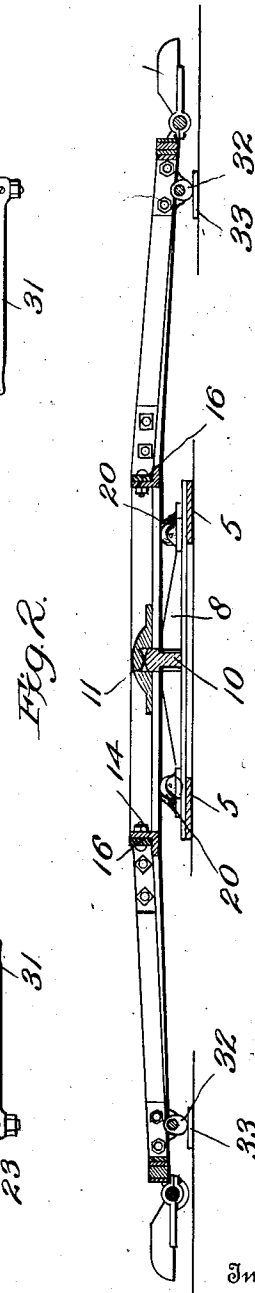
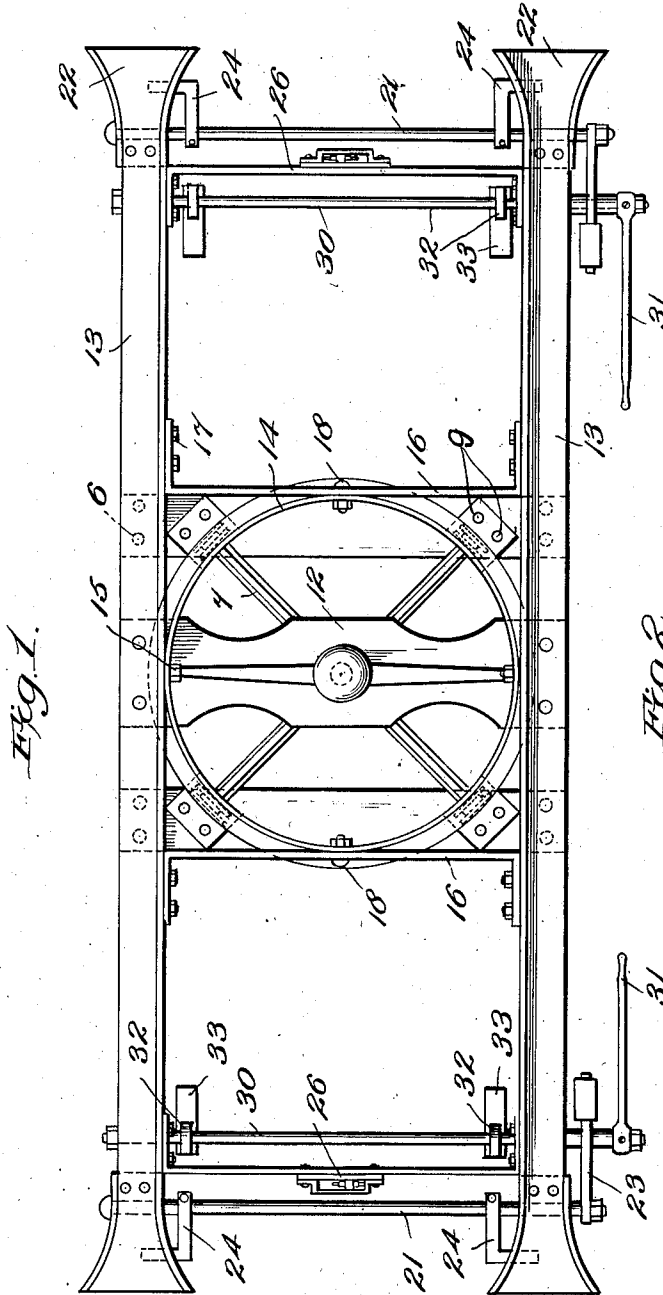


D. S. LANDSTRA.
TURN TABLE.
APPLICATION FILED JUNE 4, 1912.

1,047,661.

Patented Dec. 17, 1912.

2 SHEETS—SHEET 1.



Witnesses
C. James Cronin
Geo. Ackman Jr.

Dirk S. Landstra
By Victor J. Evans
Attorney

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2 SHEETS—SHEET 2.

Fig. 3.

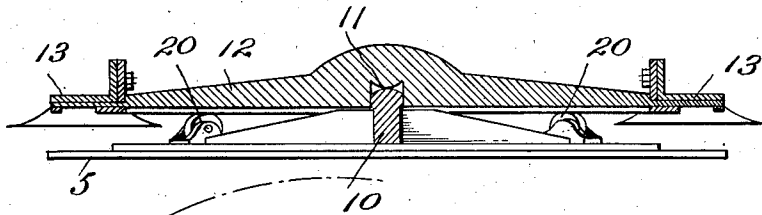


Fig. 4.

