(No Model.) 2 Sheets—Sheet 1.

C. M. PORTER.

TURN TABLE FOR CABLE RAILROADS.

No. 316,482. Patented Apr. 28, 1885.

Fig: 1

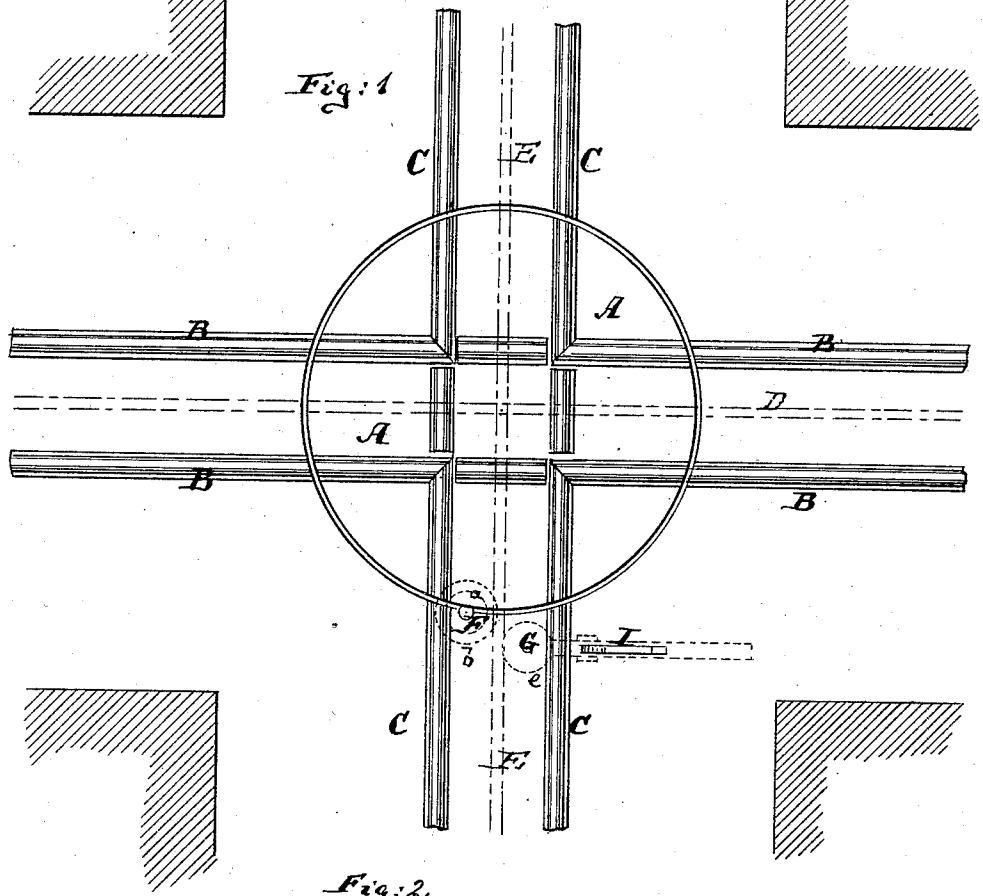
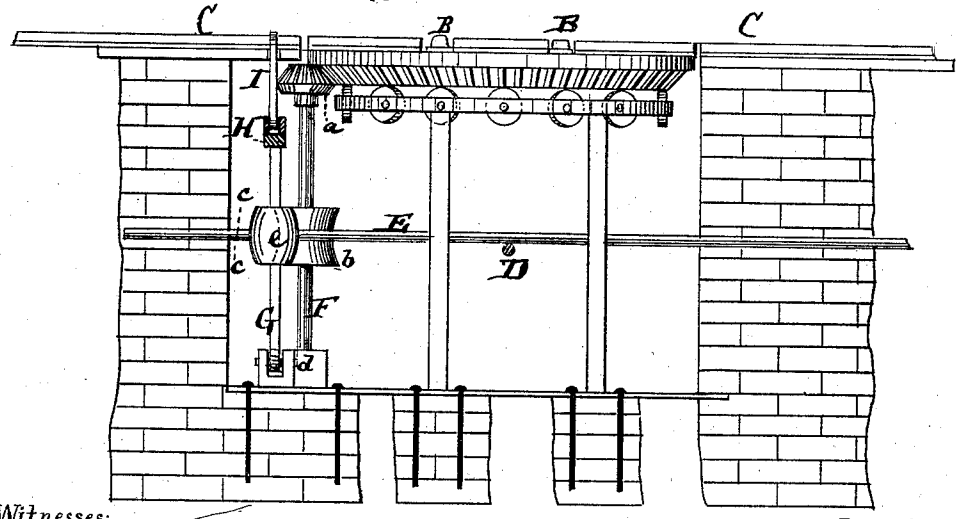


Fig: 2



Witnesses:
John C. Tinbridge
John M. Speer.

Inventor:
Charles M. Porter
by his attorneys
Briesen & Steele

N. PETERS, Photo-Lithographer, Washington, D. C.

(No Model.) 2 Sheets—Sheet 2.

