

(No Model.)

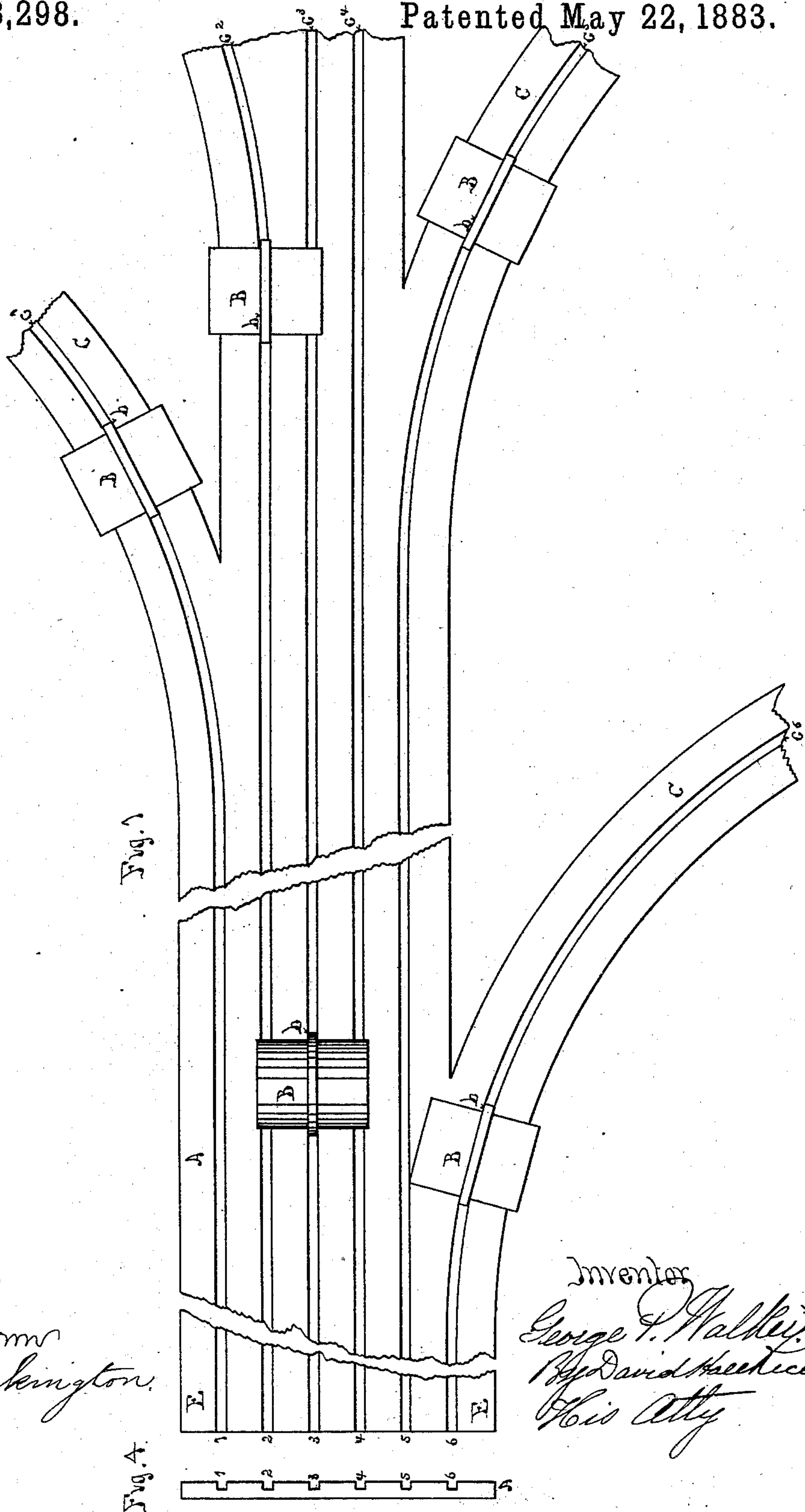
2 Sheets—Sheet 1.

