No. 647,619. Patented Apr. 17, 1900.

R. H. TATLOW, JR.

APPARATUS FOR OPERATING RAILWAY TURN TABLES.

(No Model.) (Application filed Apr. 1, 1899.) 2 Sheets—Sheet 1.

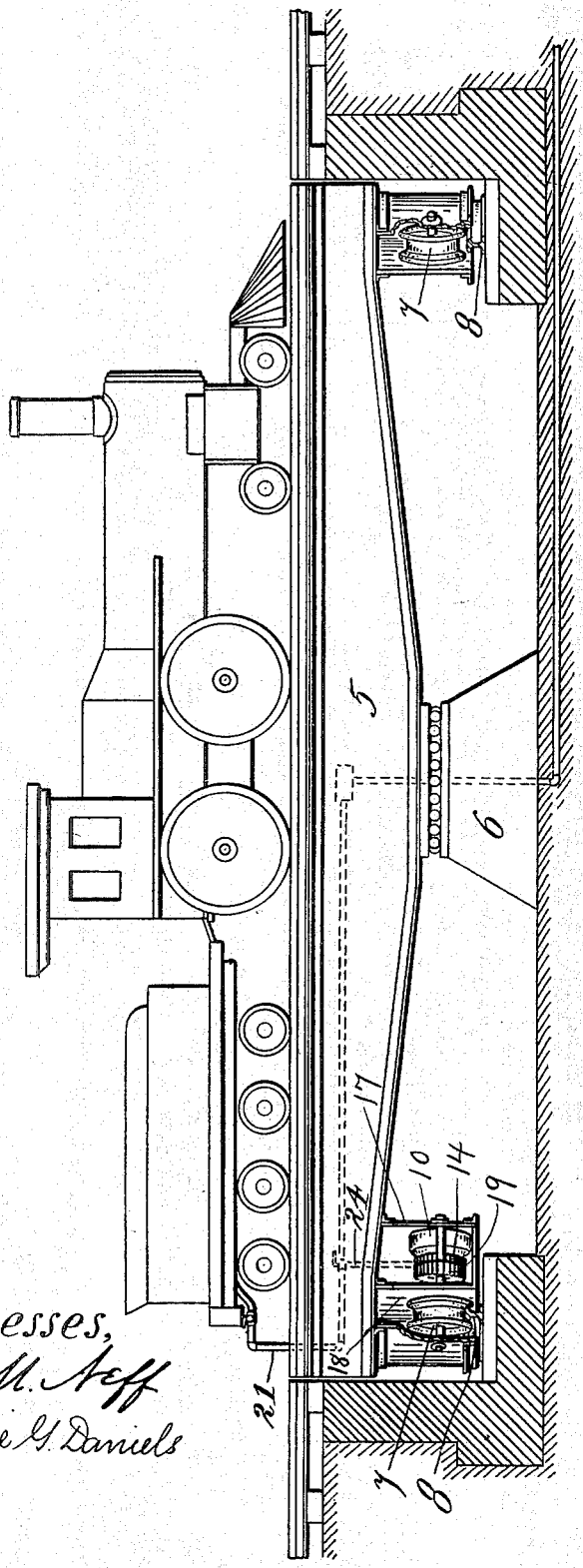

Fig. 1.