C. M. PORTER.

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Fig: 3

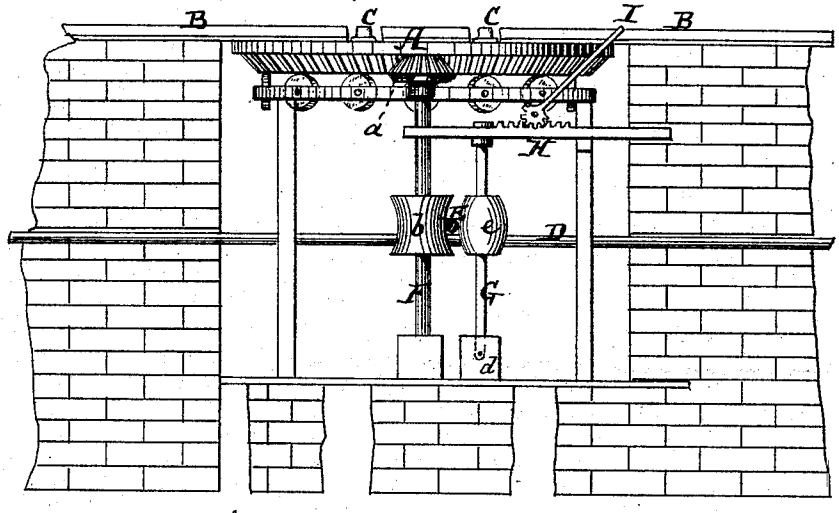
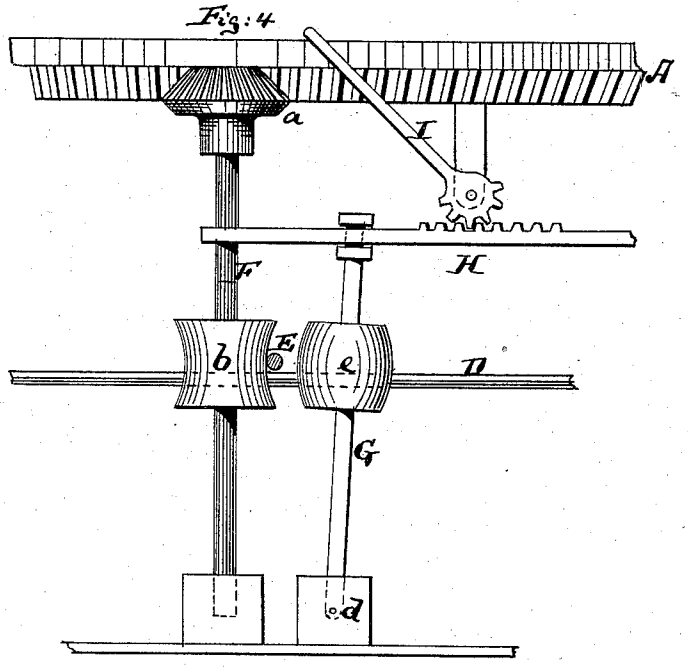


Fig: 4



Witnesses:
John C. Tunbridge
John M. Speer.

Inventor:
Charles M. Porter
by his attorneys
Briesen & Steele

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

CHARLES M. PORTER, OF PHILADELPHIA, PENNSYLVANIA.

TURN-TABLE FOR CABLE RAILROADS.

SPECIFICATION forming part of Letters Patent No. 316,482, dated April 28, 1885.

Application filed October 3, 1884. (No model.)

To all whom it may concern:

Be it known that I, CHARLES M. PORTER, a resident of Germantown, in the county of Philadelphia and State of Pennsylvania, have invented an Improved Turn-Table for Cable Railroads, of which the following is a full, clear, and exact description, reference being made to the accompanying drawings, in which—

Figure 1 is a top view of my improved turn-table for cable railroads. Fig. 2 is a side view of the same; and Fig. 3 is a vertical cross-section on the line *c c*, Fig. 2. Fig. 4 is a detail face view, on an enlarged scale, of parts of the mechanism.

The object of this invention is to enable railroad-cars that are conveyed by means of cables to be turned at right or other suitable angles, and transferred to other tracks, all by means of the cable acting upon a turn-table.

The invention consists, principally, in combining a turn-table which is placed in the intersection of tracks of cable roads with mechanism for revolving it, which mechanism is set in motion by one of the cables.

In the accompanying drawings, the letter A represents a suitable turn-table placed in the intersection of the tracks B and C of two cable roads, D being the cable for the track B, and E the cable for the track C. The turn-table A is supported on friction-rollers, or otherwise, in suitable manner, and is represented as having a toothed edge, into which gears a pinion, *a*, which is mounted upon an upright shaft, F. The shaft F carries a fixed pulley, *b*, which at all times is near the cable E. G is a movable shaft, which may be pivoted in its bearing at the lower part, as shown at *d* in Fig. 2, and which carries a loose pulley, *e*. The pulleys *b* and *e* are on opposite sides of the cable E.

Whenever the turn-table is to be revolved, the shaft G is moved by means of a rack and lever, H I, (see Fig. 4,) or by suitable analogous mechanism, so as to carry the loose pulley *e* against the cable E, causing the pulleys *b e* to bite the cable, whereby the shaft F will be revolved and with it the pinion *a*, which, gearing into the toothed edge of the turn-table, will cause the latter to be moved. As soon as the turn-table shall have reached the desired new position, the lever I is moved to throw the loose pulley *e* off the cable, thereby arresting the turn-table in the new position. The degree of force with which the lever I is held at the time the pulleys *b e* are biting the cable will regulate the speed of the turning, and by biting gradually the table can be turned without too strong a start.

It will be readily seen that if a car arrives upon the turn-table A on the track C it can be turned, together with the table, so that it may move away on the track B, and that a car can as conveniently be transferred from the track B to the track C.

I claim—

1. The combination of a turn-table with the cables D E, crossing each other, tracks B C, crossing each other, and with mechanism, substantially as described, for turning said turn-table by means of one of said cables, all arranged to permit the transfer of cars from one of said tracks to the other, as specified.

2. The combination of the turn-table A, cable E, shaft F, having pulley *b*, shaft G, having loose pulley *e*, and rod H, and lever I, all arranged for operation substantially as specified.

CHARLES M. PORTER.

Witnesses:

EDWARD ILSLEY,

SUSAN ILSLEY PORTER.