(No Model.)

N. NEWMAN.

ELEVATED WAY.

No. 384,269. Patented June 12, 1888.

Fig. 1.

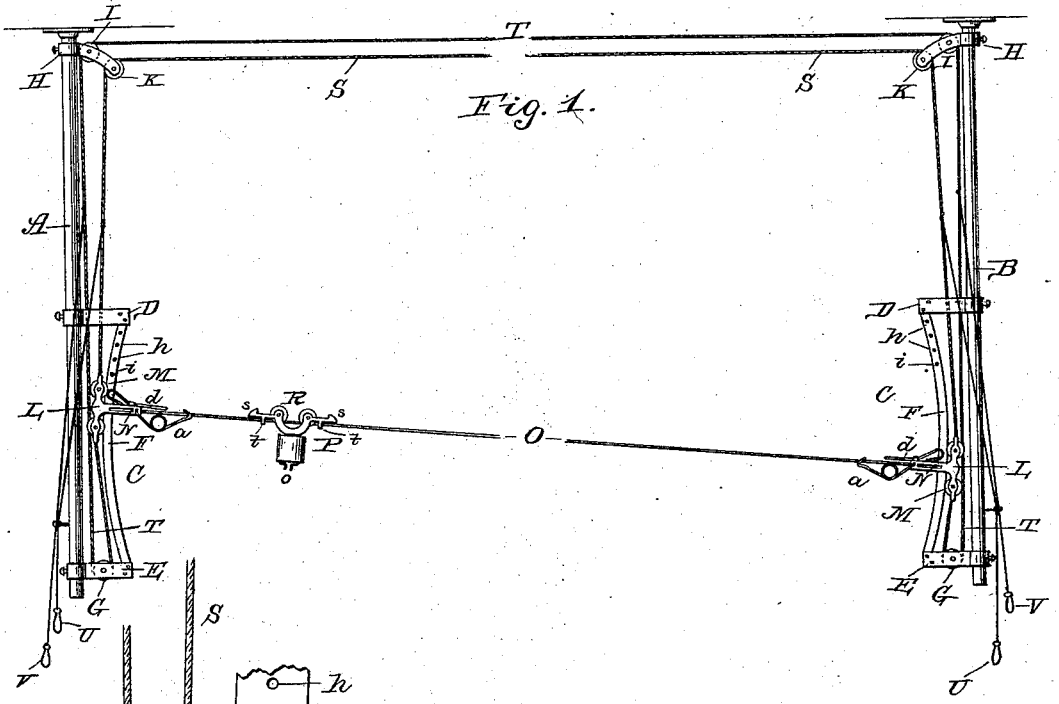


Fig. 2.

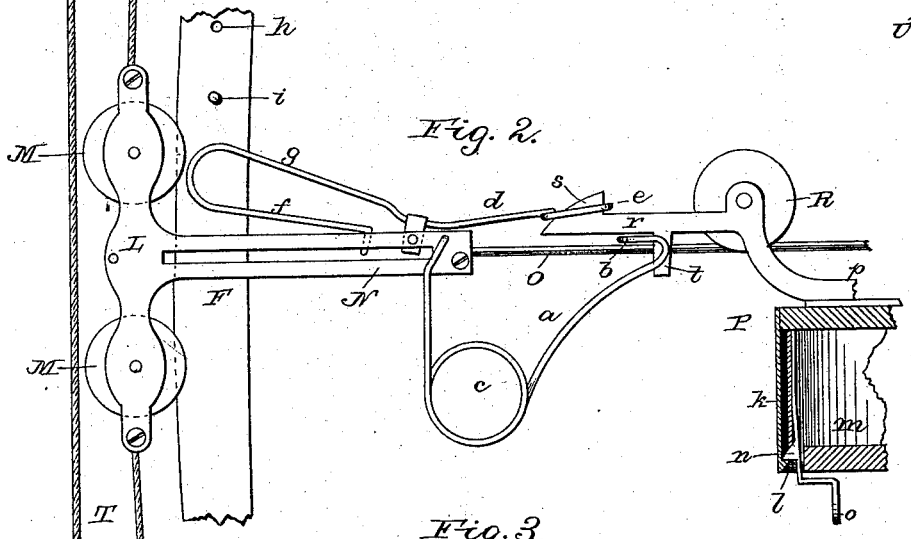
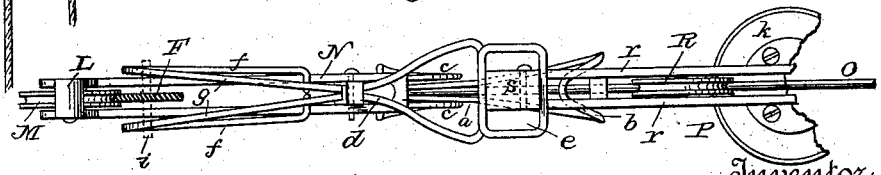


