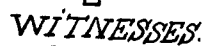


1,066,354.

2 SHEETS--SHEET 1.



L. Cloud Newman.
J. H. Sherwood

INVENTOR

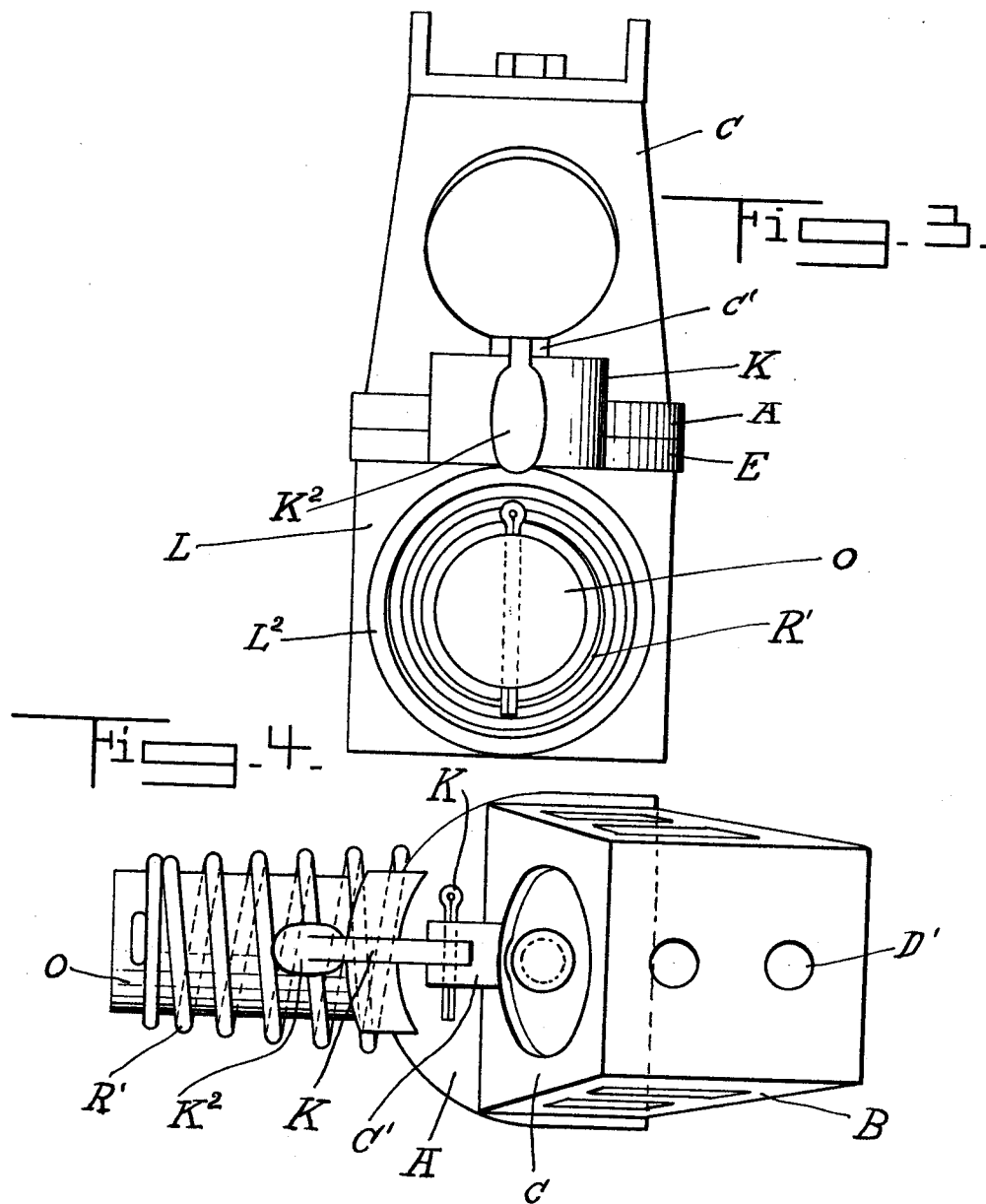
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By *Francis H. Soley* Attorney

1,066,354.

L. D. WOODRUFF.
TURN TABLE FOR COUPLINGS.
APPLICATION FILED FEB. 2, 1912.

Patented July 1, 1913.

2 SHEETS—SHEET 2.



WITNESSES

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UNITED STATES PATENT OFFICE.

LEONIDAS DOAN WOODRUFF, OF HATTIESBURG, MISSISSIPPI.

TURN-TABLE FOR COUPLINGS.

1,066,354.

Specification of Letters Patent.

Patented July 1, 1913.

Application filed February 2, 1912. Serial No. 675,091.

To all whom it may concern:

Be it known that I, LEONIDAS D. WOODRUFF, a citizen of the United States, residing at Hattiesburg, in the county of Forrest and State of Mississippi, have invented certain new and useful Improvements in Turn-Tables for Couplers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in turn-tables adapted to hold fluid pressure coupler heads upon cars, the object in view being to produce a simple and efficient device of this nature provided for the purpose of allowing the draw bar of a coupler to be thrown and held in different positions out of the way of the pilot upon an engine as it might enter underneath the end of the car in switching.

