

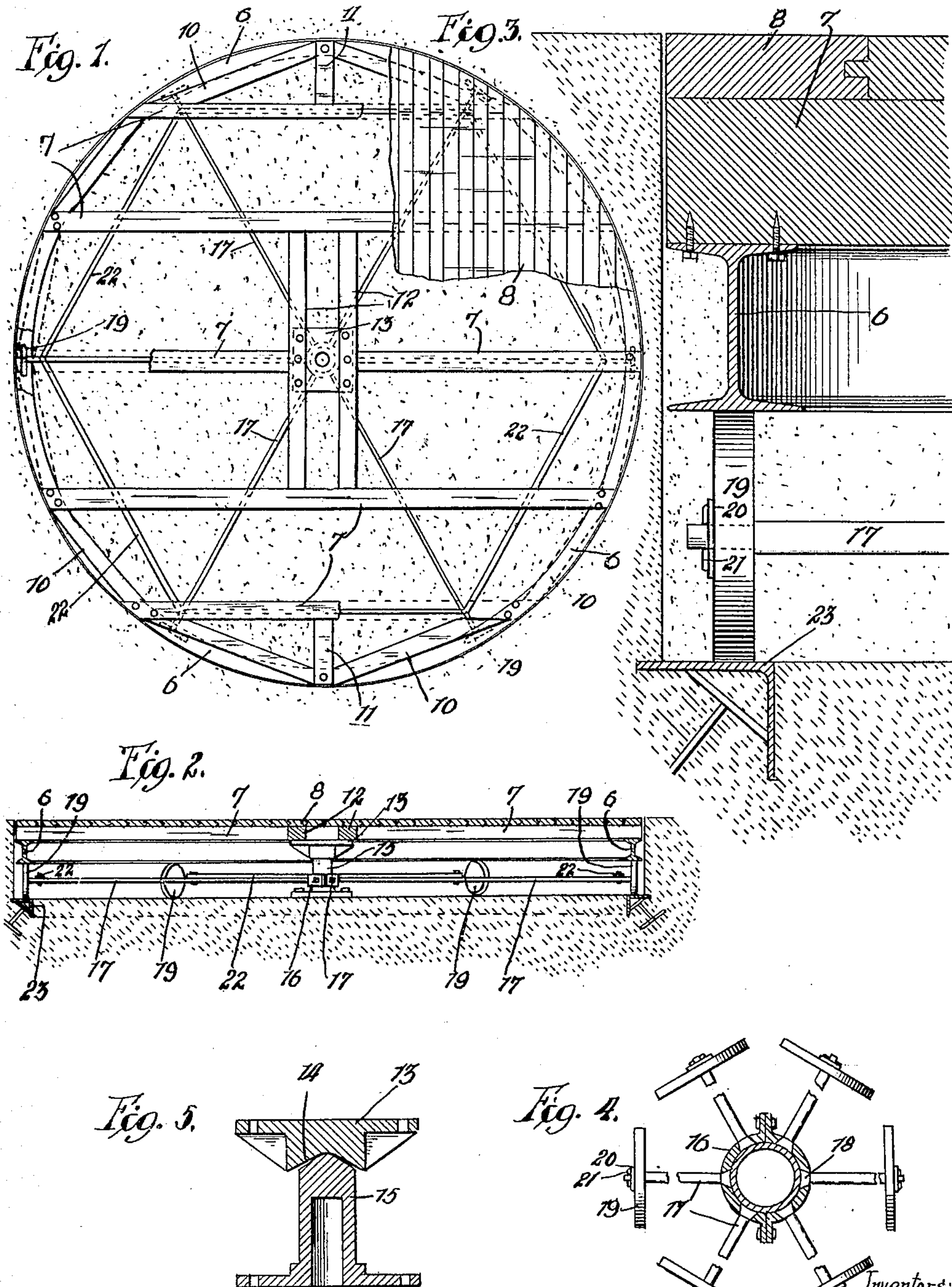
S. M. HUNTER, C. E. AKELEY & D. E. HOLT.

TURN TABLE.

APPLICATION FILED AUG. 20, 1908.

913,388.

