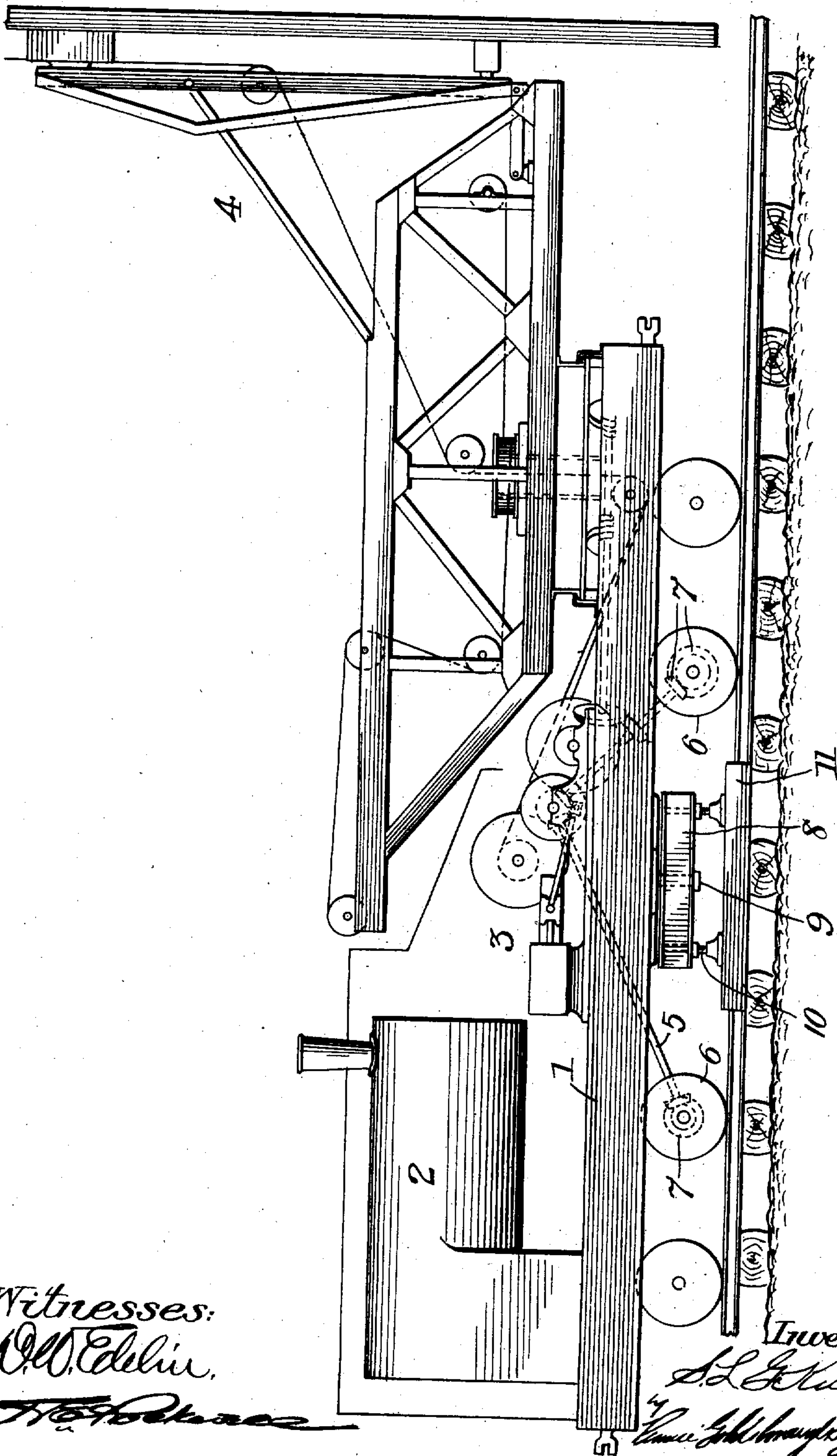


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 TURN TABLE MECHANISM FOR RAILWAY PILE DRIVERS AND THE LIKE.  
 APPLICATION FILED OCT. 11, 1909.

975,048.

Patented Nov. 8, 1910.



Witnesses:  
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# UNITED STATES PATENT OFFICE.

