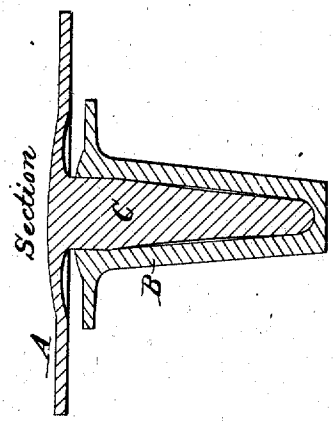
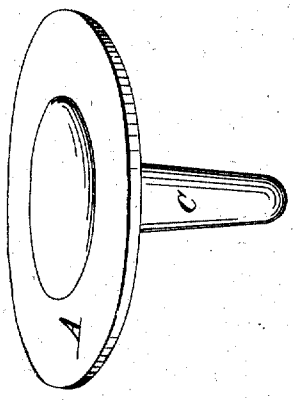
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J. ELGAR.

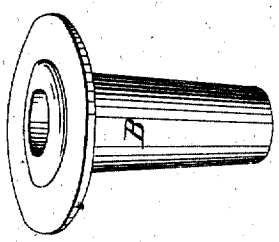
REVOLVING PLATFORM FOR RAILROADS.

Patented Apr. 12, 1833.





A. Platform.
B. Socket.
C. Spindle.



7524X Apl. 12. 1833 311.

John Elgar.

The schedule referred to in these Letters Patent, and making part of the same, containing a description in the words of the said John Elgar himself, of his improvement in the mode of constructing the revolving platforms employed upon Rail Roads.

To all whom it may concern.

Be it known that I John Elgar, civil Engineer of the City of Philadelphia, in the State of Pennsylvania, have invented, certain improvements in the mode of constructing the revolving platforms, employed upon Rail Roads, for the purpose of turning railway carriages, and that the following is a full, and exact description thereof. — I usually make the revolving platforms, and the socket, within which the projecting spindle which sustains it turns, of cast iron, as being the most suitable material. The upper side of the Platform, I, in preference make convex over a considerable part of its diameter, say to the distance of thirty inches from the centre, giving it a rise of five or three inches: from this rise to the periphery which constitutes the part upon which the wheels are to roll, and to rest, it is made flat or but a very slight inclination towards the outer edge. When the car passes upon this, the advance wheels rise over a portion of the convex part, and having passed this, the tendency of the car is to remain in its place while the platform is turned. — Although I think the convex form of the upper side of the platform the best, it is by no means an essential point, and it may be made flat if preferred. — There are no rails, or grooves, upon the surface of the Platforms, as it is not intended that the wheels shall be sustained by their treads, but by the edges of their flanches, whilst upon it. — The Platforms is consequently placed sufficiently low, that it receive the wheels, and is always in the right position for that purpose, whether intended to pass on, or be turned round. — The under side of the platforms I generally make concave, so that the water which may run from its slopes, will not have any tendency to flow along it towards the spindle upon which it turns; or this may be prevented by the well known means of forming a projecting

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ring, or fillet on the under side at B projecting which descends below the general surface, which at the same time bears & steadies the platforms. — Down the centre of the platform, a spindle descends into a socket prepared to receive it. Let such this spindle about 20 inches long, about 2 inches diameter at top, where it joins the platform and tapering down to about three inches at the bottom, where it rests in the socket, upon a hemispherical end. — These dimensions however may be varied according to circumstances. — The socket in which the spindle turns and which is to be sunk in the ground, has a collar surrounding the cavity at its upper end, which embraces the spindle; the socket rises into the concavity of the platform, when it is made concave, and approaches near to, but does not touch it's under surface. — A projecting flanch — surrounds it's upper end, which aids in sustaining it firmly in the frame work or masonry, in which it is fixed — . When in it's place, neither water, or dirt can find it's way into the socket, to mix with the oil, or obstruct the action of the machine. — ——— What I claim as my invention, and for which I ask a Patent, is the construction of a revolving Platform, for railroads, upon the principle herein before described — that is, to obtain the revolving motion, by means of a spindle, and socket, without friction wheels, or rollers, beneath it; and the surrounding with rails, and grooves, to guide the car — whether the same be constructed, in the exact way specified, or in any other producing a like effect, and acting on the same principle.

Witd. — Thos. Pell
Wm. Robt. Clark
Wm. Wallis

John Elgar

Patented April 12th 1837.

(Signed)

(Drawings)