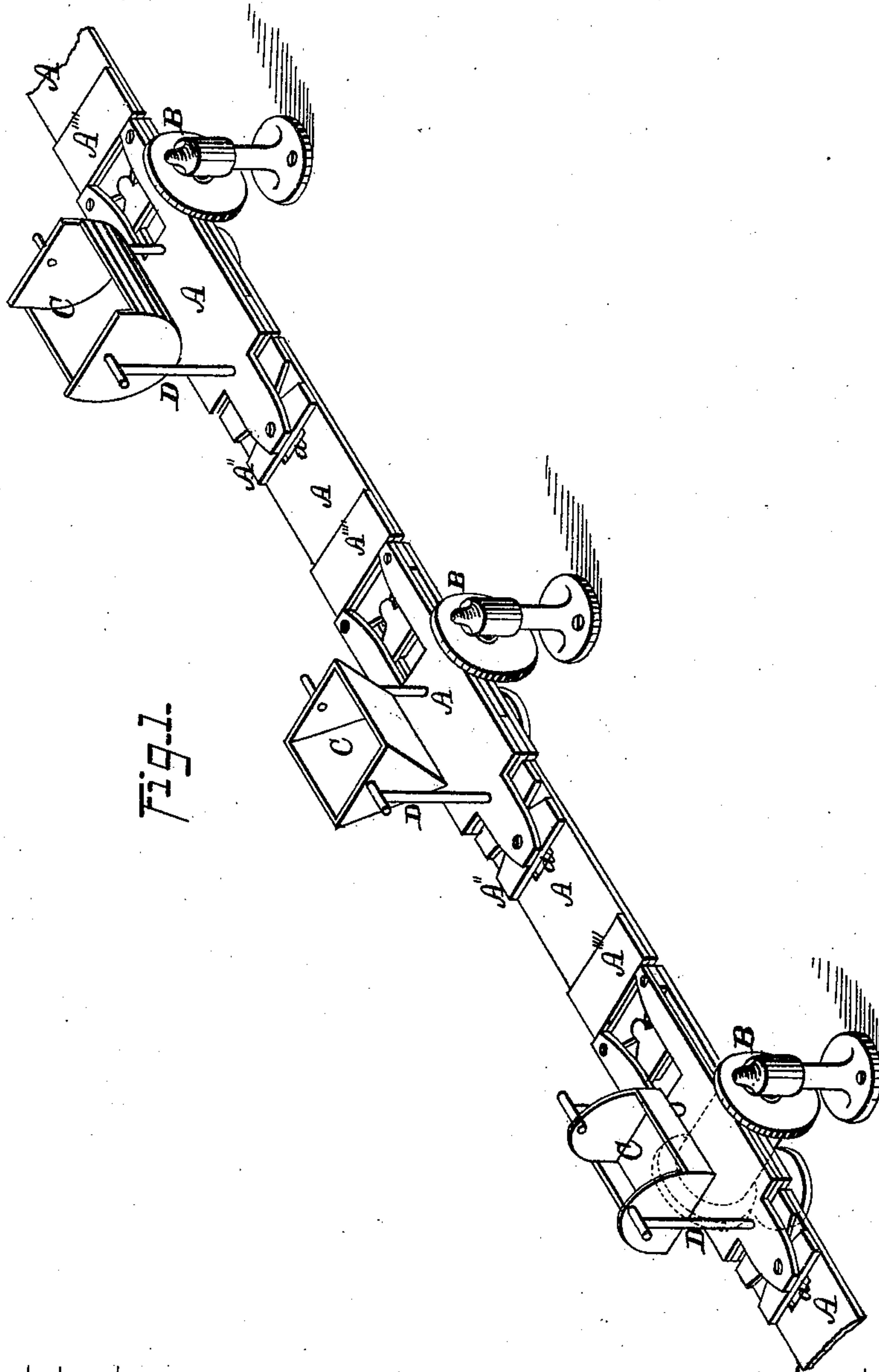


H. W. FARLEY.  
ELEVATED WAYS.

No. 181,426.