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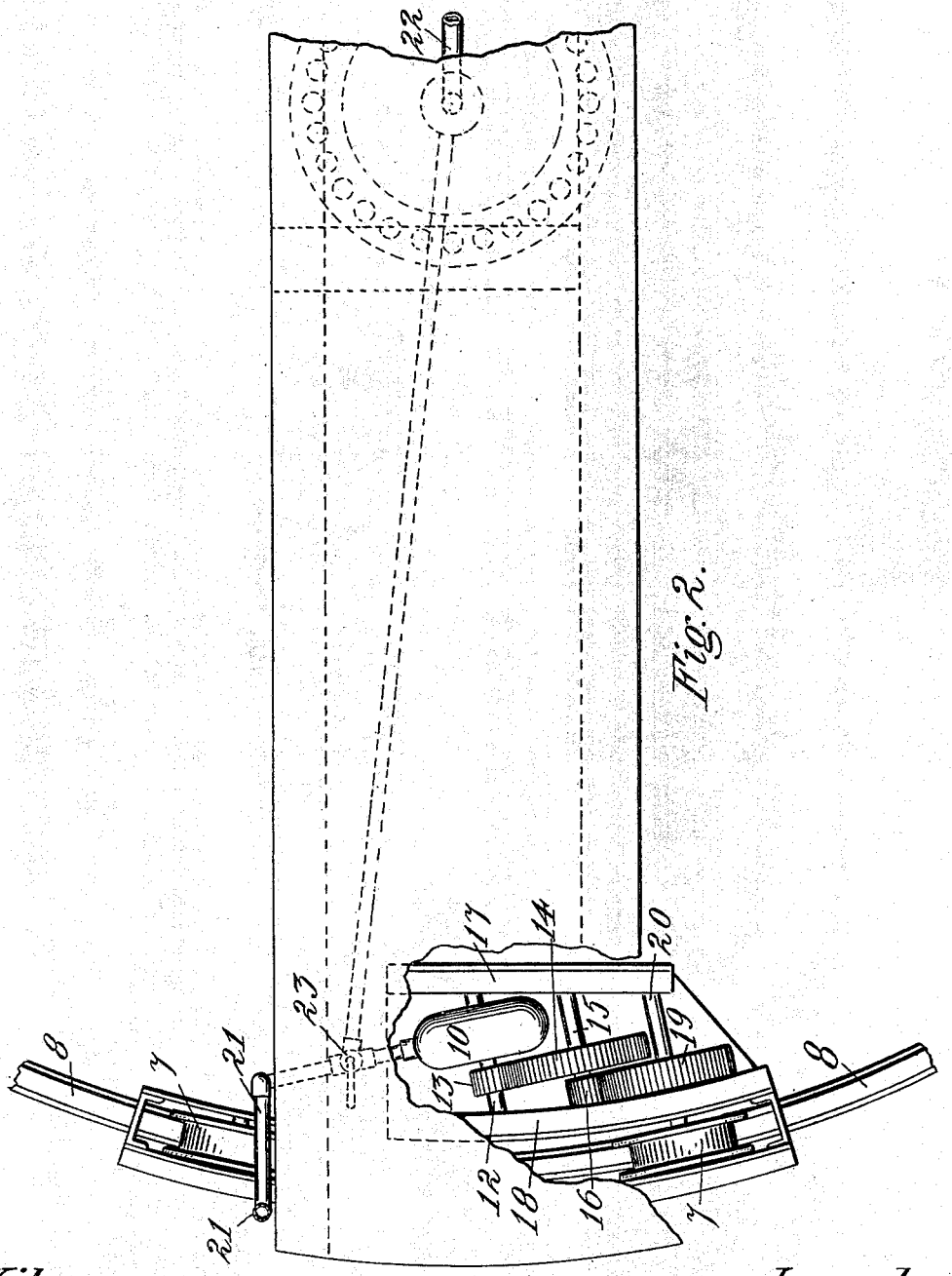

Fig. 2.

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UNITED STATES PATENT OFFICE.

RICHARD H. TATLOW, JR., OF DENVER, COLORADO.

APPARATUS FOR OPERATING RAILWAY TURN-TABLES.

SPECIFICATION forming part of Letters Patent No. 647,619, dated April 17, 1900.

Application filed April 1, 1899. Serial No. 711,459. (No model.)

