

(No Model.)

G. P. WALKER.

TRACK FOR CASH AND PARCEL CARRIERS.

No. 282,419.

Patented July 31, 1883.

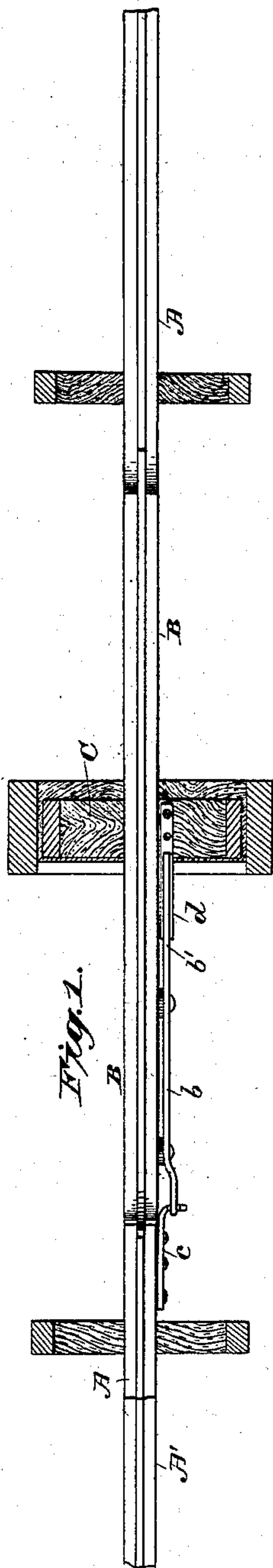


Fig. 1.

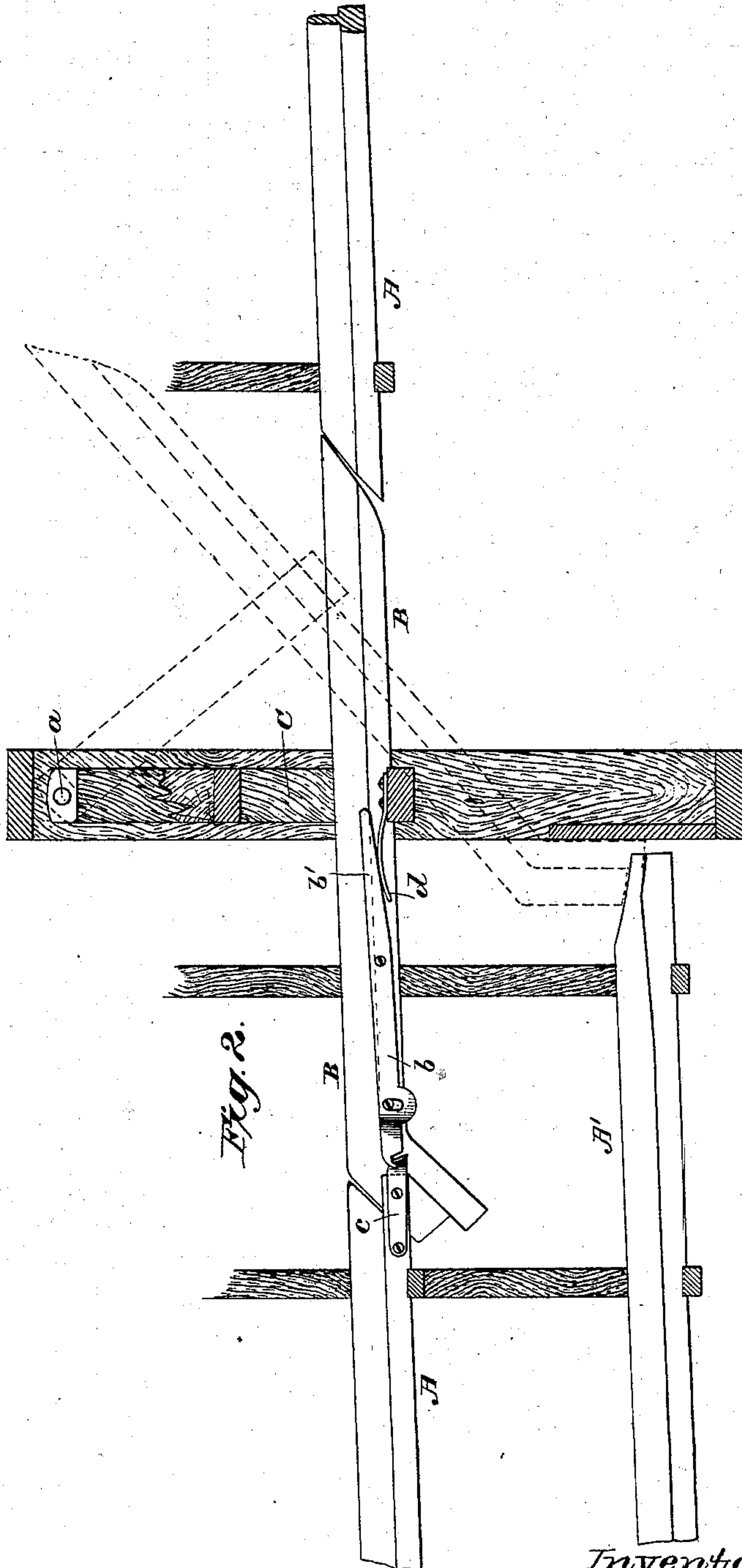


Fig. 2.

