No. 898,115. PATENTED SEPT. 8, 1908.

P. KLEMP.

TURN TABLE.

APPLICATION FILED APR. 16, 1908.

Fig. 1

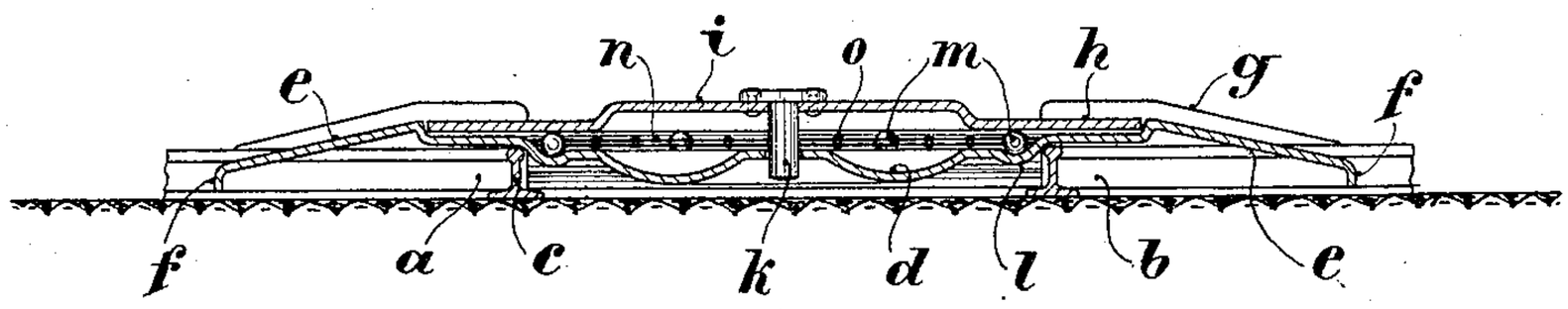
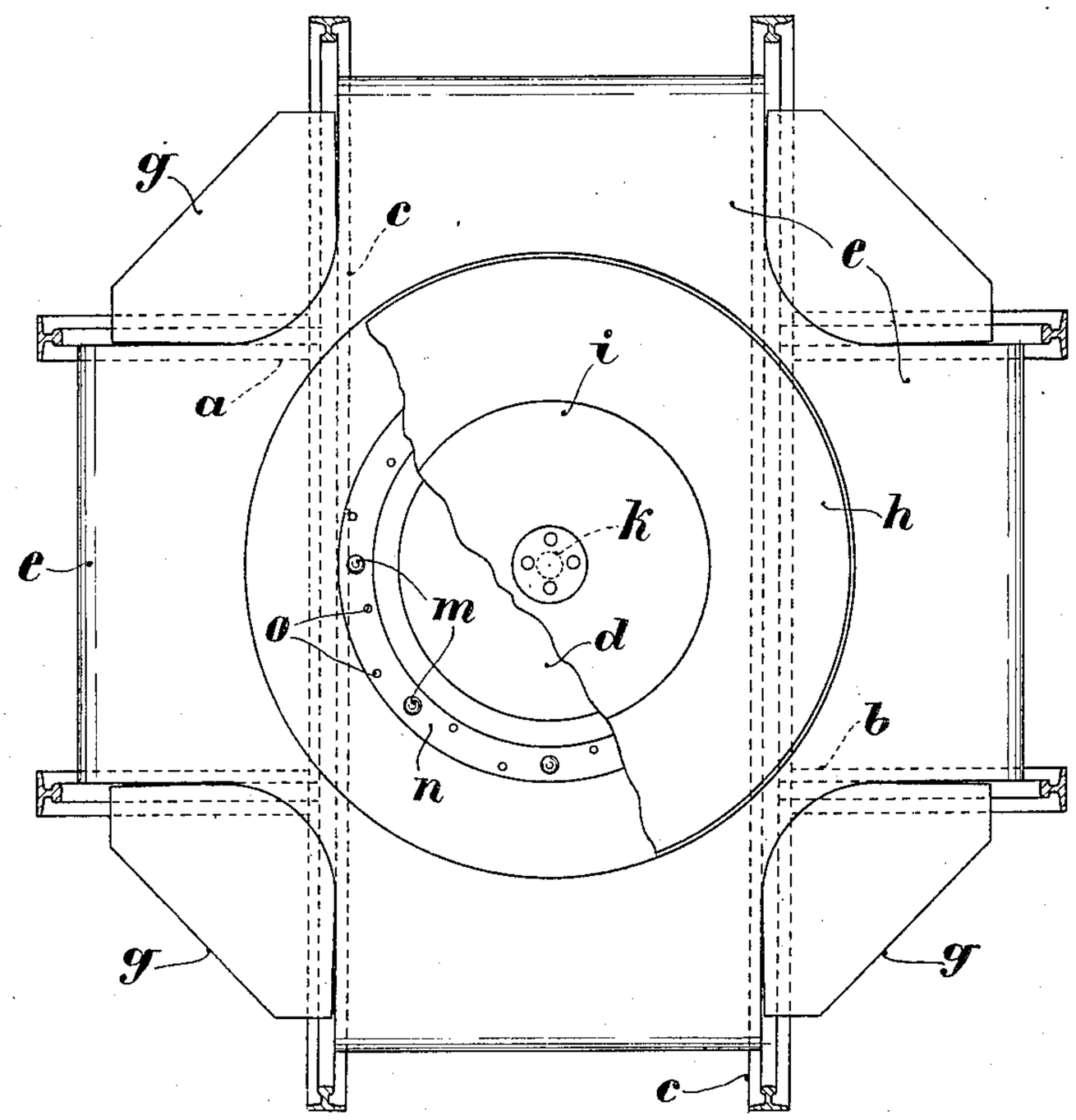


Fig. 2



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UNITED STATES PATENT OFFICE.