Fig. 3.



Witnesses.
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Inventor:
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By his Attorneys
Freeman and Money

UNITED STATES PATENT OFFICE.

NELSON NEWMAN, OF SPRINGFIELD, ILLINOIS, ASSIGNOR TO GEORGE A. SANDERS, OF SAME PLACE.

ELEVATED WAY.

SPECIFICATION forming part of Letters Patent No. 384,269, dated June 12, 1888.

Application filed December 12, 1887. Serial No. 257,657. (No model.)

To all whom it may concern:

Be it known that I, NELSON NEWMAN, a citizen of the United States, residing at Springfield, in the county of Sangamon and State of Illinois, have invented certain new and useful Improvements in Elevated Ways; 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 letters and figures of reference marked thereon, which form a part of this specification.

My invention relates to an improvement in elevated ways for carrying parcels or cash from one point to another; and it consists in the peculiar construction and combination of devices, that will be more fully set forth hereinafter, and particularly pointed out in the claims.

This invention is an improvement on the elevated way described in Letters Patent of the United States No. 256,034, granted to me April 4, 1882.

In the accompanying drawings, Figure 1 is an elevation of an elevated way embodying my improvement. Fig. 2 is a detailed elevation, partly in section, showing the car attached to one of the travelers and the spring-arm of the latter compressed. Fig. 3 is a detailed top plan view of the same.

A B represent two posts or other suitable supports, which are arranged vertically at opposite ends of the way, and are firmly secured in place and adapted to receive and sustain the necessary lateral strain.

Secured to and extending outward from each post is a metallic frame, C, each of which comprises the horizontal top and bottom bars, D E, and the vertical curved guide-bar F, having its extremities detachably bolted to the outer ends of said bars D E. Each of the said guide-bars has near its upper end a series of openings, *h*, in one of which is secured a detachable trip-pin, *i*, for the purpose set forth hereinafter. To each bottom bar, E, is journaled a sheave, G, and near the top of each post is secured a bracket, H, having sheaves I K journaled therein.

L represents a pair of travelers that are provided with grooved rollers M, which engage the inner edges of the guide-bars F, and the said travelers are further provided with outward-extending arms N.

To the outer end of each arm N is pivoted the inner end of a spring-arm, *a*, which spring-arm is made of a single piece of wire, which is bent to form a loop, *b*, that rests upon the cable, and is then bent to form spring-coils *c*. On the upper side of each arm N, near the outer end thereof, is pivoted a catch, *d*, which is likewise formed of a single piece of wire, and has a loop, *e*, at its outer projecting end, and has at its inner end a spring-arm, *f*, which is bent under the rearward-extending arm *g* of the catch, and has its lower forward end bearing on the arm N of the traveler.

O represents a track-cable, which is stretched tightly, and connects the arms N of the travelers, and serves to keep the rollers of the travelers in engagement with the guide-bars. Suspended from this cable is a car, P, which is adapted to receive parcels or cash, and is provided with two or more grooved rollers, R, that rest upon the upper side of the cable, and furnish rolling bearings for the car.