The invention comprises various details of construction and combinations and arrangements of parts which will be hereinafter fully described, shown in the accompanying drawings and then specifically defined in the appended claims.

I illustrate my invention in the accompanying drawings, in which:—

Figure 1 is a side elevation of the apparatus. Fig. 2 is a vertical central sectional view through the turn table, parts being illustrated in elevation, and Fig. 3 is a front elevation. Fig. 4 is a top plan view.

Reference now being had to the details of the drawings by letter, A designates one of the turn-table plates, which is apertured as at A' and rising from said plate are the diagonally disposed walls B and C with openings therein, and D is a plate at the upper ends of said walls which is provided with openings D', forming means whereby the turn-table with its superstructure may be fastened securely to the rear end of the draw bar by means of rivets. The other plate of the turn-table is designated in the drawings by letter E and is provided with an aperture E' for the reception of the pivotal pin F which passes through the two registering apertures in the two plates A and E. Rising from the forward edge of the plate E is a flange H, having a laterally

projecting lip H' upon the rear edge thereof which overhangs the plate A. Said flange H and the lip at the upper edge thereof are recessed as at I, and K is a gravity lever which is pivotally mounted upon a pin K' mounted in registering apertures in the laterally projecting flanges C' which project from the inclined wall C, and which latter are spaced apart for the reception of the pivotal end of the lever. The weight K² at the end of said lever serves to normally hold the same upon the upper surface of the plate A.

Extending downwardly from the under surface of the plate E is an apertured plate L, having an opening L' therein for the reception of the pipe O and projecting from the front face of said plate L is a ring L², spaced apart from the opening through which the pipe passes. Reinforcing bracket walls L³ project from the rear face of the plate L and serve to reinforce and hold the plate L which is preferably integral with the plate E. The inner end of said pipe is adapted to be held in place by means of a key Q and the forward end is adapted to be keyed to the coupler. A spring R', preferably conical shaped, is fitted over said pipe, the inner or enlarged end of said spring coming in contact with the ring L². After the spring is applied to the pipe, the pipe is pushed back through the opening L' under the tension of the spring and the key inserted in the pipe and the tension of the spring will serve to cause the pipe with coupler head to be held yieldingly in a forward position.

In operation, the parts being applied in the manner illustrated and in the event of it being desired to swing the pipe with coupler head laterally so that the coupler head will be out of the way of the pilot upon an engine, as the pilot might pass underneath the end of the car in switching the latter, the coupler head may be held at one side by causing the gravity lever to engage either one end or the other of the flange H upon the turn-table plate E. When it is desired to hold the coupler pipe in direct alinement with the draw bar, the gravity lever engaging the recess I will hold the same securely in such position.

What I claim to be new is:—

1. A turn-table for fluid pressure coupler heads comprising a stationary plate designed to be attached to the draw bar of a

car coupler, a second plate pivoted to said stationary plate and adapted to receive a coupler pipe, and a lever carried by said stationary plate and adapted to engage the other plate to hold the plate carrying the pipe in different adjusted positions, as set forth.

2. A turn-table for fluid pressure coupler heads comprising a stationary plate designed to be attached to the draw bar of a car coupler, a second plate pivoted to said stationary plate and adapted to receive a coupler pipe, and a gravity lever pivotally mounted upon the stationary plate and adapted to engage a projection upon the other plate to hold the latter in different adjusted positions, as set forth.

3. A turn-table for fluid pressure coupler heads comprising a stationary plate designed to be attached to the draw bar of a car coupler, a second plate pivoted to said stationary plate and adapted to receive a coupler pipe, a gravity lever pivotally mounted upon the stationary plate, the other plate being provided with an upwardly extending, recessed flange, designed to be engaged by said lever, as set forth.

4. A turn-table for fluid pressure coupler heads comprising a stationary plate designed to be attached to the draw bar of a

car coupler, a second plate pivoted to said stationary plate and adapted to receive a coupler pipe, a gravity lever pivotally mounted upon the stationary plate, the other plate being provided with an upwardly extending, recessed flange with a laterally extending lip, which flange and lip are recessed for the reception of the gravity lever, as set forth.

5. A turn-table for fluid pressure coupler heads comprising a stationary plate designed to be attached to the draw bar of a car coupler, a second plate swiveled to the stationary plate and having a downwardly projecting apertured portion for the reception of a coupler pipe, lugs projecting from the upper surface of the stationary plate, a pin carried by said lugs, a lever pivotally mounted upon said pin and adapted to normally rest upon the upper surface of the stationary plate, a weight at the end of the lever, and a recessed flange projecting from said second plate and adapted to be engaged by said gravity lever, as set forth.

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

LEONIDAS DOAN WOODRUFF.

Witnesses:

J. C. HARTSFIELD,

L. O. WRIGHT.