

J. SCHNELL.  
TURN TABLE.

APPLICATION FILED AUG. 8, 1905.

2 SHEETS—SHEET 1.

Fig. 1.

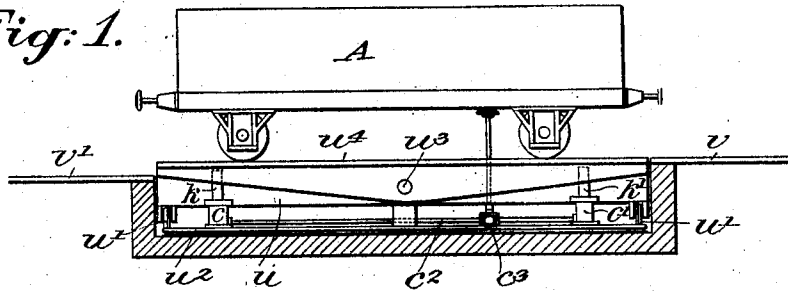


Fig. 2.

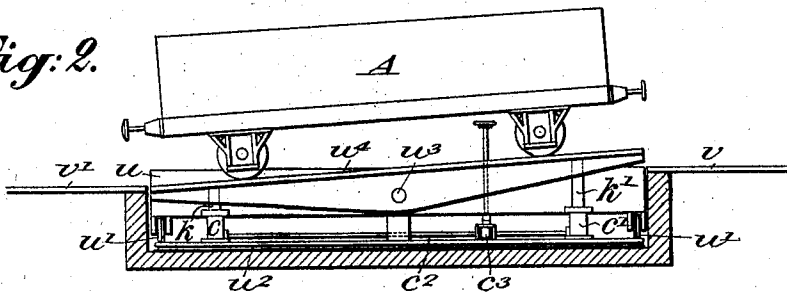


Fig. 3.

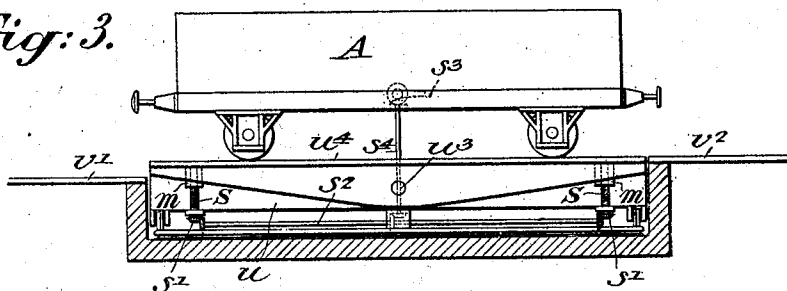
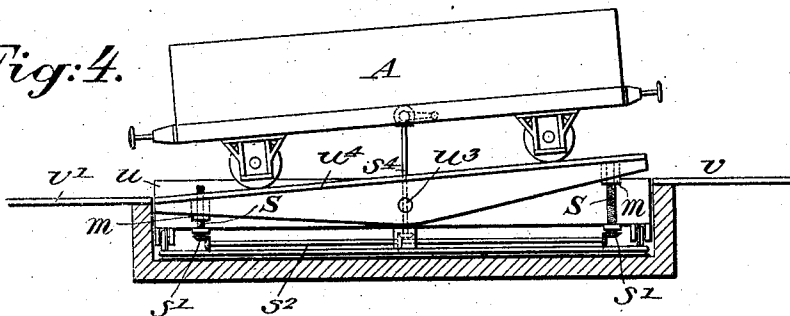


Fig. 4.



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Fred. Imfricht.  
William Schulz.

Inventor:  
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by his attorney  
Drauk & Sienard

No. 823,552.

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J. SCHNELL.  
TURN TABLE.

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2 SHEETS—SHEET 2.

Fig. 5.

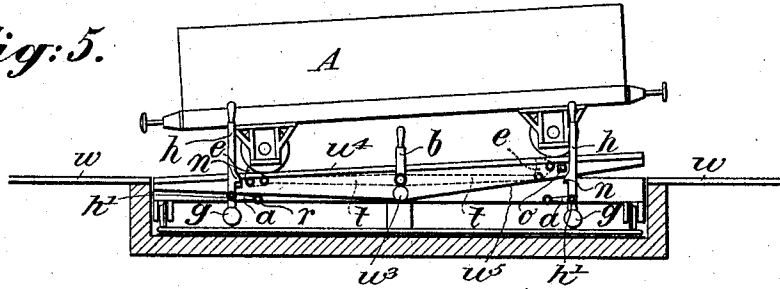


Fig. 6.