The body *k* of the car is cylindrical in shape, and has its lower end open and provided with an inward-extending annular flange, *l*. In this body is fitted a cylindrical receptacle, *m*, in which the cash or parcel is placed. The said receptacle has its upper end open and its lower end closed, and is provided in opposite sides with spring-detents *n*, which engage the flange *l*, and thereby secure the receptacle in place. The lower ends of these detents form arms *o*, which, on being pressed toward each other, cause the detents to disengage the flange *l*, and thereby permit the receptacle to be readily taken from the car-body. The frame *p* of the car, in which the rollers are journaled, has oppositely-extending arms *r*, at the outer ends of which are shoulders *s*. From the lower sides of the said arms depend lugs *t*.

The car P is intended to move lengthwise of the cable O, and such movement is made automatic by giving to the latter a downward inclination in the direction in which the car is to be moved, whereby the force of gravity op-

erates to carry the latter forward, its speed being governed by the degree to which the cable is inclined.

S represents a cord, which is suspended between the posts, is passed over the sheaves K, and has its pendent ends secured to the upper sides of the travelers. A similar cord, T, is stretched between the posts, is passed over the sheaves I, is then passed down under the sheaves G, and has its ends secured to the lower sides of the travelers. Near the ends of the cord S are connected handles or rods U, and near the ends of the cord T are connected handles or rods V. By means of these cords and handles either end of the cable may be raised or lowered by a person stationed at either end of the way, as will be very readily understood. When one of the cords is drawn upon to elevate the traveler at one end of the way, the other cord becomes tightened and causes the traveler at the opposite end of the cable to be lowered, thereby elevating one end of the cable and lowering the opposite end thereof simultaneously. Just before the car reaches the lower traveler one of its lugs *t* strikes the loop *b* of the spring-arm *a* and compresses said spring-arm and the coils *c* thereof, and the loop *e* of the catch *d* slips over the beveled or curved upper side of the shoulder *s* and engages the said shoulder, and thereby locks the car to the traveler, as shown in Figs. 2 and 3. When the car is to be sent in the opposite direction, the traveler to which it is attached is raised and the opposite traveler lowered simultaneously, as before, and when the arm *g* of the catch reaches the pin *i* the rear end of the said catch is depressed and the front end or loop thereof raised, thereby tripping said catch from the shoulder of the car, and the spring-arm *a* then springs outward and starts the car traveling on the cable.

Having thus described my invention, I claim—

1. The combination of the posts A B, the frames C, extending from the posts and comprising the horizontal bars D E, and vertical guide-bars F, detachably bolted to said bars, the sheaves G, journaled to the bottom bars, E, the brackets H, secured to the tops of the posts and having the sheaves I K, the vertically-movable travelers guided on bars F, the track-cable stretched between said travelers, the car on the track-cable, the cord S, stretched over sheaves K and connected to the travelers, and the cord T, stretched over the sheaves I, passing under sheaves G, and also attached to the travelers, substantially as described.

2. The combination of the vertical guide-bars F, provided with the series of openings *h*, the adjustable trip-pins *i* in said openings, the travelers movable vertically on the guides and having the spring-catches *d* and the springs *a*, the track-cable stretched between the travelers, and the car on the track-cable, having shoulders adapted to be engaged by the catches, and having the lugs to engage and compress the springs, substantially as described.

3. The combination of the vertical guides having the trip-pins *i*, the travelers movable vertically on said guides, the spring-catches *d*, pivoted to said travelers, and having rearward-extending arms *g*, adapted to engage pins *i*, the spring-arms *a*, attached to the travelers, the cable stretched between the travelers, and the car thereon, said car having the shoulders *s*, adapted to be caught by the catches *d*, and having the lugs *t*, adapted to engage and compress the spring-arms, substantially as shown.

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

NELSON NEWMAN.

Witnesses:

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GEORGE A. SANDERS.