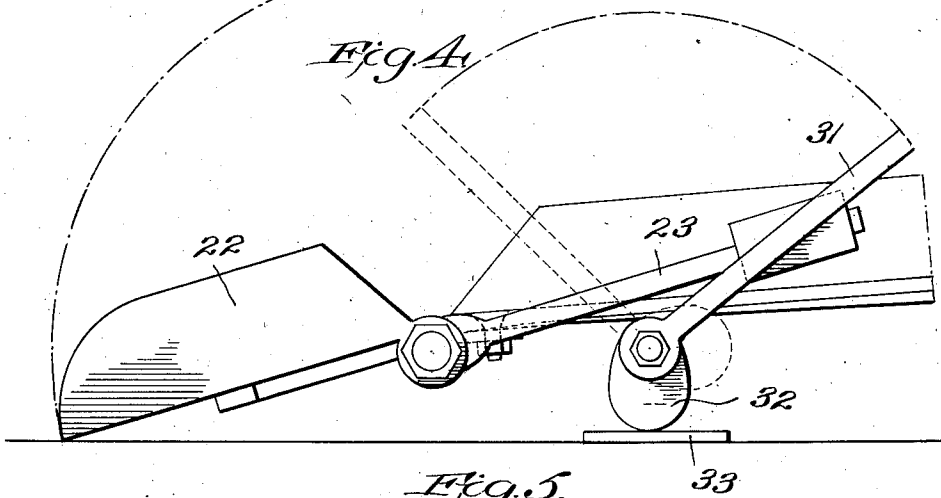


Fig. 5.

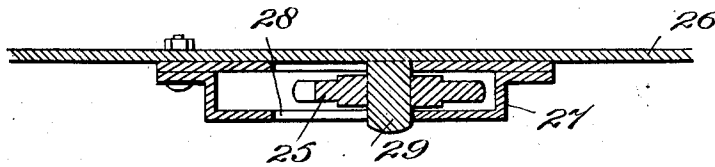
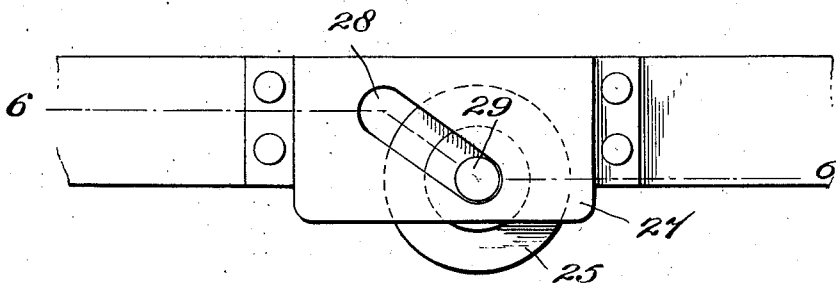


Fig. 6.

Witnesses
C. James Cronin
F. W. Ackman, Jr.

By

Inventor
Dirk S. Landstra
Attorney
Victor J. Evans

UNITED STATES PATENT OFFICE.

DIRK S. LANDSTRA, OF SOUTH ORANGE, NEW JERSEY.

TURN-TABLE.

1,047,661.

Specification of Letters Patent.

Patented Dec. 17, 1912.

Application filed June 4, 1912. Serial No. 701,586.

To all whom it may concern:

Be it known that I, DIRK S. LANDSTRA, a citizen of the United States, residing at South Orange avenue, South Orange, in the county of Essex and State of New Jersey, have invented new and useful Improvements in Turn-Tables, of which the following is a specification.

The general object of the invention is to admit of the turning around of a vehicle, such as an automobile while in a shed or garage so that the front of the vehicle will face the direction of progressive movement had by the wheels when the vehicle is passing through the door opening. And to this end the invention consists in a support in the form of a track upon which the vehicle is directed on entering the building and which is adapted to be rotated or turned with the vehicle thereon so that the vehicle may be directed to face a direction opposite to the direction it faces upon entering the building.

Other objects will appear and be better understood from that embodiment of my invention of which the following is a specification, reference being had to the accompanying drawings forming part hereof, in which;

Figure 1 is a detail plan of the device. Fig. 2 is a vertical longitudinal section. Fig. 3 is a vertical cross section. Fig. 4 is a detail side elevation of one end portion of one of the track rails. Fig. 5 is a detail front elevation of the bearing at one end of the track. Fig. 6 is a section on the line 6-6 of Fig. 5.

