S. D. WRIGHT.

TURN TABLE CAR.

APPLICATION FILED MAY 25, 1911.

1,056,246. Patented Mar. 18, 1913.

Fig. 1.

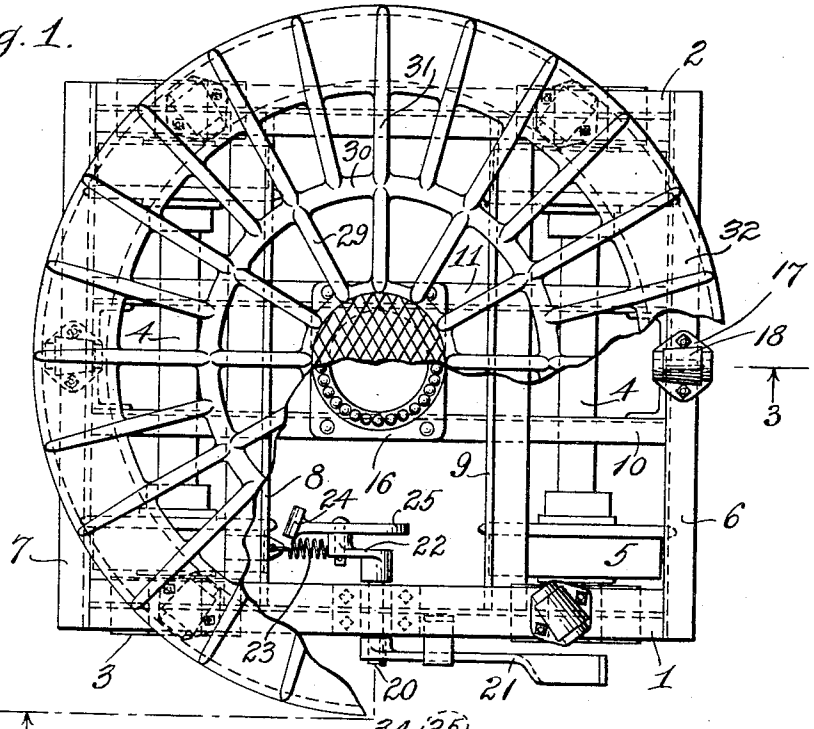


Fig. 2.

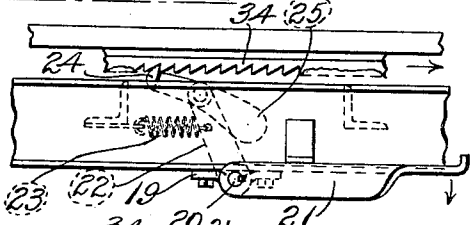
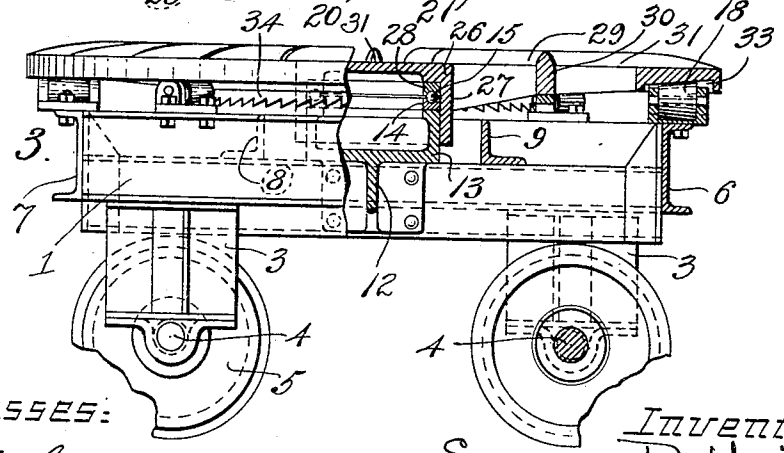


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

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TURN-TABLE CAR.

1,056,246. Specification of Letters Patent. Patented Mar. 18, 1913.

Application filed May 25, 1911. Serial No. 629,292.

To all whom it may concern:

Be it known that I, SAMSON D. WRIGHT, citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in Turn-Table Cars, of which the following is a specification.

This invention relates to improvements in cars used for transporting castings removed from the mold and which contain sand to be removed by sand blast.

The invention more specifically relates to a complete car or truck supporting an individual turn table which is provided with suitable mechanism adapted for operation by the operator so that when the castings are loaded onto the turn table the operator may stand on the platform with the blast hose or apparatus and may shift the castings at will to operate upon them with the blast.

The invention is more specifically set forth in the following description, drawings and claims.