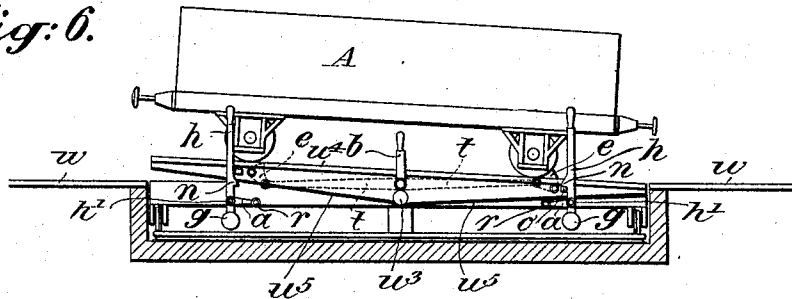
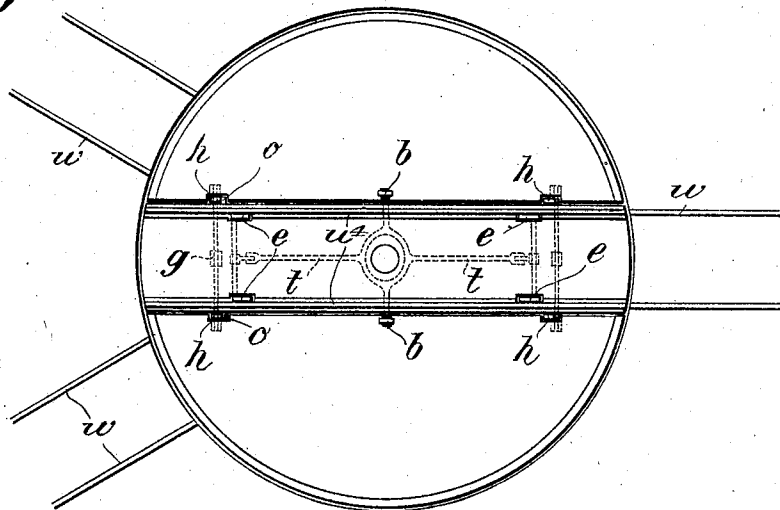


Fig. 7.



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# UNITED STATES PATENT OFFICE.

JULIUS SCHNELL, OF RÜHRORT, GERMANY.

## TURN-TABLE.

No. 823,552.

Specification of Letters Patent.

Patented June 19, 1906.

Application filed August 8, 1905. Serial No. 273,236.

To all whom it may concern:

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

This invention relates to a turn-table having a pivoted track which when tilted causes the cars or locomotives to run automatically off the table and upon the receiving-track. In this way the transfer of the cars is greatly accelerated and facilitated, so that time and labor is saved.

In the accompanying drawings, Figure 1 is a side view, partly in section, of my improved turn-table, showing the tracks adjoining the table arranged at different levels; Fig. 2, a similar view showing the table-track tilted. Figs. 3 and 4 are views corresponding to Figs. 1 and 2 of a modification of the turn-table. Fig. 5 is a side view, partly in section, of the turn-table, showing the tracks adjoining the same arranged on the same level; Fig. 6, a similar view showing the parts in a different position, and Fig. 7 a plan of Fig. 5 with the car omitted.

The letter *u* indicates a rotatable table or platform having wheels *u'*, that engage a circular rail *u''*, as usual. To table *u* is pivoted at *u'''* a diametrically-extending track *u''''*, adapted to support a car A, which is to be transferred from a delivery-track *v* to a receiving-track *v'*. The track *u''''* is undivided and is pivoted to the platform *u* at or about its center, so that when tilted it presents a continuous incline from end to end. The tracks *v* and *v'* extend radially from table *u* and are arranged at different levels, the track *v* being at a higher elevation than track *v'*. Track *u''''* is engaged at opposite sides of fulcrum *u'''* by lifting-jacks composed of pistons *k k'*, working in cylinders *c c'*. These cylinders communicate by pipes *c''*, having valve *c'''*, with means for supplying a suitable pressure medium to the jacks.

If a car is to be transferred from track *v* to track *v'*, track *u''''* is leveled and alined with track *v*, as shown in Fig. 1. After the car A has been rolled upon track *u''''* the table is turned to point in the direction desired. Valve *c'''* is then turned to admit the pressure medium to cylinder *c'* and to thus raise piston *k'*. This will tilt track *u''''* upon platform *u*, Fig. 2, so that the car A will run down track *u''''* and upon track *v'* by gravity.

In Figs. 3 and 4 the jacks are formed by

screws *S*, engaging nuts *m*, that form part of track *u''''*. Screws *S* are operated by beveled gears *s'* and a spindle *s''*, which receives motion from a handle *s'''* by shaft *s''''*. By turning handle *s'''* track *u''''* may be brought from the horizontal position, Fig. 3, into an inclined position, Fig. 4, and vice versa. If desired, the track *u''''* may be weighted at one side of fulcrum *u'''*, so that it is automatically returned to its normal position after the car has left the turn-table.

In Figs. 5, 6, and 7 the tracks *w w* are on an even level, so that the cars may be transferred in both directions. The track *u''''* is provided with a pair of stops *o*, which are adapted to be engaged by the noses *n* of levers *h*, pivoted to table *u* at *h'*. Weights *g* serve to maintain levers *h* in an upright position. Each lever *h* is provided with a laterally-extending arm *a*, which carries at its free end a roller *r*, adapted to engage the lower side *u'''''* of track *u''''*.

In use the track *u''''* is so set that it is inclined toward that track *w*—say the left one, Fig. 5—from which the car A is to be transferred. The car is then rolled upon track *u''''* until its center of gravity has passed slightly beyond fulcrum *u'''*, it being held in position by one of a pair of blocks *e*. These blocks are pivotally secured to track *u''''* and to opposite ends of a lever *t*, having handle *b*, so that when one block is raised the other block is lowered. After the table *u* has been turned to point in the direction desired the left lever *h*, Fig. 5, is swung outward to bring nose *n* out of engagement with stop *o* and to simultaneously start the tilting movement of track *u''''* by the engagement of the latter with roller *r* of lever-arm *a*. The car will thus roll from the turn-table upon the receiving-track by gravity.

What I claim is—

A turn-table provided with a rotatable platform, an undivided diametrically-extending track pivoted centrally to the platform, and means for tilting the track, combined with a delivery-track, and a receiving-track arranged radially to the platform, substantially as specified.

Signed by me at Düsseldorf, Germany, this 22d day of July, 1905.

JULIUS SCHNELL.

Witnesses:

P. LIEBER,  
WILLIAM ESSENWEIN.