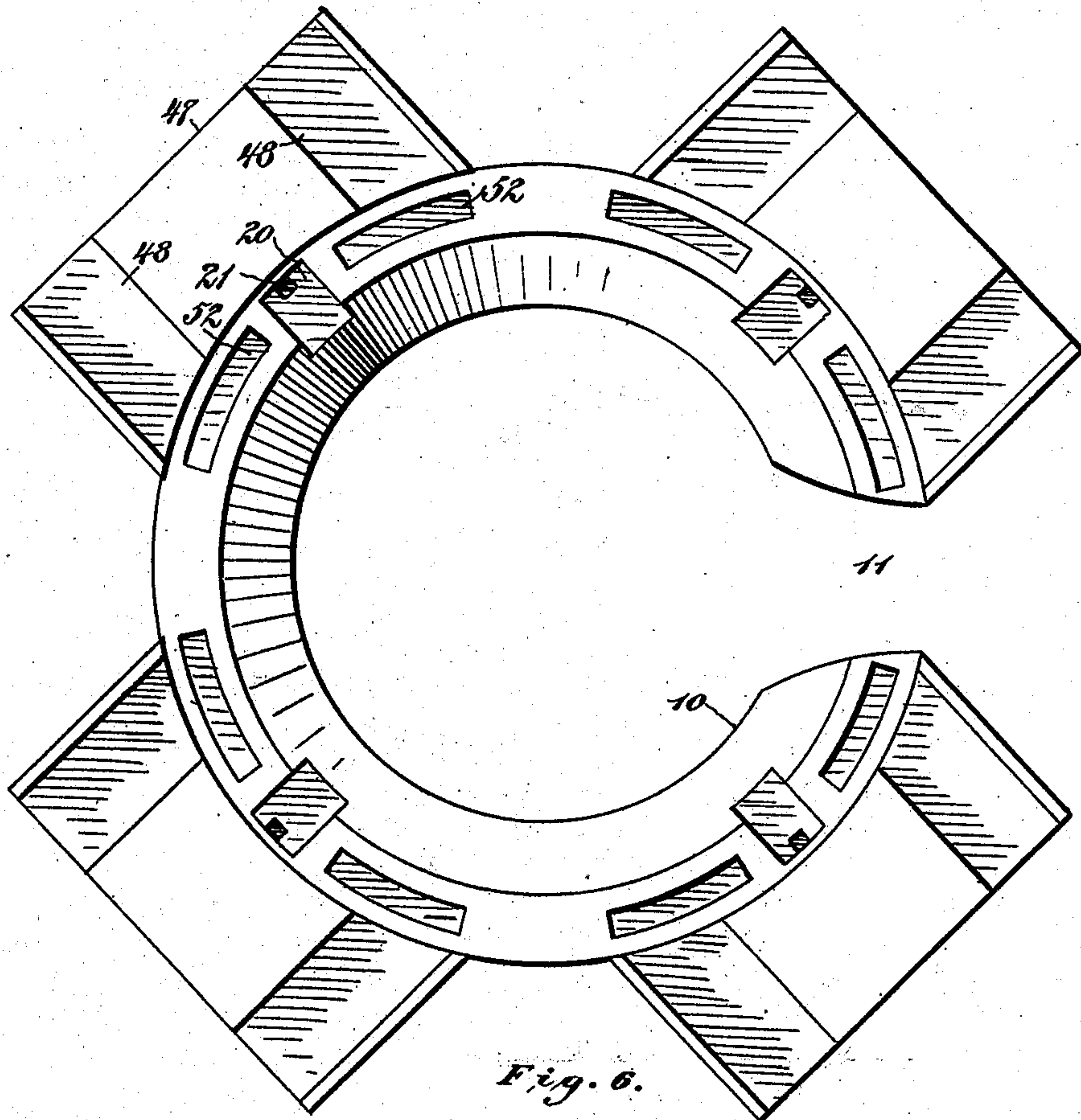


Fig. 6.

