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WILLIAM S. COULTER.

Improvement in Turn-Tables.

No. 122,229.

Patented Dec. 26, 1871.

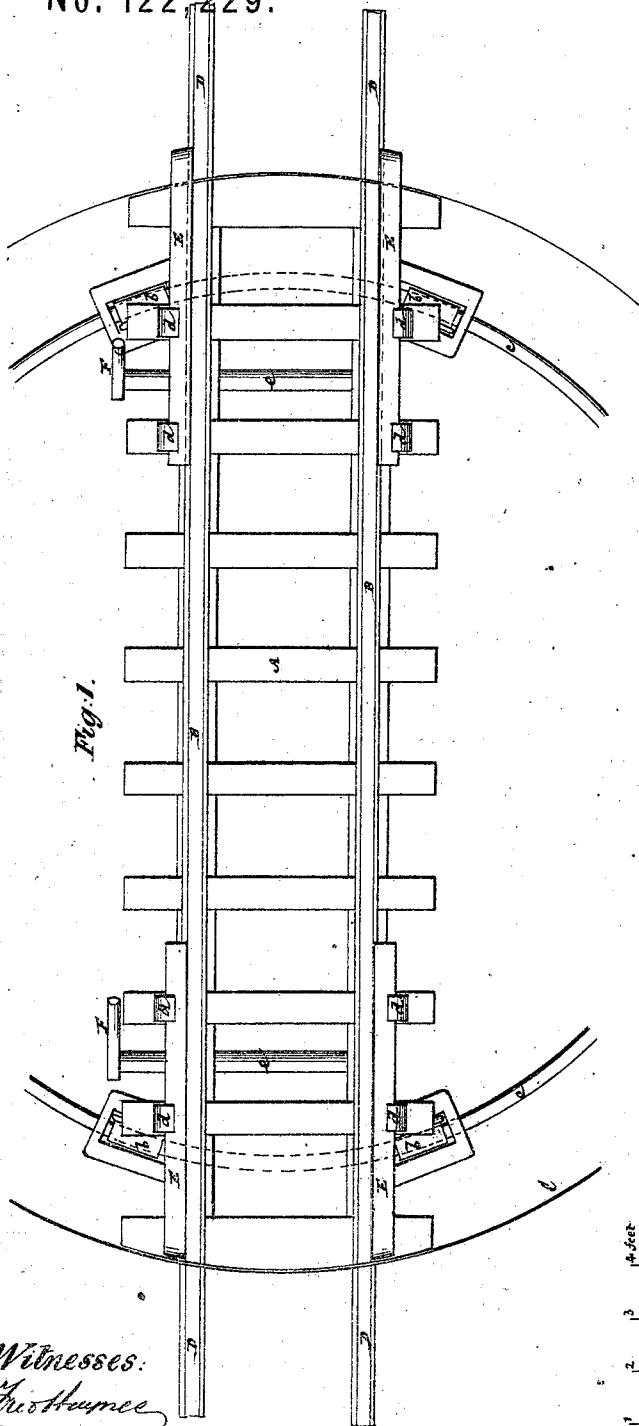


Fig. 1.

