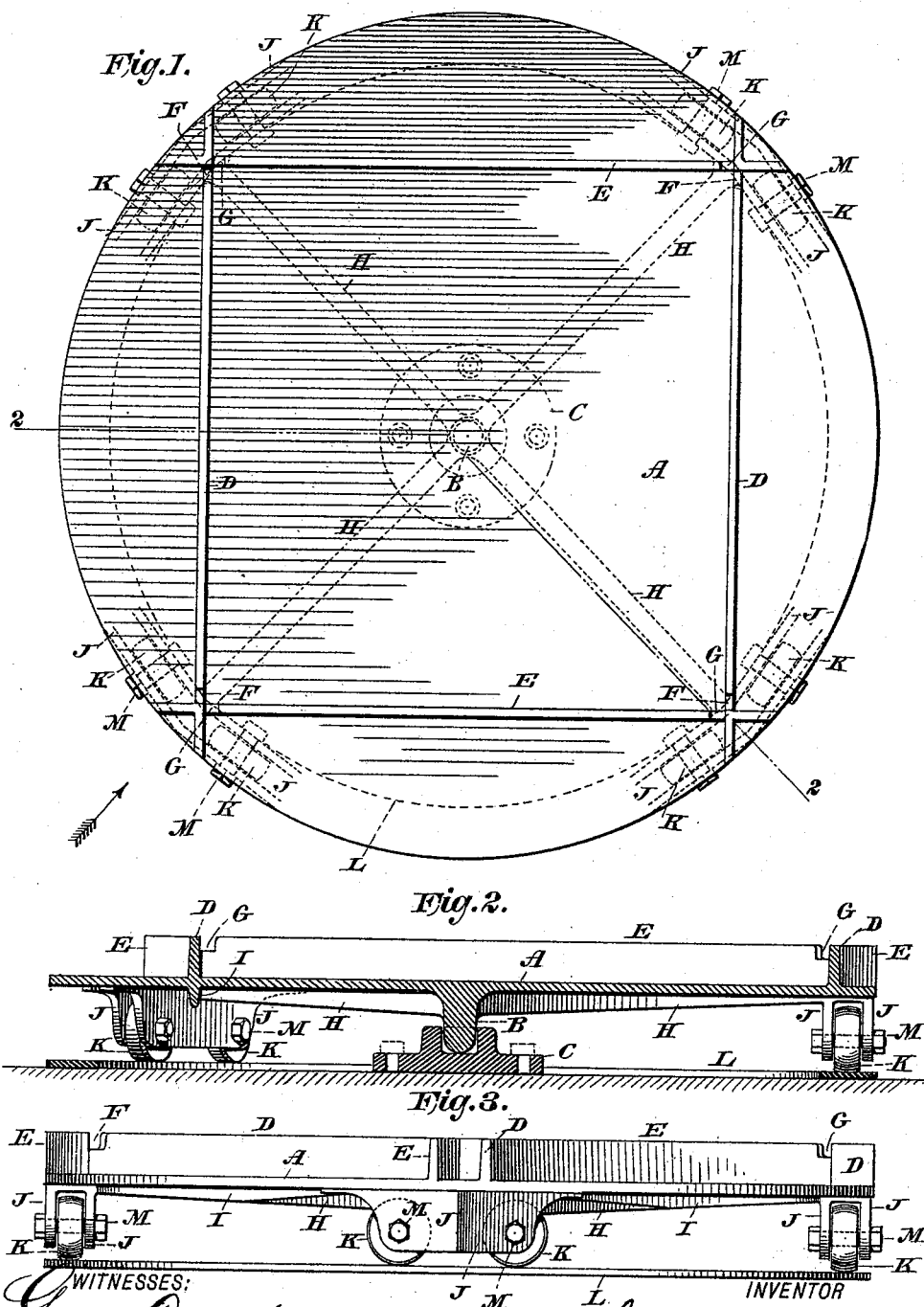


(No Model.)

G. VAN WAGENEN.
TURN TABLE.

No. 492,069.

Patented Feb. 21, 1893.



WITNESSES:
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GEORGE VAN WAGENEN, OF NEW YORK, N. Y.

TURN-TABLE.

SPECIFICATION forming part of Letters Patent No. 492,069, dated February 21, 1893.

Application filed November 28, 1892. Serial No. 453,343. (No model.)

