D. TIPTON.

TURN TABLE.

APPLICATION FILED APR. 16, 1910.

977,983.

Patented Dec. 6, 1910.

2 SHEETS—SHEET 1.

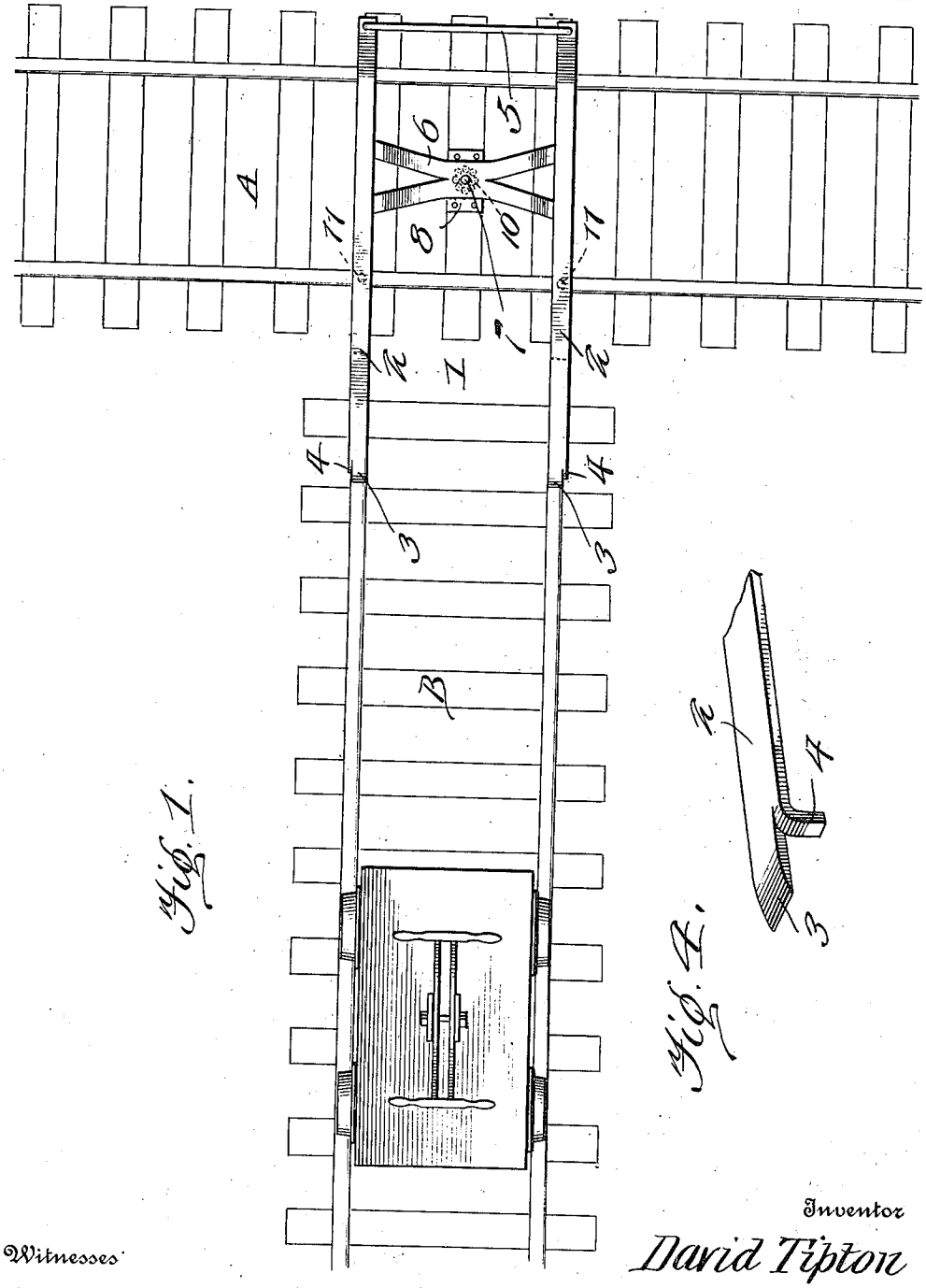

Fig. 1.

Fig. 2.

Witnesses

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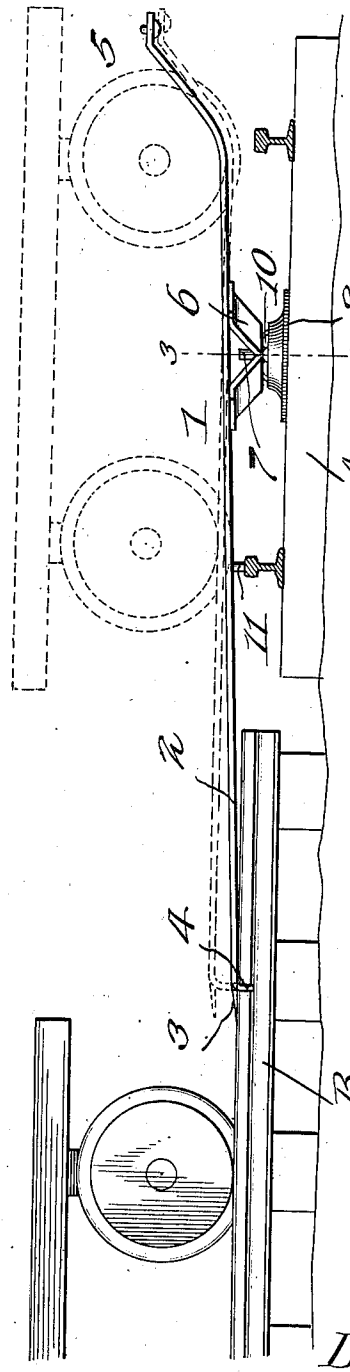

Fig. 2.