Patented Feb. 23, 1909.

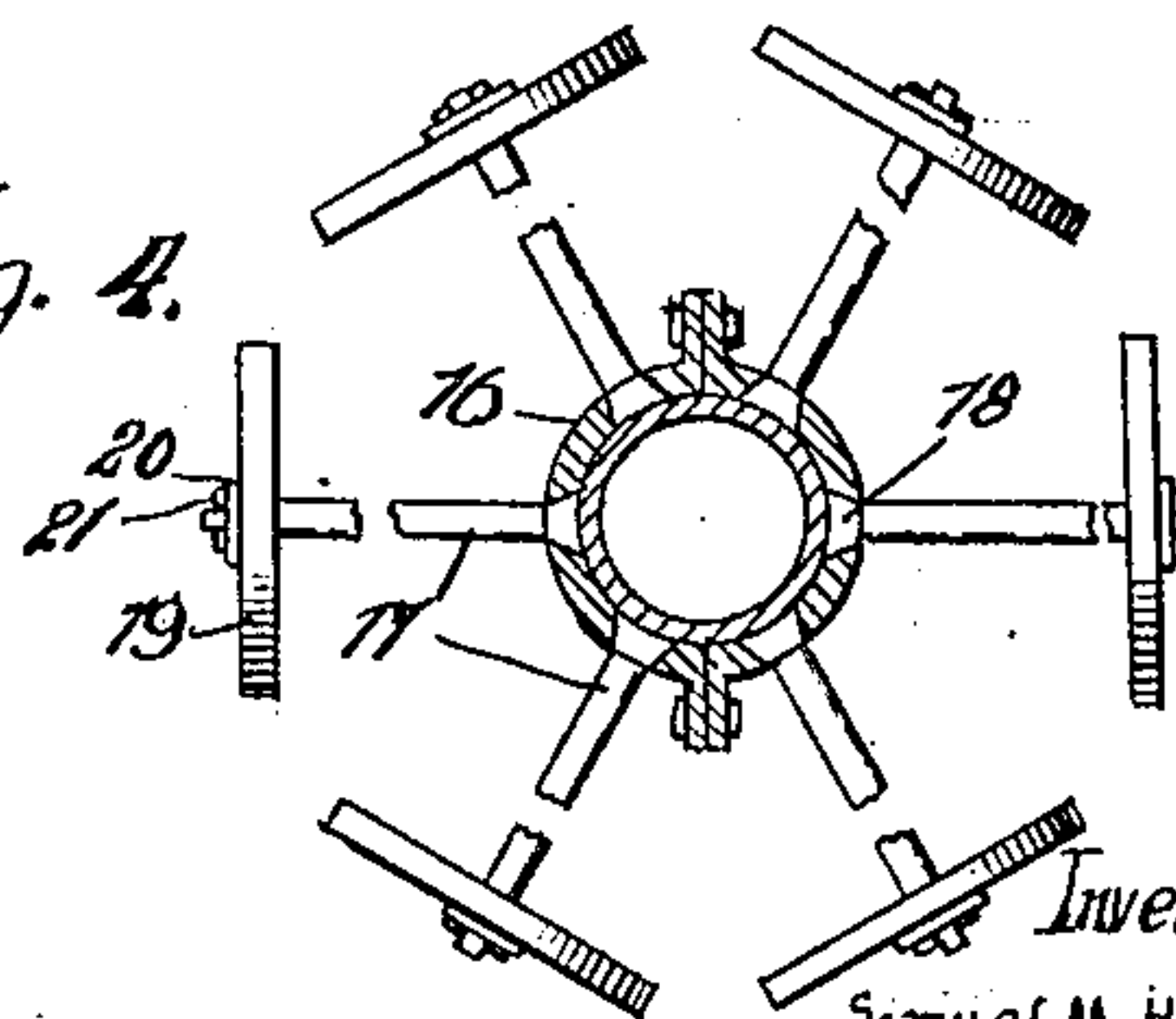


Witnesses:

P. Bond

Prison W. Banning

Fig. 4.



Inventors:

Samuel M. Hunter
Carl E. Akeley
David E. Holt

by *P. Banning*
Attys.