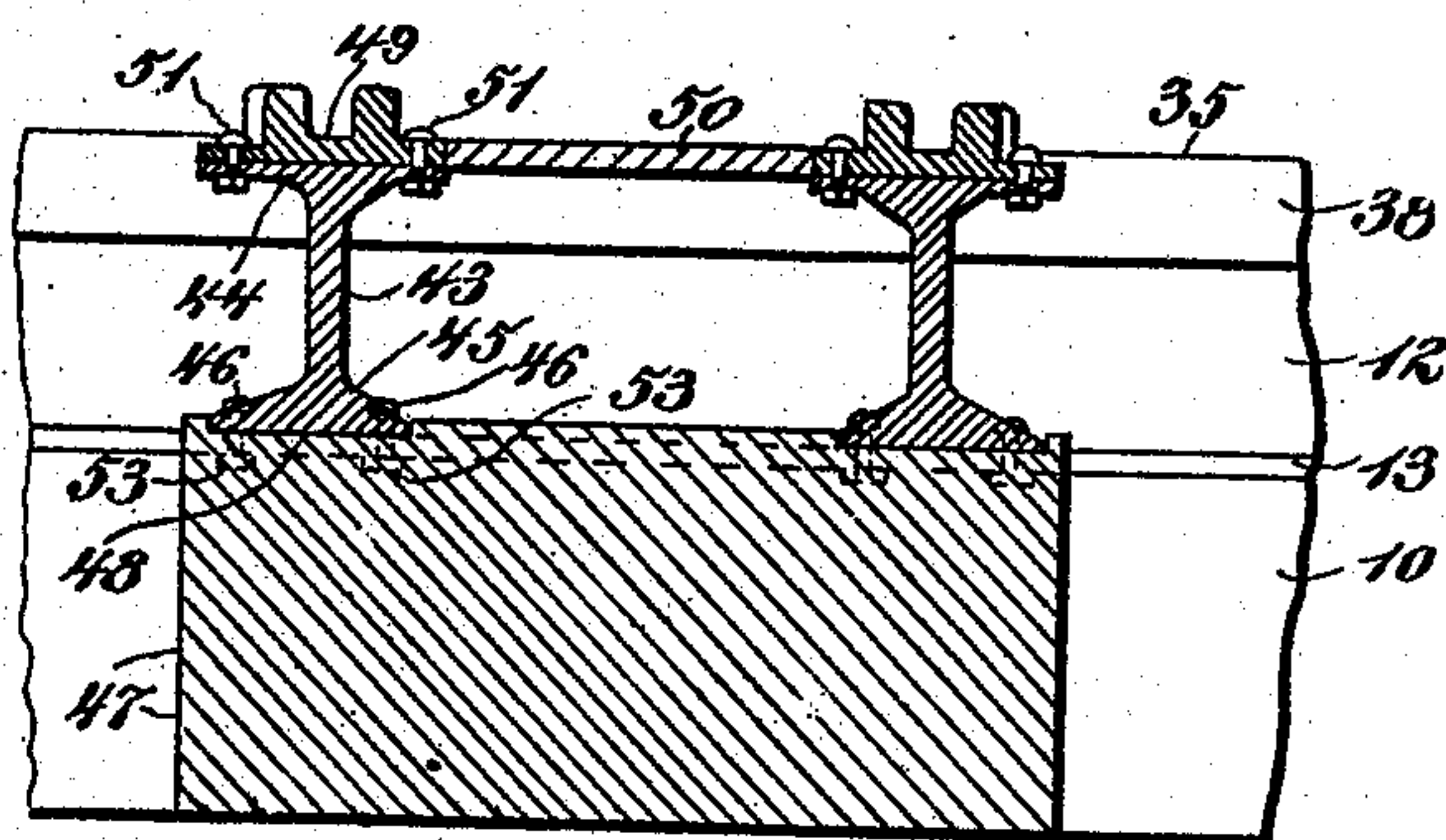


Fig. 5.

Inventor.

Witnesses

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# UNITED STATES PATENT OFFICE.

WILLIAM MAGNUSON, OF MICHIGAN CITY, INDIANA.

## TURN-TABLE.

No. 885,164.

Specification of Letters Patent.

Patented April 21, 1908.

Application filed December 2, 1907. Serial No. 404,753.

*To all whom it may concern:*

Be it known that I, WILLIAM MAGNUSON, a citizen of the United States, residing at Michigan City, in the county of Laporte and State of Indiana, have invented certain new and useful Improvements in Turn-Tables, of which the following is a specification.

This invention relates to turn-tables, and has for its object to provide a simple and easily operated apparatus of this kind; and to this end the invention consists in an arrangement and combination of parts to be hereinafter described and claimed.

In the accompanying drawing, Figure 1 is a plan view of the invention. Fig. 2 is a transverse sectional view. Fig. 3 is a plan view of the curb and the bearing and track hereinafter referred to. Fig. 4 is a plan view of the roller-supporting frame. Fig. 5 is a cross-section on the line 5—5 of Fig. 1. Fig. 6 is a plan view of the foundation.

Referring specifically to the drawings, 10 denotes a circular concrete foundation having at the center a pit, the walls of which are made sloping and having an opening 11 through which access to the pit may be had. On top of this foundation is mounted a curb 12 having at its lower edge an outwardly presented horizontal flange 13 provided with holes 14 for a purpose to be hereinafter described.