G. P. WALKER.

PARCEL CARRIER AND TRACK.

No. 278,298.

Patented May 22, 1883.



Witnesses

Wm. G. Brown
N. P. Ockington

Inventor

George P. Walker
By David H. H. H. H.
His Atty

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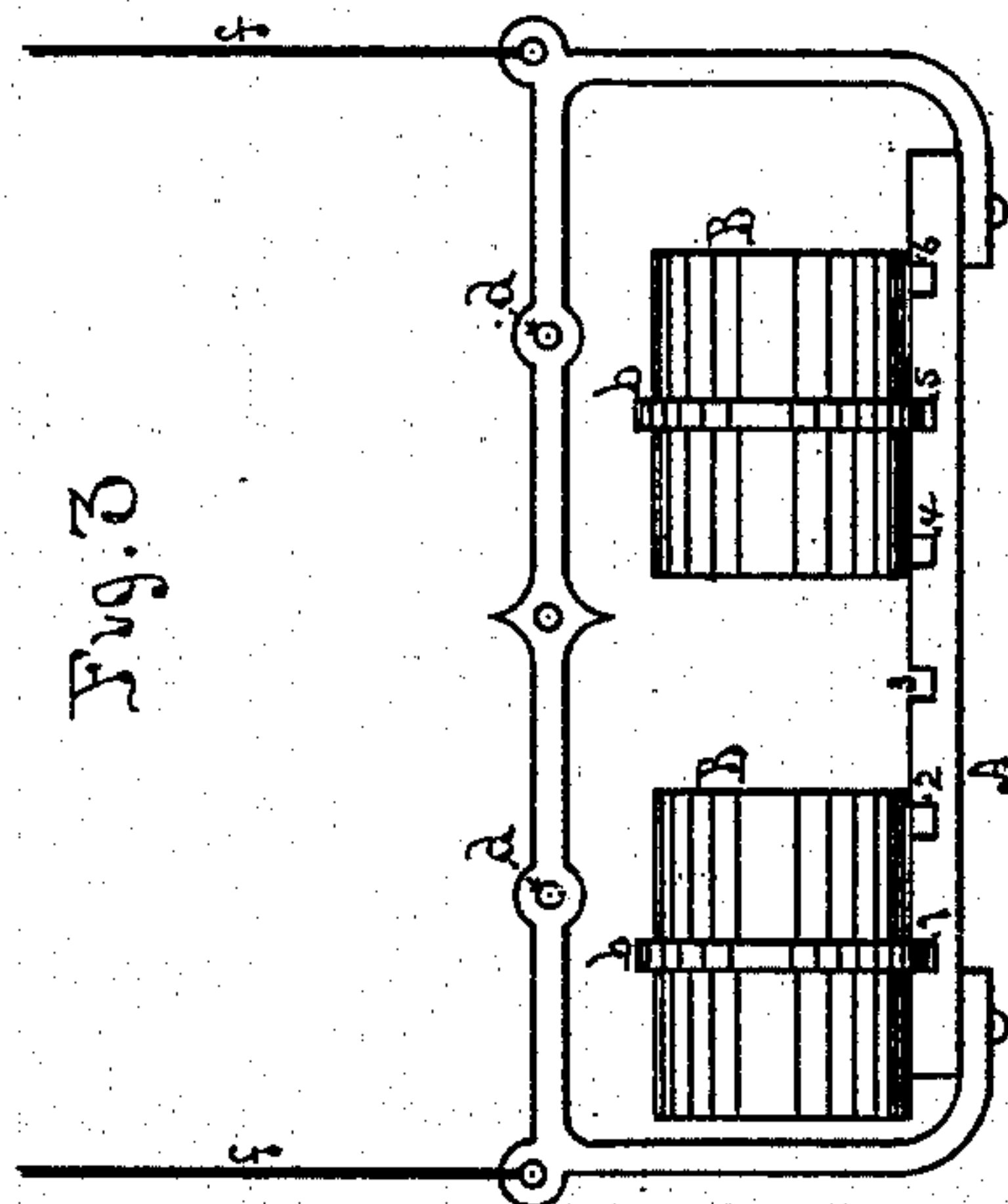
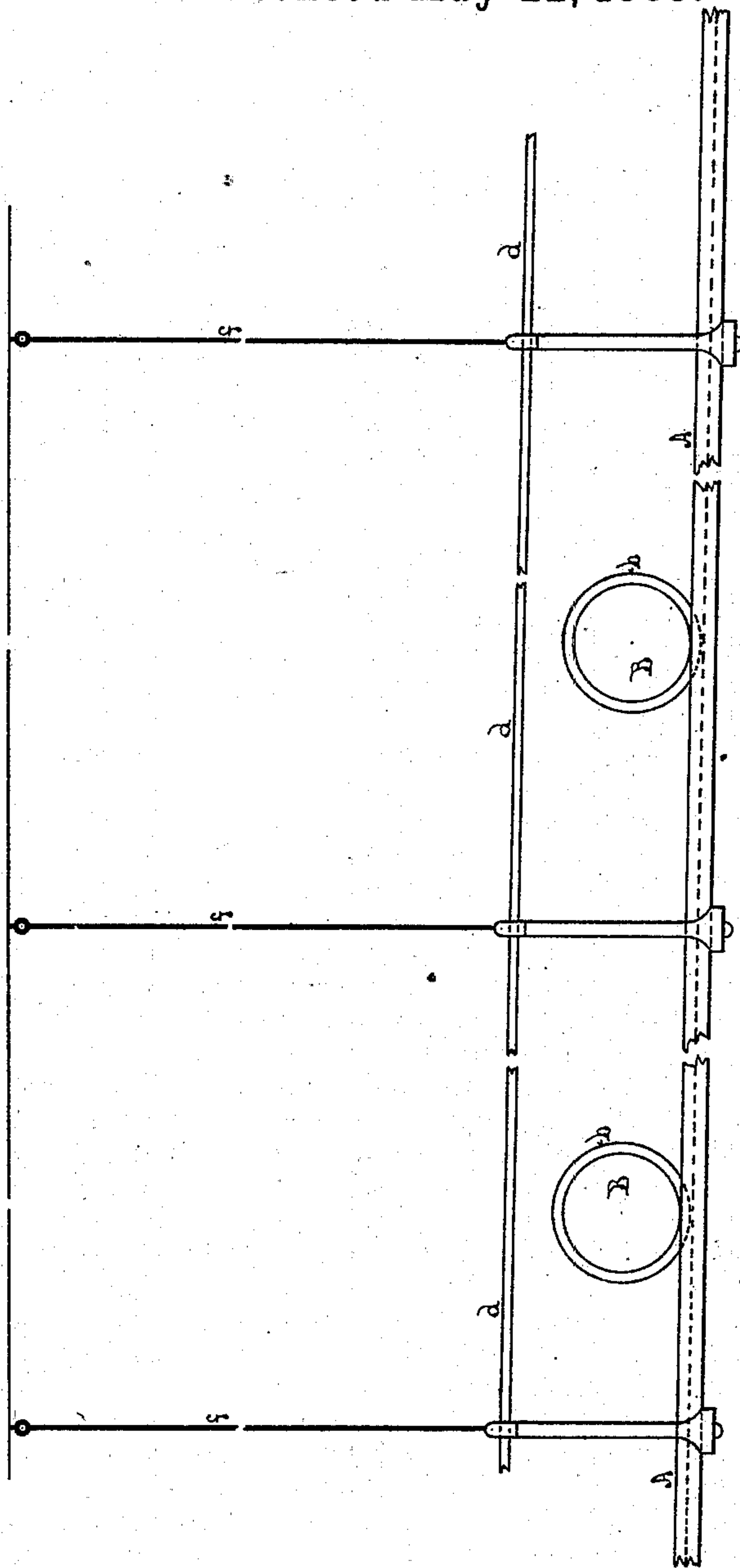


Fig. 3

Fig. 2



Witnesses

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UNITED STATES PATENT OFFICE.

GEORGE P. WALKER, OF LOWELL, MASSACHUSETTS.