UNITED STATES PATENT OFFICE.

SAMUEL M. HUNTER, CARL E. AKELEY, AND DAVID E. HOLT, OF CHICAGO, ILLINOIS; SAID AKELEY ASSIGNOR TO SAID HUNTER AND HOLT.

TURN-TABLE.

No. 913,388.

Specification of Letters Patent.

Patented Feb. 23, 1909.

Application filed August 20, 1908. Serial No. 449,470.

To all whom it may concern:

Be it known that we, SAMUEL M. HUNTER, CARL E. AKELEY, and DAVID E. HOLT, citizens of the United States, and residing in Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Turn-Tables, of which the following is a specification.

The turn table of the present invention is intended for use in garages, yards, or other restricted areas, for turning automobiles and other vehicles.

The object of the invention is to construct a turn table in a simple and economical manner which will distribute the weight toward the periphery of the table, which is supported upon a revoluble runway.

The invention relates to the construction of the platform of the turn table, to the construction of the revoluble runway, to the construction of the center bearing, and to the turn table as a whole and to the individual parts thereof.

The invention consists in the features of construction and combination of parts hereinafter described and claimed.

In the drawings Figure 1 is a plan view of the turn table built in its pit, with the floor partly removed; Fig. 2 a sectional elevation through the center; Fig. 3 an enlarged detail of one of the wheels and track of the bottom of the pit, together with the frame and flooring of the turn table; Fig. 4 a detail of the revoluble runway; and Fig. 5 a sectional detail of the center bearing upon which the table revolves.

The platform of the turn table comprises a circular I-beam frame 6, which forms a support for the periphery of the flooring, upon which is suitably mounted a wooden supporting frame in the form of a plurality of parallel sills 7, over which is laid a floor 8 upon which the vehicle to be revolved is run. The sills are braced at their ends by means of intermediate brace timbers 9, and turn timbers 10, the latter of which serve to support the outside sills and converge together at the periphery of the turn table, being supported by a strut 11, which abuts against the center of the outside sill, giving

a true truss structure to this portion of the frame. The sills are supported at their center by a pair of transversely extending spaced center timbers 12, which serve to support a bearing plate 13 provided with a concave socket 14 adapted to receive the tapered end of a center bearing post 15, the taper of which is slightly greater than the taper of the bearing recess which affords a clearance between the two structures save only at the point of the bearing post. The flooring is preferably formed of matched boards which are arranged to break joints immediately above the sills.

The bearing posts serves as an axis for a revoluble runway in the form of a spider comprising a hub 16 which encircles the post, which hub has radiating therefrom a plurality of spokes 17, the inner ends 18 of which are upset within the hub, and the outer ends of which provide journal mountings for a plurality of rollers 19 which are held in place by means of washers 20 and cotter pins 21. The spokes composing the revoluble spider runway are connected, near their ends, by means of diagonally braced rods 22, and the rollers rest upon a circular trackway in the form of an angle plate 23 embodied within the pit of the turn table.

In use, as the turn table revolves at a given speed the spider runway will revolve under the flooring at a half speed, and the weight will be distributed around the periphery rather than located at the center on the bearing post, which latter, however, will sustain a portion of the weight and serve to properly center the platform. The arrangement is one which relieves the spokes of strain since their principal function is to properly position the rollers and maintain them in proper relation between the lower track and the supported circular I-beam frame.

What we regard as new and desire to secure by Letters Patent is:

In a turn table, the combination of a circular I-beam frame, a platform frame comprising sills laid across the circular frame, a flooring laid across the sills, a bearing plate secured to the platform and provided

with a concavity in its center, a tapered
pivot post supporting the bearing plate and
a revoluble runway of spider formation com-
prising a hub journaled on the pivot post,
5 spokes radiating therefrom, braces for the
spokes, and rollers journaled on the ends of
the spokes and interposed between the cir-
cular I-beam frame of the supporting sur-

face for the turn table, substantially as de-
scribed.

SAMUEL M. HUNTER.
CARL E. AKELEY.
DAVID E. HOLT.

Witnesses:

MARY WATSON HULME,
HAROLD D. HIEL.