To all whom it may concern:

Be it known that I, GEORGE VAN WAGENEN, a citizen of the United States, and a resident of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Turn-Tables, of which the following is a specification.

The invention relates to improvements in turn tables, and consists of a structure embracing the features hereinafter particularly described and claimed.

The turn table made the subject of this application is intended for use in connection with sugar wagons of the class to which the wagon shown in Letters Patent No. 441,264, granted to George Van Wagenen November 25, 1890, belongs. The sugar wagons having flanged wheels adapted to run on tracks are known as track-wagons, and it is for the convenient use of these wagons that the present invention has been produced.

The object of the invention is to furnish a turn-table embodying in a high degree the elements of simplicity, durability and efficiency, and its precise nature will appear from the detailed description hereinafter presented, reference being had to the accompanying drawings, in which

Figure 1 is a top view of a turn-table constructed in accordance with and embodying the invention; Fig. 2 is a vertical section of same on the dotted line 2—2 of Fig. 1, and Fig. 3 is an edge of same looking in the direction of the arrow at Fig. 1.

In the drawings A designates the circular platform, which is cast with the central bearing pin or pivot B on its lower side, said pin being adapted to enter the cast seat C and turn therein during the movement of the platform. The seat C is circular in outline as indicated by dotted lines in Fig. 1, and will be firmly secured to the foundation.

Upon the upper side of the platform A are cast the track rails D, D, and E, E, which cross each other adjacent to the edges of the platform and are there provided respectively with the recesses F, G, in their upper edge to admit the usual flange on the wheels, thus enabling the wagon to cross the rails while passing upon and leaving the platform.

Beneath the platform A are the radial ribs H, which extend outward from the sides of

the central pivot or pin B to points below those at which the track rails cross each other, as indicated by dotted lines in Fig. 1, and below the track rails are the ribs I, which form a square beneath the platform corresponding with the square outlined by the rails upon the platform. It will be observed that the radial ribs H terminate at the corners of the square formed by the ribs I and combine with the latter to afford the maximum degree of strength on the lines and at the points where the strain would be greatest.

Upon the lower side of the platform A are the pairs of lugs or flanges J, J, located below the points at which the track rails cross each other and these lugs or flanges receive the wheels K, which support the platform at its outer edges and afford means for its rotation. The pairs of lugs or flanges J, J, are cast with the platform, and diverge from each other as indicated by dotted lines in Fig. 1 and full lines in Fig. 3, being on lines best adapted to insure the greatest facility and regularity of movement in the wheels K on their circular track L. The flanges or lugs J will be provided with transverse apertures to receive the axles M of the wheels K, as shown.

It is to be noted that the platform A, pivot B, track rails D, D, and E, E, radial ribs H, ribs I, and lugs or flanges J, are all integral, being a single casting, and that the parts are so located and arranged as to produce a structure which under ordinary use is practically indestructible. A further advantage of the invention is that the turn table may be conveniently shipped and on arrival be readily placed in position for use, it only being necessary to secure the seat C and track L, when the entire structure will be ready for immediate operation.

In use the wheels of the sugar wagon may pass upon either end of the track rails D, D, E, E, and whether passing on one end or the other of either pair of said rails the weight of the wagon and its contents will be effectually supported by the pairs of lugs or flanges J, J, and wheels K, K, which, as may be seen in Fig. 1, are so disposed as to receive between the pairs thereof the direct strain exerted by the wagon on entering or leaving the platform. After the wagon has moved upon the platform beyond the vertical plane of the

flanges J and wheels K, its strain will be effectually resisted by the track rails, ribs H and ribs I.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In a turn-table the platform having upon its upper surface the pairs of track rails crossing each other, and upon its lower surface the pairs of flanges below the points at which the rails cross each other, the whole being a single casting, combined with the central pivot, the seat therefor, and the wheels mounted in said pairs of flanges; substantially as and for the purposes set forth.

2. In a turn-table, the platform having upon

its upper surface the pairs of rails crossing each other, and upon its lower surface the radial ribs, the ribs below said rails, and flanges below the points at which said rails cross each other, the whole being a single casting, combined with the central pivot and the wheels mounted in said flanges; substantially as and for the purposes set forth.

Signed at New York, in the county of New York and State of New York, this 26th day of November, A. D. 1892.

GEORGE VAN WAGENEN.

Witnesses:

CHAS. C. GILL,
ED. D. MILLER.