To all whom it may concern:

Be it known that I, RICHARD H. TATLOW, Jr., a citizen of the United States of America, residing at Denver, in the county of Arapahoe and State of Colorado, have invented certain new and useful Improvements in Apparatus for Operating Railway Turn-Tables; and I do 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 figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in means for operating turn-tables, my object being to provide an apparatus of this class which shall be simple in construction, economical in cost, reliable, durable, and efficient in use; and to these ends the invention consists of the features, arrangements, and combinations hereinafter described and claimed, all of which will be fully understood by reference to the accompanying drawings, in which is illustrated an embodiment thereof.

In the drawings, Figure 1 is a side elevation of a turn-table equipped with my improved apparatus, a locomotive being shown in place thereon. Fig. 2 is a top or plan view of the turn-table, the platform being partly broken away to disclose the mechanism underneath.

Similar reference characters indicating corresponding parts in both views, let the numeral 5 designate a turn-table mounted to rotate on a central pedestal 6 and provided with wheels 7, adapted to engage a track 8. On a suitable depending support attached to one end of the turn-table is mounted a suitable motor 10 of ordinary construction. On the rotary shaft 12 of this motor is made fast a pinion 13, meshing with a large gear 14, fast on a shaft 15, journaled in the depending framework 17 and 18 of the turn-table. On this shaft 15 is also made fast a pinion 16, meshing with a large gear 19, fast on a shaft 20, which is merely a prolongation of the shaft or axle of one of the track-wheels 7. This shaft is journaled in the framework 17 and 18. In this manner I regulate the speed of the track-wheel by communicating motion from the motor thereto through speed-reducing gearing.

The motor 10 may be operated by air from the locomotive. As shown in the drawings, a pipe 21 is connected with a hose-pipe coupling on the locomotive-tender. This pipe 21 leads to a pipe 24, which is connected with the motor, whose shaft being set in motion communicates motion to the track-wheel 7 at a reduced speed through the instrumentality of the gearing comprising the pinions 13 and 16, the gears 14 and 19, and the shafts 15 and 20. The necessary air for operating the motor may also be taken from an air-compressor located at a distance from the turn-table by way of a conduit 22, connected with the air-compressor and passing underground to a point directly beneath the center of the turn-table pedestal, thence up through the center of the pedestal, and thence to a junction with the pipes 21 and 24, where is located a valve 23, arranged to close communication between the pipes 21 and 24 and open a passage between the pipes 22 and 24. By the use of this valve either means of supplying air to the motor may be employed, as may be convenient or required by circumstances.

In running the locomotive upon the turn-table it should be so located as to bring the center of gravity on the motor side of the pedestal center, whereby the track-wheel, geared to the motor, will be held against the track-rail, causing sufficient friction for operating the turn-table by traction when the said track-wheel is rotated. The ordinary turn-table is so constructed as to make this condition practicable when the locomotive is placed as stated. The motor may be operated by water or steam as well as air. An electric motor may also be used, if desired. The motor employed should preferably be of the reversible class in order that the turn-table may be operated in either direction for obvious reasons.

I utilize the ordinary turn-table as now constructed without requiring any material change, and to the ordinary track-wheel of such a turn-table I apply a motor, so as to rotate the same. In order to secure the necessary traction between the rotating wheel and the table, I simply utilize the weight of the locomotive to apply pressure to one end

of the table, and thus by simply adding a motor the ordinary structure is changed from a hand to a power operated turn-table.

Heretofore motors have been proposed for rotary turn-tables, but in every case special turn-tables have been required, and this has prohibited their use by reason of the expense or because of their impracticability. The merit of my invention lies in its adaptability to the existing turn-tables by simply adding a motor.

What I claim is—

The combination with a balanced railroad turn-table rigid from end to end, a track-wheel mounted thereon, a motor connected to and rotating said wheel, said turn-table being adapted to tilt upon receiving a greater portion of the load upon the driven end to press the track-wheel into engagement with the track and thus cause the rotation of the said table, substantially as described.

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

RICHARD H. TATLOW, JR.

Witnesses:
A. D. GILLELAND,
C. Y. MCCLURE.