No. 647,893. Patented Apr. 17, 1900.

A. J. WHEELDON.

ELEVATOR CARRIER.

(Application filed Mar. 30, 1899.)

(No Model.)

Fig. 1.

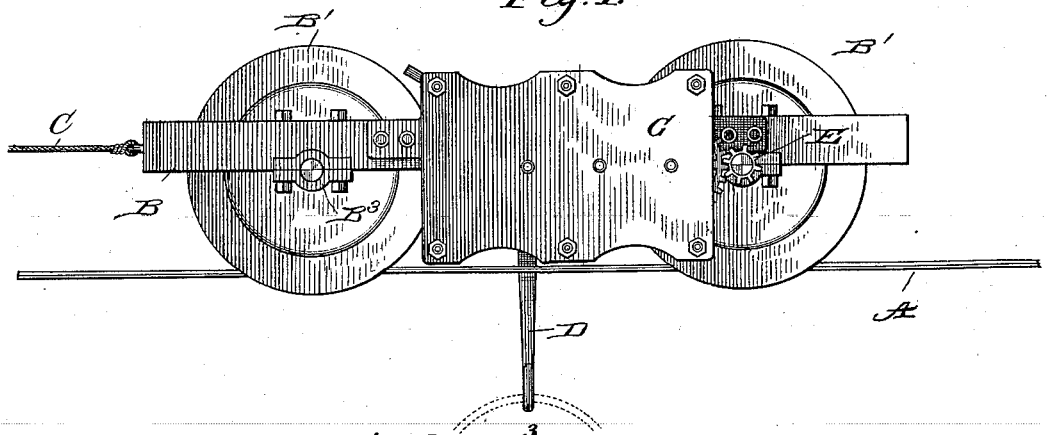


Fig. 2.

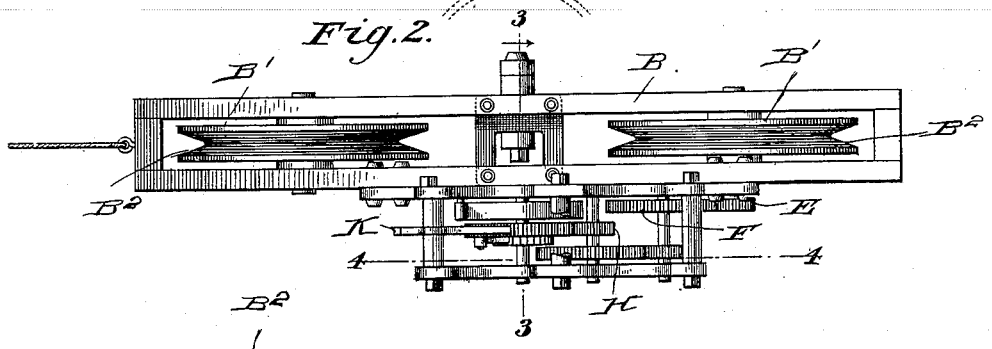


Fig. 3.

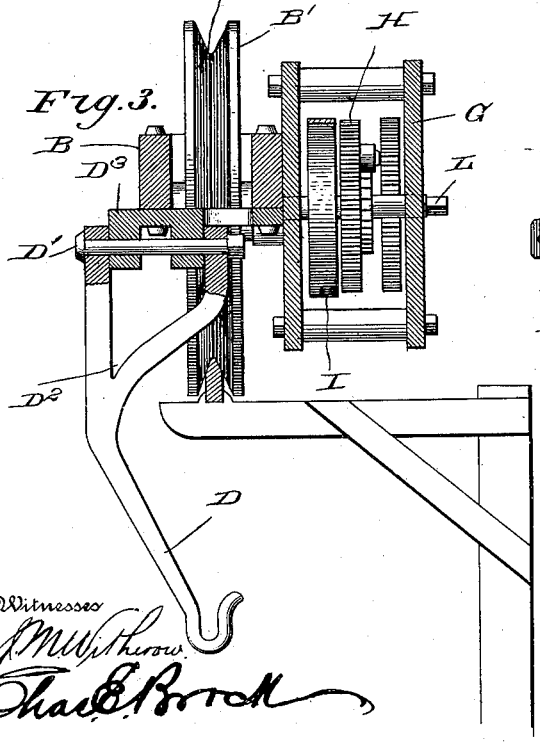
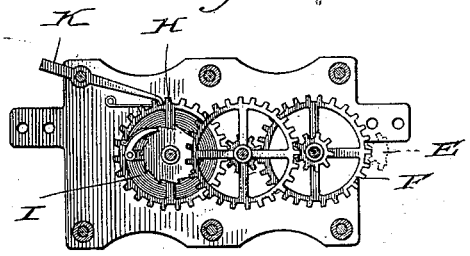


Fig. 4.



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UNITED STATES PATENT OFFICE.

ALBERT J. WHEELDON, OF SMALL, KENTUCKY, ASSIGNOR OF ONE-HALF TO WILLIAM D. WARREN, OF SAME PLACE.