Patented Aug. 22, 1876.



WITNESSES=  
Jas. Hutchinson.  
H. G. Hazard

INVENTOR.  
Henry W. Farley, by  
Prindle and Co. his attys

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Fig. 2.

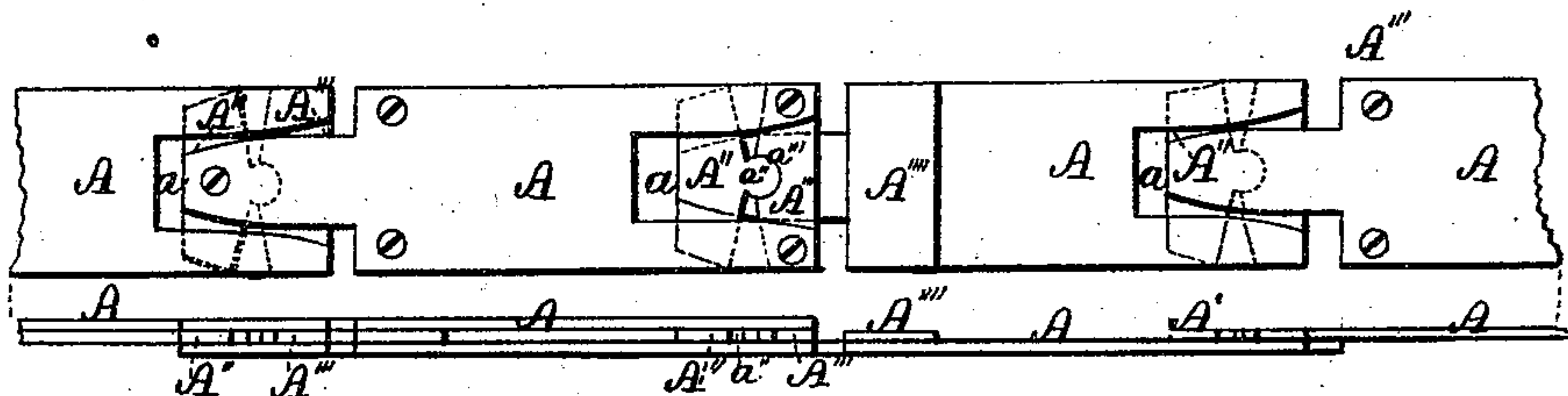


Fig. 3.

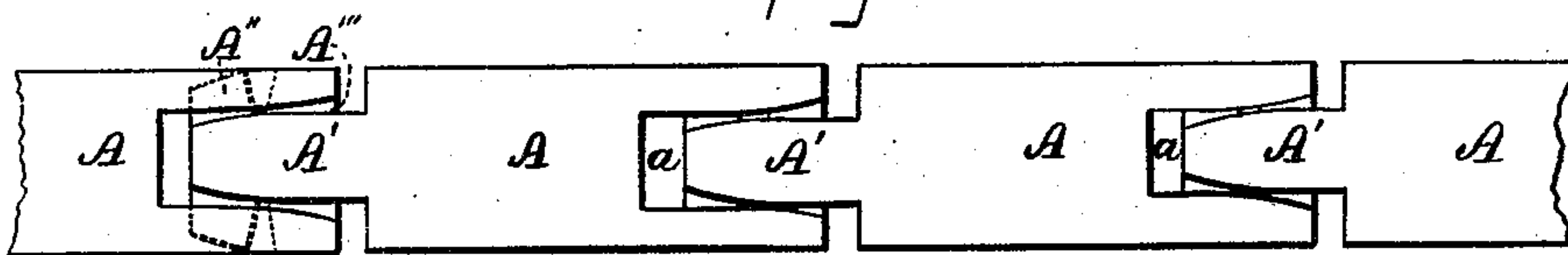


Fig. 4.