Referring to the drawings, Figure 1 is a top plan view of the car with portions broken away to more clearly show the details; Fig. 2 is a detail view of the ratchet mechanism for operating the turn table; and Fig. 3 is a side elevation of the car with portions broken away.

In carrying out the invention any preferred form and construction of parts may be employed so long as they possess the necessary features, but I have shown one construction in the drawings which is very effective in operation, and in such embodiment 1 and 2 represent the side sills to which are secured suitable brackets 3 for supporting the axles 4 upon which are mounted car wheels 5. These side sills are held together by suitable end sills 6 and 7, and by intermediate cross angle strips 8 and 9.

Below the transverse angle strips 8 and 9 are two intermediate longitudinal sills 10 and 11 which pass under the transverse strips 8 and 9 and support a center pivot member 12 having a cylindrical portion 13 forming the pivot of the turn table and supporting upon the upper edge a suitable bearing 14 coöperating with suitable ball bearings 15 for engagement with another bearing carried by the table as will later appear. This pivot member 12 is still further provided with a flange 16 secured upon the upper faces of the longitudinal sills 10 and 11. Mounted on the frame of the car are suitable roller bearing supports 17 each provided with a roller bearing 18 for engagement under the outer edge of the turn table, as will later appear.

Secured on the side sill 1 and below the same is a bearing block 19 supporting a shaft 20 carrying at one end a foot treadle 21 and at its opposite end a lever 22 held in one position by a spring 23 and provided with a gravity pawl 24 provided with a weighted tail portion 25. The purpose of this pawl will be given in conjunction with the description of the turn table itself.

The turn table comprises a central hub portion 26 having a downwardly extending flange 27 shown in Fig. 3, and adapted to telescope onto the cylindrical portion 13 and thereby form a pivot connection between the frame of the car and the turn table. This hub carries within the flange 27 a bearing 28 coöperating with the balls 15 and adapted to support the table at the center.

Secured to the hubs are suitable webs or ribs 29 connected to an annular ring 30 in turn connected by webs or ribs 31 with an annulus 32. These webs or ribs extend upward from the upper surface of the hub and the annulus 32 and support the castings or other articles to be placed on the table and they are angular in cross section for directing the sand away from the operator. The under surface of the annulus or annular portion 32 is provided with a recess 33, the bottom of which is faced off for engagement with the roller bearings 18. These roller bearings support the table near the periphery and yet permit it to be turned freely. Secured to the underside of the table and at the annular ring 30 is a suitable rack 34 adapted for engagement by the pawl 24.

It will be seen from the construction of the table itself that when castings are placed thereon and held up from any flat portions of the table by the ribs or webs and an air blast is directed upon them, the operator may not only rack the table around to operate upon all the castings but the webs prevent the collection of sand upon any of the flat surfaces. The angularity of the webs directs the sand away from the operator. In the embodiment shown, the annular portion 32 and the top of the hub are the only flat surfaces and the webs or ribs are for raising the castings from these sur-

faces as well as from a main body surface, if the table should be constructed in that way.

In operation a plurality of these cars are conveyed to the foundry and they are loaded with castings which are covered with sand and which must be sand-blasted. These cars are then conveyed to any suitable place where the sand blast is located, and the operator standing on a platform may readily rotate the table of one car and clean all the castings and then proceed with his sand blast hose or other appliance to the next car, and so on.

Having described my invention, I claim:—

1. A car for use in handling castings and the like comprising a frame, a turn table rotatably mounted upon the frame and adapted to receive the castings, a foot treadle operatively mounted upon the frame, and suitable mechanism between the foot treadle and the table whereby the former may rotate the latter.

2. A car for use in handling castings and the like comprising a frame, a turn table rotatably mounted upon the frame and adapted to receive the castings, a foot treadle operatively mounted upon the frame, and suitable ratchet and pawl mechanism between the table and the treadle whereby upon the rocking of the latter the former will be rotated.

3. A car for use in handling castings and the like comprising a frame, a turn table rotatably mounted thereon, an operating shaft mounted in the frame, a foot treadle mounted on said shaft and extending out beyond one side of the car, a lever mounted on the opposite end of said shaft, a pawl carried by said lever, and a rack carried by said turn table and adapted to be engaged by said pawl.

4. A car for use in handling castings and the like comprising a frame, a turn table rotatably mounted thereon and consisting of an integral structure made up of annular rings and radially disposed webs, a foot treadle mounted upon the frame and extending to one side of the table, and suitable mechanism between the treadle and the table whereby upon the operation of the treadle the table is rotated.

5. A car for use in handling castings and the like comprising a frame, a turn table comprising rings and webs forming a table having openings therethrough, and means for rotating said table.

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

SAMSON D. WRIGHT.

Witnesses:
C. K. TRESCH,
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