PAUL KLEMP, OF DUSSELDORF, GERMANY.

TURN-TABLE.

No. 898,115. Specification of Letters Patent. Patented Sept. 8, 1908.

Application filed April 16, 1908. Serial No. 427,299.

To all whom it may concern:

Be it known that I, PAUL KLEMP, a citizen of Germany, residing at Dusseldorf, Germany, have invented new and useful Improvements in Turn-Tables, of which the following is a specification.

This invention relates to improvements in turn-tables which are employed temporarily for establishing turn-tables between two sets of rails crossing each other, which turn-table consists of a turn-disk on the surface of which rails tongues are arranged and by which rail tongues other rails can be crossed. By known arrangement the rail tongues must be bolted to the main rails, so that the laying down of such a turn-table takes up considerable time and causes much work. Besides this the bolting is exposed to heavy lateral pressures, so that it does not always fulfil the desired requirements. This invention is designed to overcome these disadvantages and I employ in my arrangement a lower or base-plate, which is provided at its sides with sloping raising planes, which are placed between the rails, the inner circular part of the base-plate is lowered by bending it in such a manner, that the top of the planes are level with the turn disk, arranged in the recess of the base-plate.

The advantages of my arrangement consist essentially therein, that by the unity of the base plate not only an important stability is obtained but also a simple removal without toil and trouble can be effected and after having been mounted on the rail crossing it is securely held by the sloping planes. As before mentioned my turn-plate is of the same height as the top of the planes and thus the wagon or the like has not to overcome a gradient by rolling from the sole plate onto the turn-plate. Thus jolting is prevented and the additional motive power for drawing the wagon or the like upon the turn-disk is obviated. The whole gradient which the wagon has to master from the upper edge of the rails is only like the thickness of the plates.

I will now describe my invention with reference to the accompanying drawings in which

Figure 1 shows a cross section of a turn-table constructed according to my invention and Fig. 2 shows a plan view of same, in which the turn-plate is partly broken away.

The base-plate *d* is shown placed upon an existing butt-joint railway crossing formed of rails *a* and *b* crossing main-track *c* which base-plate *d* rests directly upon the top of the rails and engages with its four projecting planes or tongues *e* sloping downwards, between the single sets of rails. Thus the base-plate *d* is secured in position and prevented from turning or shifting and the base plate also prevents the rails shifting. By means of vertically bent stems *f* each sloping plane *e* rests upon the lower flange of the rails. In each corner between two sloping planes *e* guide angles *g* are arranged like collars projecting over the plane of the base-plate. The wagons are thus shaken less and extraordinary moving power is not needed to cause them to roll upon the surface of the turn-plate. The inner part of the base-plate is bent downwards sufficiently for the turn-plate *h* to be arranged flushly in it and its face is level with the top edge of the sloping planes *e*. The turn plate *h* is provided with a circular raised portion *i* for centering the wagons exactly. The pin or bolt *k* is riveted on the turn-plate *h* and is turnable in a hole in the base-plate *d*.

My arrangements may be provided with the already known revolving rest for supporting and facilitating the rotation of the turn-plate in the following manner. An annular ball race *l* is pressed into the base plate *d*, in which the balls run and carry plate *h*. Said balls are kept by means of a ball frame at certain distances from each other, which frame consists of two metal rings and distance pieces *o* regulating the distances of the balls.

The apparatus may be altered from the construction shown and described without departing from the spirit of the invention.

I claim:

1. In a turn table for a track crossing, a base plate having a central recess, and inclined tongues extending between the track-rails, combined with a turn-plate rotatably seated in the recess, substantially as specified.

2. In a turn table for a track crossing, a base plate having a central recess, and inclined tongues extending between the track-rails, combined with a turn-plate rotatably seated in the recess, and with a ball race intermediate the base plate and turn-plate, substantially as specified.

3. In a turn table for a track crossing, a base plate having a central recess, and inclined tongues extending between the track-

rails, combined with a turn-plate rotatably seated in the recess, and with a bolt secured to the turn-plate and rotatable in the base plate, substantially as specified.

4. In a turn table for a track crossing, a base plate having a central recess, and inclined tongues extending between the track-rails, combined with a turn-plate rotatably seated in the recess and provided with a central circular raised section, substantially as specified.

Signed by me at Dusseldorf, Germany this fourth day of April 1908.

PAUL KLEMP.

Witnesses:
PETER LIEBER,
WILHELM FLASCHE.