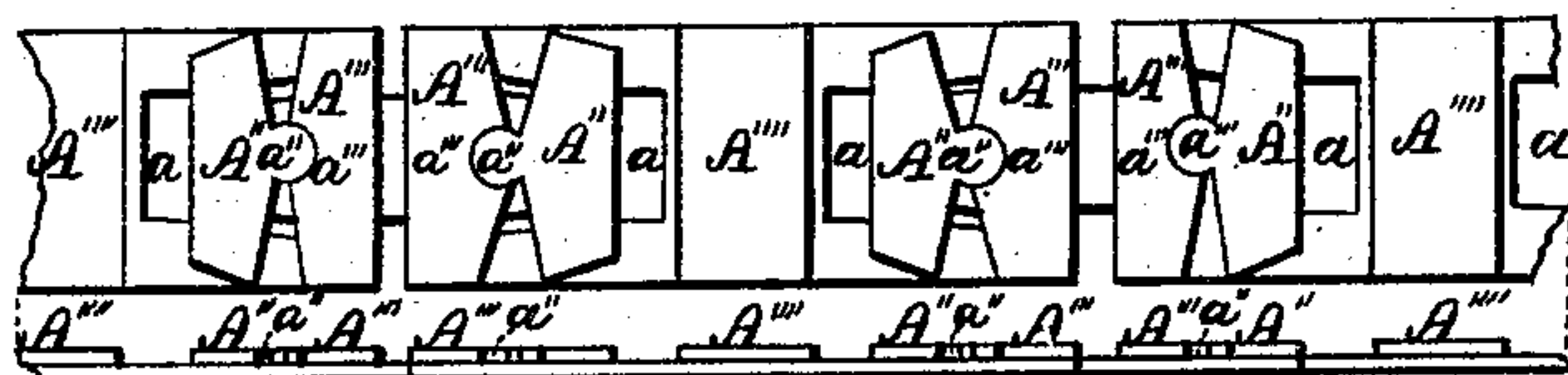
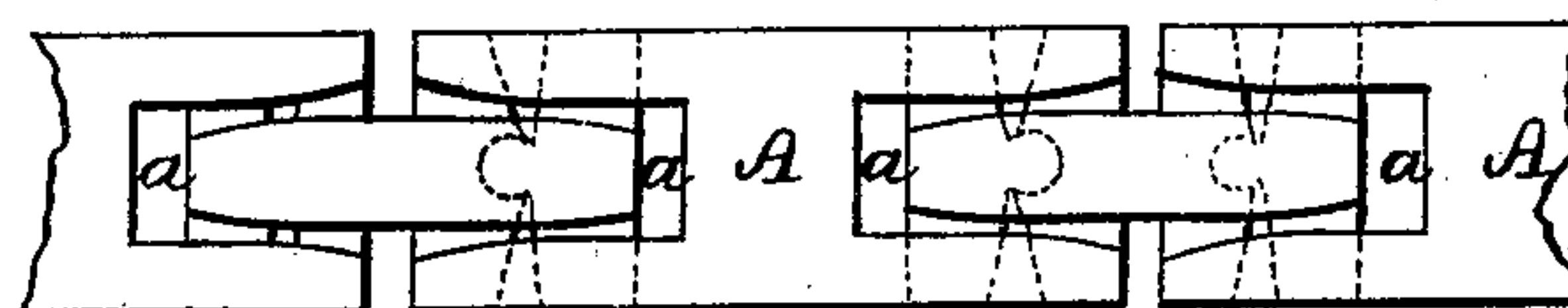


Fig. 5.



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# UNITED STATES PATENT OFFICE.

HENRY W. FARLEY, OF OSWEGO, ILLINOIS.

## IMPROVEMENT IN ELEVATED WAYS.

Specification forming part of Letters Patent No. **181,426**, dated August 22, 1876; application filed August 3, 1876.