Within the curb is mounted a bearing comprising a stud 15 rising from a hub 16, and surrounded by a ring 17 which is spaced from the stud whereby an annular groove is formed. The hub 16 has spokes 18 which are secured at their outer ends to the bottom of the curb 12 by being bolted to the flange 13 thereof, as indicated at 19. In the top of the foundation 10 are recesses 20 in which the ends of the spokes 18 seat and these recesses are enlarged, as indicated at 21 to receive the nuts of the bolts 19. The ring 17 is placed on top of the hub 16 and has lugs 22 on the outside whereby it is secured in place by bolting said lugs to the spokes 18 as indicated at 23.

On the spokes 18 is mounted a circular track 24 having inwardly projecting lugs 25 whereby it is secured to the spokes by bolting said lugs thereto, as indicated at 26. The spokes in the space between the outer surface of the track and the inner surface of the curb are formed with integral spacing-blocks 27 which assist to hold the track in place.

On the track 24 are mounted anti-friction

rollers 28 which are carried by a rotating frame comprising a hub 29, spokes 30 radiating therefrom, and an annular rim 31 secured to the spokes. In the rim are openings 32 in which the rollers are mounted. The hub 29 has a depending annular bearing-sleeve 33 fitting in the groove formed by the stud 15 and the ring 17. On top of the hub 29, at the center thereof, is a circular stud 34. The treads of the rollers 28 as well as the track 24 are convex which makes the rollers run easy, and also prevents sand or grit from lodging on the track.

The horizontally rotating platform which receives the locomotive or car comprises a circular plate 35 which is pivoted on the stud 34 by means of a central annular sleeve 36 depending from the bottom of the platform in which sleeve the stud fits. The platform rests on the rollers 28 and in the bottom of the platform is an annular groove 37 to receive said rollers. At the edge of the platform is a depending flange 38 which extends below the top of the curb 12 over the outside thereof to prevent dirt from getting thereinto.

In order that a lubricant may be applied to the bearing of the roller-supporting frame, the stud 34 has an oil-hole 39 communicating with the space inside the sleeve 33, and the platform has a central opening 40 communicating therewith. A suitable closure 41 for the latter opening is provided. In the top of the platform are radial and circular indentations 42 to prevent slipping of the locomotive or car thereon.

In the drawings four approaches to the turn-table are shown but the number is immaterial and may be varied to suit local conditions. Each approach comprises track-rails extending close to the platform 35. These rails are built up of girders comprising a web 43 and top and bottom flanges 44 and 45, respectively. The bottom flanges project beyond one end of the web and are secured by bolts 46 to the flange 13. By providing the latter with the plurality of bolt-holes 14 the rails can be set to fit tracks of different gages. The girders also rest on blocks 47 having grooves 48 on top in which the flanges 45 seat. To the top of the flanges 44 are secured frogs 49 which are in alinement with the ordinary track-rails leading to the turn-table. The space between the frogs is covered by a plate 50 bolted to the flanges 44 whereby the approach is strengthened and sand and dirt is prevented from getting be-



tween the rails. The frogs are made removable by being bolted to the flanges 45 as indicated at 51, in order that they may be replaced when worn which can be readily done  
5 without disturbing the other parts of the track. In the top of the foundation 10 are recesses 52 in which seat the nuts 53 of the bolts 46.

A turn-table constructed as herein described is simple in construction and will  
10 safely carry the load for which it is designed. The arrangement of bearings described reduces friction to a minimum and the table therefore can be easily operated.

15 I claim:—

1. A turn-table comprising a circular track, a bearing, a frame rotatably mounted on said bearing, rollers carried by the frame and traveling on the track, a pivot-bearing  
20 on the frame, and a platform rotatably mounted on the pivot and engageable with the rollers.

2. A turn-table comprising a circular

track, a bearing inside the same, a frame rotatably mounted on said bearing, rollers 25 carried by the frame and traveling on the track, a pivot-bearing on the frame and having an oil-hole communicating with the aforesaid bearing, a platform rotatably mounted on the pivot and engageable with rollers, said 30 platform having an oil-hole communicating with the oil-hole of the pivot-bearing, and a closure for the oil-hole of the platform.

3. A turn-table comprising a foundation, a curb thereon having at the bottom an out- 35 wardly presented flange, approach-rails, means for adjustably fastening the rails to the flange, and a platform rotatably mounted on the curb.

In testimony whereof I affix my signature, 40 in presence of two witnesses.

WILLIAM MAGNUSON.

Witnesses:

WM. J. KRAUSE,

WM. HAMILTON.