PARCEL-CARRIER AND TRACK.

SPECIFICATION forming part of Letters Patent No. 278,298, dated May 22, 1883.

Application filed October 30, 1882. (No model.)

To all whom it may concern:

Be it known that I, GEORGE P. WALKER, of Lowell, in the county of Middlesex and State of Massachusetts, have invented a new and useful Improvement in Parcel-Carriers and Tracks for same, of which the following is a specification.

My invention relates to parcel-carriers for elevated railways, where the carrier is caused to roll on such ways by their inclination; and it consists in a new form of carrier and track adapted thereto, substantially as hereinafter described.

In the drawings, Figure 1 represents a top plan view of my improved way and the carriers used thereon. Fig. 2 is a side view of the same. Fig. 3 is an end view of the way and carriers. Fig. 4 is an end view of the way alone.

A is the railway, which consists of an entirely-flat surface or platform inclined in the direction the carriers are to roll.

B B are the carriers rolling thereon.

In the way A are made grooves 1 2 3 4, &c., extending along its upper surface parallel to each other until they reach the branch ways C C, leading to the several stations to which the carriers are to carry the parcels, when one of the outside grooves leads off onto such branch way C. If desired, more than one groove can be led off onto each branch C, and one of these again diverted onto a second branch leading from the first one.

The carrier B is an improvement on that patented to Thomas Swineburn in the English Letters Patent dated January 3, 1846, No. 11,024. It consists of a perfect cylinder with a single flange, *b*, carried around its circumference at right angles to its axis, which flange is made to so fit the grooves 1 2 3 4, &c., as to guide the carrier B and keep it upon the track while traversing the same. The carrier is to be made hollow, and the parcel to be carried is to be deposited in its interior in any well-known manner. The carrier is kept upon the track by rods *d d* parallel to and above the same at a suitable height. If desired, they may be placed so near the top

of the carrier as to prevent its flange *b* from rising out of the guiding-track groove. The track is suspended from the ceiling by rods *ff* with sufficient incline to cause the carrier to traverse it. By having inclined tracks in opposite directions the carriers may be used on either at pleasure.

The operation of the invention is as follows: Let *c'* *c''* *c'''*, &c., represent the different stations to which parcels are to be sent from the end of the track at E. The parcel is inclosed in its cylindrical carrier, and the carrier is placed upon the track so that its guide-flange is in the groove leading to the station to which it is to be sent. It will of course follow the groove and go to the station desired. If the track be inclined in the opposite direction, it will conduct the carriers from the several stations to one common point of junction of the grooves on one track.

By this invention I dispense with all switches of every kind for connecting the main and side or branch tracks or ways, and provide a track and carrier cheap, simple, and impossible to get out of order. I also make one track or surface convey all the carriers for most of the distance before branching off to the several stations.

In the drawings, for the sake of clearness, I have shown the grooves 1 2 3, &c., somewhat wider and more widely apart than used in practice, it being my intention to bring them nearer together and toward the center of the main way. I can thus, for instance, on a main way four inches wide place at least twelve grooves, on which I can use as many carriers two and a half inches long for communicating with as many different stations.

What I claim as new and of my invention is—

1. In combination with the carrier B, provided with guiding-flange *b*, the way A, provided with two or more guiding-grooves, 1 2 3, &c., each groove leading off the main way to a different station, substantially as described.

2. The combination of the plain-surfaced main way A, the plain-surfaced branch way C, and a continuous guide-groove carried along

both ways, with the cylindrical carrier B, provided with flange *b*, fitting said guide-groove, substantially as described.

3. The smooth-surfaced cylindrical carrier
5 B, provided with a single guide-flange, *b*, in combination with a track consisting of a plane smooth-surfaced way provided with a single central guide-groove, as hereinbefore shown and set forth.

4. In combination with the grooved way A 10 and carrier B, provided with guide-flange *b*, the rod or rods *d d*, substantially as described.

GEORGE P. WALKER.

Witnesses:

DANIEL H. GORDON,
DAVID HALL RICE.