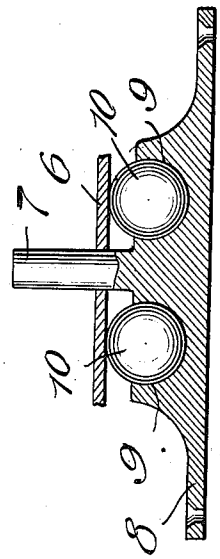

Fig. 3

Witnesses

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UNITED STATES PATENT OFFICE.

DAVID TIPTON, OF GLENMONT, OHIO.

TURN-TABLE.

977,983. Specification of Letters Patent. Patented Dec. 6, 1910.

Application filed April 16, 1910. Serial No. 555,798.

To all whom it may concern:

Be it known that I, DAVID TIPTON, a citizen of the United States of America, residing at Glenmont, in the county of Holmes and State of Ohio, have invented new and useful Improvements in Turn-Tables, of which the following is a specification.

This invention relates to turn-tables and particularly to one of a portable type, the object being to provide a turn-table which is designed especially for use in shifting the well known hand-cars from a siding to the main track, the device being also designed particularly for use in garages for turning automobiles etc.

Another object of the invention is to provide a structure that can be operated manually, requiring the services of but one man.

In the drawing, forming a portion of this specification and in which like numerals of reference indicate similar parts in the several views:—Figure 1 is a top plan view of my improved turn-table showing its application to the main or side track of a railroad structure. Fig. 2 is a side elevation thereof showing in full lines the turn-table set to receive the car from the side track and showing in dotted lines the car moved on the turn-table and positioned thereon to permit the table to be turned manually to transfer the car to the main track. Fig. 3 is a detail section taken on the line 3—3 of Fig. 1. Fig. 4 is a detail perspective view of a portion of one of the rails.

Upon reference to the drawing, it will be seen that the turn-table 1 comprises a pair of spaced rails 2 whose outer ends are beveled as shown at 3, and formed to provide stops 4 for a purpose to be hereinafter described. The opposite ends of the rails are bent upwardly and then outwardly and connected with each other by a handle member 5. A head member 6 connects the rails with each other at a point adjacent to the handle 5, and as illustrated, the said head member is apertured for the reception of the vertical posts 7 on the bearing plate 8. This bearing plate is formed to provide a raceway 9 for antifriction bearings 10. The bearing plate is suitably mounted on one of the ties of the main track A, the said ties being arranged directly at the point of intersection of the main track with the side track B. In other words the respective tracks A and B are disposed substantially at right angles to each other. The head member of the rails of my improved turn-table is mounted with respect to the bearing plate so that the former may be rocked slightly on the latter for a purpose to be hereinafter described.

Upon reference to Fig. 1 of the drawing, it will be seen that the turn-table is set to cause the rails thereof to aline with the rails of the side track B, the said rails of the turn-table being extended downwardly and outwardly at an angle toward the rails of the said side track. In this position of the rails of the turn-table the stops at the outer extremities of the rails extend downwardly against the sides of the rails of the said side track structure so as to hold the turn-table against accidental rotary movement. After the turn-table has been set to the position just described the operator pushes the car to be shifted onto the rails of the turn-table until the forward wheels of the car abut the upwardly and outwardly extended portions of the rails, whereupon, the weight of the car will be equally distributed to each side of the pivot post and the turn-table will then assume a position parallel with respect to the rails of the main and side tracks respectively. The operator by grasping the handle of the turn-table may then rotate such table to cause the rails thereof to aline with the rails of the main track structure, whereupon, the car can be conveniently shifted from the turn-table to the main track. The device herein described will also be found desirable for use in garages or like places where it is frequently desired to change the positions of the vehicles. The rails of the turn-table are each provided intermediate of its length with a depending support 11 which is designed to engage the rails of the main track so as to brace the rails of the turn-table during shifting of the car from the turn-table to the main or side track.

The turn-table is extremely durable and light and is of a portable character which will enable the operator to transport it from place to place as the occasion may require.

I claim:

1. A turn-table comprising a bearing post, a head member revolubly supported by the post and removably engaged therewith and mounted thereon for rocking movement, and a pair of spaced rails supported by the said head member.

2. A turn-table comprising a head member mounted for rocking and for rotary

movements, and spaced rails supported by the head member.

3. A portable turn-table comprising a tie-supported head member, a pair of spaced rails carried by the said head member and extending downwardly and outwardly at an angle therefrom, supports carried by the rails, and a handle connecting the said rails with each other.

4. A portable turn-table comprising a head member, a pair of rails supported by the head member and each having forwardly and rearwardly extending portions of unequal lengths, rail-engaging stops carried by the turn-table for holding the latter against rotation, and a handle connecting the short ends of the said rails.

5. A portable turn-table comprising a bearing plate having a post extending upwardly therefrom, a head member revolubly mounted on said post and adapted for rocking movement on the said bearing plate, a pair of rails supported by the head member, stops formed on said rails at one side of the said head member, and a handle connecting the said rails.

6. A turn-table comprising a head member mounted for rocking and for rotary movements, a pair of spaced rails mounted thereon, each rail having portions of unequal lengths extending in opposite directions from the said head member, and a handle connecting the said rails.

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

DAVID TIPTON.

Witnesses:
GEO. BARNES,
ELECTA BARNES.