No. 813,462. PATENTED FEB. 27, 1906.

H. R. STICKNEY.

TURN TABLE FOR AUTOMOBILES.

APPLICATION FILED DEC. 28, 1905.

Fig. 1.

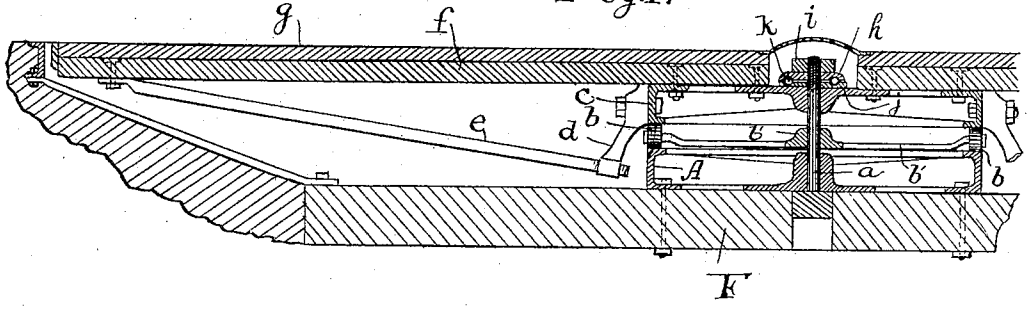
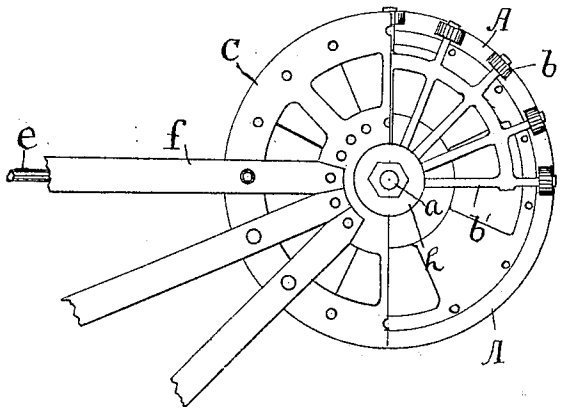


Fig. 2.



Witnesses:

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UNITED STATES PATENT OFFICE.

HENRY R. STICKNEY, OF PORTLAND, MAINE.

TURN-TABLE FOR AUTOMOBILES.

No. 813,462. Specification of Letters Patent. Patented Feb. 27, 1906.

Application filed December 28, 1905. Serial No. 293,564.

To all whom it may concern:

Be it known that I, HENRY R. STICKNEY, a citizen of the United States of America, and a resident of Portland, Cumberland county, State of Maine, have invented certain new and useful Improvements in Turn-Tables for Automobiles, of which the following is a specification.

My invention relates to a turn-table designed for the use of automobiles; and the object of my invention is to provide a structure which will be light, strong, and self-contained, requiring as little expense as possible in installing.

According to my invention I support the table on an annular frame, which in turn rests on a series of rolls, these rolls running on an annular track, which rests on a suitable foundation.

The outer edges of the table are free or unsupported, and the upward thrust at the center when the load is unbalanced is taken by a ball-bearing at the upper end of a vertical pin or stud. Such a turn-table is light and strong and easily put in place and maintained, and it is also easy of operation, presenting little friction.

I illustrate my invention by means of the accompanying drawings, in which—

Figure 1 is a central vertical section, and Fig. 2 is a plan with parts cut away to show the various members.

The pit is formed in the usual way with a timber or other foundation F, as here shown. Bolted to the timber foundation is the annular base A, having a central hub and an annular track or flange on which run the rollers *b*. These rollers are journaled on the arms of a spider *b'* of any well-known form. Resting on the rollers *b* and supporting the table proper is the annular frame *c*, having a central hub through which passes the pin or stud *a*, the lower end of which is secured in the base A. The floor-planks are bolted or otherwise secured to the radial beams *f*, the inner ends of which are bolted to the frame C. Braces are provided for supporting the outer ends of the beams and holding them at the necessary level. These braces are composed of rods *e*, bolted at their outer ends to the under side of the beams, the inner end being screwed into a hanger *d*, which is bolted to the side of the frame C. By screwing this rod *e* more or less into the hanger the outer end of the beam will be raised or lowered. The upward thrust which takes place at the center when the table is out of balance by the unequal distribution of its load is provided for by a ball-bearing on the upper end of the pin *a*. As here shown, the upper end of the pin has a nut *i*, which holds down the upper and under cups *h* and *j* of the ball-bearing, *k* being the balls. Thus any tendency of the table to tilt to one side is counteracted by the ball-bearing. There is no bearing provided for the outer edge of the table, as in ordinary turn-tables.

A turn-table constructed in this manner is adapted to be manufactured and sold on the market as an article of commerce. It is light and strong and easily erected and handled and well adapted for the use of automobile-stations and the like.

I claim—

1. The herein-described turn-table for automobiles consisting of base having an annular track thereon, a series of rollers adapted to run on said track, an annular frame resting on said rollers, radial beams secured to the top of said frame, a central vertical pin secured to said base and forming a pivot for said frame to rotate on and a ball-bearing on the upper end of said pin for resisting the upward thrust of said frame.

2. The herein-described turn-table for automobiles consisting of a base having an annular track thereon, a series of rollers adapted to run on said track, an annular frame resting on said rollers, radial beams secured to the top of said frame, a pair of ball-bearing cups on said frame, a central vertical pin secured to said base and forming a pivot for said frame and said ball-bearing cups to rotate on and a nut on the upper end of said pin.

3. The herein-described turn-table for automobiles consisting of a base having an annular track thereon, a series of rollers adapted to run on said track, an annular frame resting on said rollers, radial beams secured to the top of said frame, a hanger secured to the frame

beneath each beam, a brace-rod secured to said hanger by one end and to the outer end of said beam by the other end, a central vertical pin secured to said base and forming a pivot for said frame to rotate on and a ball-bearing on the upper end of said pin for resisting the upward thrust of said frame.

Signed at Portland, Maine, this 23d day of December, 1905.

HENRY R. STICKNEY.

Witnesses:
S. W. BATES,
MARY A. DONALDSON.