*To all whom it may concern:*

Be it known that I, HENRY W. FARLEY, of Oswego, in the county of Kendall, and in the State of Illinois, have invented certain new and useful Improvements in Elevated Ways; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a perspective view of my improved carrier as arranged for use. Figs. 2 and 3 are plan views of the upper and lower sides, respectively, of the same; and Figs. 4 and 5 are like views of a modification of said carrier.

Letters of like name and kind refer to like parts in each of the figures.

My invention is an improvement upon an elevated way, for which Letters Patent were granted me upon the 8th day of April and the 16th day of December, 1873, Nos. 137,667 and 145,638, respectively, and it has for its object an increase in the vertical rigidity and lateral flexibility of the carrier; to which end it consists in the peculiar construction of the carrier, substantially as and for the purpose hereinafter specified.

In the annexed drawings, A represents the body of my improved link, which is rectangular in plan view, and is provided at one end with a tongue, A', that extends longitudinally outward, and at its end has secured a transverse bar, A'', which at its outer edge is straight, while its inner edge is convex, and is formed upon a curved line, and at its longitudinal center has a semi-cylindrical projection, a''. At the opposite end of the body A is cut a recess, a, which has a general rectangular form, increases slightly in width from its inner to its outer open end, and at the latter point is spanned by a cross-bar, A''', which, as seen in Fig. 2, is straight at its outer edge, is curved at its inner edge, and at the longitudinal center of the latter is provided with a semicircular recess, a''', that corresponds to the size and shape of the projection a''. At the end of the body A, opposite to the recess a, is secured a straight cross-bar, A''''.

As thus constructed, the link is combined with other similar links by passing the cross-

bar A'' of one link through the opening a of the adjacent link, and causing said cross-bar to rest upon the upper side of the body A, with its projection or boss a'' in engagement with the recess a''', the tongue A' being contained within said opening a beneath said cross-bar.

When the links are thus combined it will be seen that vertically they possess all the strength and rigidity of the tongues A', while laterally they are free to move within the limits of motion allowed by the recesses a, and still have a perfect bearing at their points of longitudinal contact—the bosses a and recesses a'''.

Should the carrier become slackened each link can move within the adjacent link until the cross-bar A'''' strikes against the end of the latter, such motion being many times in degree in excess of the lengthening of the carrier from heat or the slackening of the same in advance of the moving power.

Each alternate link is preferably covered by a plate, which is in all respects the duplicate of the body A and tongue A', by which means the accidental disengagement of the links is prevented, and greater strength in a vertical line is secured. If desired, all the links may be thus constructed double.

In Figs. 4 and 5 is shown a carrier in which each link is constructed alike at each end, one link being entirely female and the next entirely male, instead, as in the preceding description, of having one end male and the other end female.

The carrier described is intended to be run upon bearing-wheels B, as shown in Fig. 1, and to have its load contained within suitable bins C, which are suspended to or from standards D, that are secured within and extend upward from said carrier, and from the construction of the latter comparatively short curves can be passed without derangement or slackening of the same.

Having thus fully set forth the nature and merits of my invention, what I claim as new is—

1. The hereinbefore-described carrier, in which the links are united longitudinally by means of the cross-bars A'' and A''', secured to their ends, and provided respectively with

the boss  $a''$  and recess  $a'''$ , substantially as and for the purpose specified.

2. The means employed for insuring the relative horizontal planes of the links, consisting of the tongue  $A'$ , provided at its end and upper side with the cross-bar  $A''$ , and fitting into the opening  $a$ , and the cross-bar  $A'''$ , spanning the end of said opening, substantially as and for the purpose hereinafter shown.

3. The link described, consisting of the body  $A$ , provided with the recess  $a$ , the tongue  $A'$ , the cross-bars  $A''$  and  $A'''$ , having respective-

ly a semicircular boss,  $a''$ , and recess  $a'''$ , and cross-bar  $A'''$ , constructed and combined in the manner and for the purpose substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 31st day of July, 1876.

HENRY W. FARLEY.

Witnesses:

CHAS. W. ROLFE,  
MARTHA K. FARLEY.