The cross beams 5-5 of the bed are suitably connected such as by bolts 6 to the floor and by preference are arranged in spaced relation and at the central portion of the space which the vehicle occupies while in the building. It will of course be understood that the dimension of the space in which the device forming the subject matter of the present invention is arranged will be such as will admit the turning around or revolving of the device when the same is positioned in a required part of the room. In such buildings or garages as have pits to admit of an operator standing practically upright while working on or examining the bottom portion of the vehicle, the cross beams 5-5 will of course straddle the pit and be spaced sufficiently

far apart to receive the form of an ordinary sized person between them.

The body of the bed is made up of a cross shaped casting the limbs 7-7 of which are ribbed as indicated at 8 to give them strength and are suitably connected such as by bolts 9 to the cross beams 5-5.

The post 10 which rises vertically from the center of the body of the bed has its upper end convexed to bear on the convexed bottom of a socket 11 in the center of a tie-bar 12. The tie-bar connects the rails 13-13 at their middle portions and supports these rails.

A circle 14 of angle iron is arranged over the bed and between the rails to which it is connected as by bolts 15 and between brace bars 16-16, which are also connected to the rails, as by bolts 17, and to which the circle is also connected as by bolts 18-18. The bearing rollers 20-20 which are arranged in suitable bearings at the outer end portions of the arms 7-7 of the body of the bed extend to points in juxtaposition to the circle 14 so as not to contact with the same while the track is in normal horizontal position. The middle portions of the rails 13-13 are horizontal while the end portions slope downwardly as shown in Fig. 2. At their extremities the said end portions carry pivot bars 21-21 upon which are mounted shoes 22-22 formed of channeled iron with flared free ends. The narrow or contracted ends of the shoes correspond to the width of the rails 13-13 so as to direct the wheels of the vehicle onto rails 13-13, the latter being preferably formed of angle iron and arranged so that the upturned portions will prevent the wheels of the vehicle from rolling off the track or turning laterally thereon.

The shoes 22 are counter balanced by weights 23 carried by the pivot bar 21 so that normally the free ends of the shoes are held in spaced relation to the floor, but only for such distances as will insure of their yielding under contact with the wheels of the vehicle. The brackets 24-24 carried by the pivot bars 21 extend under the shoes 22 and brace the shoes under the weight of the wheels of the vehicle when the same are rolling over the shoes.

The bearing rolls one of which is shown in Fig. 5 and indicated by 25 are arranged between the adjacent ends of the rails 13-13

and are normally in contact with the floor. The tie rods 26—26 which are connected to the rails 13—13 carry boxings 27 which have oblique slots 28 for the roller trunnions one of which is shown in Figs. 5 and 6 and indicated by 29. This construction admits of the yielding of the rolls when the track is tilted but allows the rolls to support the track against tilting during the turning of the track in one direction.

The cam shafts 30—30 are journaled in suitable bearings carried by the rails 13—13 and are operated by the handles 31—31. When the table is adjusted in any required position and either with or without the vehicle thereon, it may be locked in such adjusted position by turning the handles 31 so as to bring the cams 32—32 of the cam shafts into frictional contact with bearing plates 33 arranged on the floor.

From the foregoing the operation of the device will be largely understood. It will be observed that when the vehicle is first passing on to the track and depresses one end thereof one side of the circle 14 will be depressed into contact with the rolls 20 and the roll 25 on the depressed end of the track will occupy a higher position in the bearing than that shown in Fig. 5. But when the vehicle is entirely on the track and its weight distributed so as to restore the track to equilibrium the entire weight of the track and vehicle will be on the post 10. If desired the device may be locked in this position by turning the handles 31 as before stated, or if it is desired to turn the track such action may be readily accomplished by

pushing laterally on one end of the vehicle and in such direction as will bring the lower ends of the slots 28 into contact with the trunnions of the rolls 25. This holding of the rolls will of course prevent the tilting of the track during the turning thereof.

What is claimed as new is:

1. In a turn table, the combination of a track, a turnable bar at each end of the track and connected to the rails thereof, end pieces forming continuations of the rack rails and turnable on the bars, brackets fixed to the bars and arranged so as to bear upwardly on the end pieces, and weight arms connected to the bars for the purpose described.

2. In a turn table, the combination of a rotatable track, a rock shaft mounted on the rails of said track, bearing plates disposed below the track, and elements carried by the rock shaft and adapted to frictionally bind on the bearing plates when the rock shaft is turned in one direction, for the purpose set forth.

3. A turntable comprising a bed, rotatable track pivotally mounted on the bed, bearing rolls carried by the track and having their axles arranged so as to yield when the track is tilted and to interlock with the track when the same is turned in one direction.

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

DIRK S. LANDSTRA.

Witnesses:

JOHN A. DONEGAN,
WM. C. WOLF.