ELEVATOR-CARRIER.

SPECIFICATION forming part of Letters Patent No. 647,893, dated April 17, 1900.

Application filed March 30, 1899. Serial No. 711,077. (No model.)

To all whom it may concern:

Be it known that I, ALBERT J. WHEELDON, a citizen of the United States, residing at Small, in the county of Pulaski and State of Kentucky, have invented a new and useful Improvement in Elevated Carriers, of which the following is a specification.

This invention is a new and useful construction of an elevated carrier, one object being to provide a cheap and simple device for carrying water from a spring and returning the bucket to the spring, and it will also be understood that the invention can be used for any other purpose wherein it is necessary to return the carriage after the desired article has been brought.

Another object of the invention is to provide a device employing a spring-actuated driving mechanism which is wound as the article is being transported and will act automatically to return the carriage to the place of loading.

Another object is to so construct the apparatus as to be as free from noise as possible.

With these various objects in view my invention consists in the peculiar construction of the various parts and in their novel combination and arrangement, all of which will be fully described hereinafter and pointed out in the claims.

In the drawings forming part of this specification, Figure 1 is a side elevation of my elevated carrier. Fig. 2 is a top plan view. Fig. 3 is a sectional view on the line 3 3 of Fig. 2, and Fig. 4 is a section on the line 4 4 of Fig. 2.

In carrying out my invention I employ a wire A, which is strung upon poles in a suitable manner and extends from the point of loading to the point of discharge. A carriage B, provided with wheels B′, travels upon this track or wire, said carriage comprising an essentially-rectangular frame, in which the wheels are mounted, said wheels being grooved, as shown at B^2, and in practice I prefer to face said groove with rubber or other suitable material for the purpose of deadening the noise as the carriage moves along the track or wire. A rope or cable C is attached to one end of the frame for the purpose of drawing it and the load it carries up to the discharge or dumping point. A pendent hook D is pivoted to the under side of the carriage B by means of a bolt D′, the upper portion of said hook being bifurcated, as shown at D^2, to provide a suitable bearing and at the same time throw the hook proper directly in line with the grooved wheels and the track upon which they travel. The bearing-bracket D^3, into which the bolt D′ is journaled, is bolted to the under side of the carriage-frame and extends beyond one side thereof, as most clearly shown in Figs. 2 and 3. The wheels are journaled in boxes B^3, which are made in sections, so that the wheels can be quickly and easily removed from the carriage whenever desired. The axle of one of the wheels has a pinion E mounted thereon, which pinion is engaged by a gear F, forming a part of a train of gearing contained within the frame B, mounted upon one side of the carriage-frame, said train of gearing being moved by means of a gear H, having a spring I connected with its axle and to a stud upon the frame G, and this gear also has the usual construction of pawl-and-ratchet mechanism connected therewith, so that the spring will be rewound while the carriage is being pulled or drawn with its load by means of the cable. A locking-pawl K is pivotally attached to the frame and is adapted for engagement with the gear H whenever it is desired to prevent the operation of the train of gearing, and thereby hold the carriage in a stationary position. The main spring can also be wound at any time through the medium of the winding-post L. The frame G, with the gearing therein, is arranged upon the side of the carriage opposite to that from which the supporting-hook depends, and in this manner the entire device is balanced, and when a bucket of water or other material is suspended upon the hook D the entire weight will be thrown directly upon the track or wire A.

In operation the spring is wound while the carriage, with its load, is being drawn by the cable, so that by the unwinding of the spring the gearing can be actuated so as to return the carriage for another load. By this means I gradually reduce the labor connected with the hauling of material by means of an elevated carrier and also insure the immediate

return of the carriage. Should it be desired to retain the carriage in a stationary position, the locking-pawl K can be dropped into engagement with the pinion H, and in this manner the train of gearing is locked against movement.

As before stated, my invention is particularly adapted for hauling water, and it will of course be understood that it can be used for any and all purposes for which an elevated carrier is adapted.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. In a device of the kind described, the combination with the carriage having grooved wheels provided with rubber in the said grooves, a bearing-bracket attached to said carriage-frame, a pendent support pivotally connected to said bracket, a spring-actuated train of gearing, arranged within the frame attached to the side of the carriage-frame, a locking-pawl adapted to engage the power-wheel of said train of gearing, and the pinion mounted upon the end of one of the wheel-axles, and with which the train of gearing is adapted to mesh for the purpose of moving the carriage in one direction, and a cable or rope attached to the carriage-frame and adapted to move same in an opposite direction, substantially as shown and described.

2. In a device of the character described, the combination with a carriage and a track upon which it is adapted to travel, of a pendent hook D, the upper portion of which is bifurcated to provide suitable bearing-arms pivotally engaging the under side of the carriage and secured thereto by a transverse bolt, the lower end of said hook extending inwardly so that the end thereof is in vertical alinement with the track, substantially as described.

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