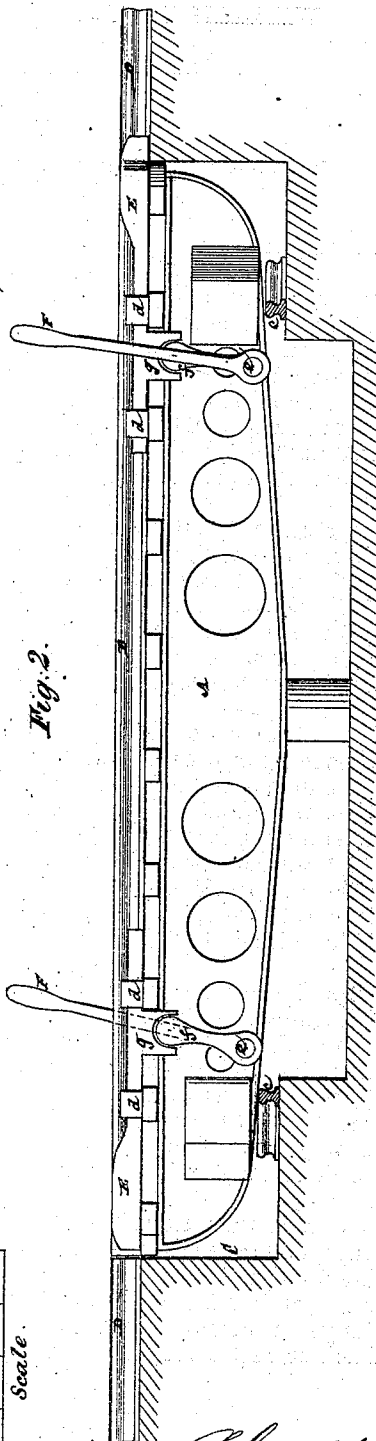


Fig. 2.

Witnesses:
J. H. Hume
J. B. Coombes

Scale.
1 2 3 4 feet

William S. Coulter
per J. H. Hume & J. B. Coombes
Attorneys

UNITED STATES PATENT OFFICE.

WILLIAM S. COULTER, OF ASHLEY, PENNSYLVANIA.

IMPROVEMENT IN TURN-TABLES.

Specification forming part of Letters Patent No. 122,229, dated December 26, 1871.

To all whom it may concern:

Be it known that I, WILLIAM S. COULTER, of Ashley, in the county of Luzerne and State of Pennsylvania, have invented a new and useful Improvement in Turn-Tables, also applicable to draw or revolving bridges, transfer tables, and other purposes; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing forming a part of this specification, and in which—

Figure 1 represents a plan of a turn-table constructed in accordance with my invention, the same being shown in connection with the fixed rails of a track, and with the foundation on which the table works in section. Fig. 2 is a sectional side elevation of the same.

Similar letters of reference indicate corresponding parts in both figures.

Although applicable to draw or revolving bridges and other purposes, it will suffice here to describe the invention as applied to turn-tables on railroads. Said invention relates to means for fastening the turn-table or device when adjusted into position with a line of rails; and consists in a bar or bars arranged on the outside of each rail of the table, and made capable of adjustment, to release or hold the table as required.

Referring to the accompanying drawing, A represents a turn-table of a line of railroad; B B, its rails; and C, the foundation or pit on or in which it works, said table traveling, as by wheels *b b*, on a circular track, *c*. D D are the rails of a track, with which the rails B B of the table are required to connect and disconnect, and which is effected by the turning of the table, as usual.

To hold the table when its rails are in position with said track, and to release it as required, said table is fitted, on the outside of its rails, at or near either end, with a locking-bar or bars, E, of which four are here shown—that is, two at either end; but I do not restrict myself to any precise

number. These bars are arranged to slide through chairs or guides *d d*, in direction of the length of the rails of the table, so as to project beyond or clear, according to the direction in which they are moved, the ends of the fixed rails D D of the track. Such adjustment may be effected by means of levers F attached to rock the shafts *e*, which carry toes *f*, that fit in a free or loose manner blocks *g*, attached to the sliding-bars, which bars, when shot forward, lock the table in position with the track, as represented at the right hand of Figs. 1 and 2, but which, when moved backward, release the table, as represented at the left hand of said figures. The outer ends of these bars E are rounded or tapered off at their tops, so that if the end of the table that the engine is approaching be tilted up, the tread of the engine's wheels will gradually ride onto and press on said bars, and force the table down to its proper level, thereby avoiding that down blow and end thrust on the rails of the table, which so commonly happens, and is so injurious and apt to produce breakage. Instead of the bars E having a sliding movement in direction of the length of the table's rails, they may be pivoted to the table and be rocked, so that when it is required to release the table the same may be done by raising the bars above the fixed rails of the track by means of cams and levers, or other suitable mechanical devices, and said bars be lowered again when the rails of the table are in their proper line or position with the fixed rails of the track.

What is claimed, and desired to be secured by Letters Patent, is—

The locking-bars E, constructed with sloping ends on their upper surface, and arranged in relation to the rails B B and D D of the turn-table and permanent track, substantially as shown and described, for the purpose set forth.

W. S. COULTER.

Witnesses:

JOHN T. BOSSERT,
WILLIAM BUTHERLUS.

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