SAMUEL L. GRISWOLD KNOX, OF MILWAUKEE, WISCONSIN.

TURN-TABLE MECHANISM FOR RAILWAY PILE-DRIVERS AND THE LIKE.

975,048.

Specification of Letters Patent.

Patented Nov. 8, 1910.

Application filed October 11, 1909. Serial No. 522,056.

*To all whom it may concern:*

Be it known that I, SAMUEL L. GRISWOLD KNOX, residing at Milwaukee, county of Milwaukee, and State of Wisconsin, have invented certain new and useful Improvements in Turn-Table Mechanism for Railway Pile-Drivers and the Like; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to railway pile drivers and the like, and the object of the invention is to provide improved mechanism by which the machine may be swung around on the track in order to reverse its direction.

In railway pile drivers as heretofore constructed, and more particularly in the pile driver described in Letters Patent No. 816,584, granted to myself and Walter Ferris on April 3, 1906, the pile driving mechanism was located on a carriage or frame swiveled on the car body, so that such mechanism could operate at either end of the car, there being suitable mechanism provided for effecting the swinging movement of the frame. However this construction had the disadvantage that the prime mover, which operated the pile driving mechanism, was connected with the propelling gear by rather complicated mechanism.

The present invention dispenses with a complicated connection between the prime mover and driving wheels and enables a more permanent and very direct transmission to be used, and to this end the car body which carries the prime mover directly connected with the driving wheels, is provided with mechanism by which it may be lifted from the track and swung end for end, in order to drive piles in either direction.

The object of the invention is attained by mounting on the car body at a point beneath the same a turn-table which is carried by the car body out of contact with the track when the car body is in motion, there being means provided by which the car body may be raised on the turn-table as a support for the purpose of swinging the pile driver as a whole end for end.

The accompanying drawing illustrates in diagrammatic side elevation a railway pile driver constructed in accordance with the invention.

The car body 1 can be of any approved

form and carries a boiler 2, a prime mover 3, a pile driving mechanism 4, each of which may be of any type desired. The engine 3, which constitutes the prime mover is used to drive transmission shafts 5 or other direct transmitting devices to impart rotary movement to the driving wheels 6. In the form shown, the shafts 5 drive the driving wheels by means of bevel gears 7 as indicated. The engine also operates the pile driving mechanism 4 in any suitable way.

At the under portion of the car body 1 the same carries the turn table 8 on which the car body is swiveled by means of a suitable pivot 9. When the car body is traveling the turn-table is at such a distance from the track as not to come in contact with the latter, but when it is desired to swing the pile driver end for end suitable jacks 10, associated with the turn-table 8 at the corners thereof, are used to support the latter and the car body. These jacks are preferably placed upon blocks 11 which are put on the track rails to receive them, after which the turn-table and the car body carried thereby are jacked up to such a height that the wheels of the car body will leave the rails. When this has been done the car body may be swung laterally on its pivot 9, either by hand or by using mechanism of any suitable character.

The great advantage obtained by the invention is that the swinging about of the pile driver may be very easily effected entirely independent of the transmission mechanism between the prime mover and the driving wheels. This mechanism may therefore be operated without loss of power, and no manipulation of the mechanism for the purpose of turning the pile driver end for end, is necessary.

It will, of course, be readily understood that the improved turn table mechanism is not limited in its use to railway pile drivers, but that it may be employed to advantage in connection with steam shovels, snow plows and various other machines.

What I claim is:—

1. The combination of a car body, a turn table normally held out of contact with the track, and means by which the turn table and the car body may be elevated simultaneously.

2. The combination of a car body, a turn table carried thereby at the under portion

thereof, and jacks by which the turn table and car body may be elevated simultaneously.

3. The combination of a wheeled car body,  
5 a turn table carried thereby at the under  
portion thereof and held out of contact with  
the track, and means in connection with said  
turn table to raise the same from the track  
as a foundation, with the car body support-  
10 ed thereon.

4. The combination of a car body having  
supporting wheels, a turn table carried by

the car body at its under portion and nor-  
mally held out of contact with the track,  
and jacks at the corners of the turn table, 15  
operable to elevate the turn table with the  
car body supported on the latter.

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

SAMUEL L. GRISWOLD KNOX.

Witnesses:

W. J. RYAN,

MARIE DESROSIERS.