Attest:
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UNITED STATES PATENT OFFICE.

GEORGE P. WALKER, OF LOWELL, MASSACHUSETTS, ASSIGNOR OF ONE-HALF TO ABEL T. ATHERTON, OF SAME PLACE.

TRACK FOR CASH AND PARCEL CARRIERS.

SPECIFICATION forming part of Letters Patent No. 282,419, dated July 31, 1883.

Application filed June 18, 1883. (No model.)

To all whom it may concern:

Be it known that I, GEORGE P. WALKER, of the city of Lowell, in the State of Massachusetts, have invented certain new and useful Improvements in Tracks for Cash and Parcel Carriers, of which the following is a specification.

My invention has relation to means for shunting the cash or parcel carrier from the track on which it may be moving; and it is characterized by the combination, with the main track, of a pendulous or hanging track-section, forming normally a part of the track, and arranged in such manner that when the carrier moves over it, it will (when released from the control of suitable locking machinery) be caused by the weight of the carrier to swing back and, as it were, dump the carrier either onto a lower side or branch track, or into a receiver, should there be one of the latter used instead of a branch track. As soon as the carrier leaves it the pendulous section automatically returns to and is again locked in its original or normal position. The lock or detent is combined with releasing mechanism arranged to be operated by such carrier or carriers only as are to be shunted. All other carriers pass along the main track and over the track-section without affecting the latter.

The nature of my invention and the manner in which the same is or may be carried into effect will be readily understood by reference to the accompanying drawings, in which—

Figure 1 is a plan, and Fig. 2 is a side elevation, partly in section, of so much of a track as needed for the purposes of explaining my improvements.

The track, which is supported in any of the usual ways, either by hangers from above or by scaffolding or posts from below, can be of any suitable known construction. In the present instance it consists of a single rail having the form of an inverted T, upon which run carriers having a peripheral central groove to receive the vertical web of the rail. This feature, however, is not here claimed, inasmuch as I have made it the subject-matter of another application for Letters Patent of even date herewith.

The stationary parts of the track are lettered

A, and the pendulous track-section is lettered B. The latter is attached to the lower cross-head of a frame, C, whose upper cross-head is hung on gudgeons at *a* in fixed or stationary standards above the track, so that it can swing back and forth on *a* as an axis. The abutting ends of the stationary rails A and pendulous section B are beveled, as shown, so as to permit the swinging action, the bevel at the front end of the section being formed by a downwardly-inclined prolongation of the track-rail of the section, as indicated in Fig. 2.

The track-section is pretty nearly evenly balanced, and it is locked in normal position by any suitable lock or detent, consisting in this instance of a latch, the pivoted movable portion *b* of which on the track-section engages the stationary part *c* on the front main rail A, and is held in engagement therewith by a light spring, *d*. The tail *b'* of the movable part of the latch projects up in such position that it will be depressed by the carrier which is to be shunted.

The arrangement shown in the drawings is one designed to shunt a carrier from the track A onto a branch or side track, A', which necessarily is placed lower than the main track, and in such position that when the track-section swings back the depressed front end of the latter will meet or form in effect a prolongation of the lower side track, so that the carrier will roll off from the section onto the branch track.

Supposing a carrier to be moving in the direction of the arrow in Fig. 1, and that it is of the proper form and construction to act on and depress the end *b'* of the latch, the operation will be as follows: The carrier rolls along on the track A and passes upon the pendulous section B, over which it moves without disturbing the position of any of the parts until it meets and depresses the releasing end *b'* of the latch, thus unlocking the sections; but before the carrier can thus act it must pass beyond the center *a* of the pendulous section. Consequently the preponderance of weight at the front end of the section will cause the latter to at once swing back to the position indicated by dotted lines in Fig. 2, and the carrier, running down the track-section rail, will

be dumped therefrom onto the rail of the branch track A'. As soon as the carrier quits the track-section the latter swings forward up into its original position, where it is again automatically locked in place.

In practice a number of these pendulous track-sections will of course be used, located at different points in the line of track. By varying the size or position, or both, of the releasing device B', and by correspondingly varying the position of the flange or projecting part of the carrier adapted to operate on said device, the various carriers passing over the track can be shunted at any desired point thereon, as will be readily understood without further explanation.

What I claim as new and of my invention is—

1. The combination, with the main track, of a pendulous track-section whose axis is placed above the track, forming normally part of the

track, and arranged and operating, upon the passage over it of a carrier, to swing bodily back and down, so as to dump or discharge the carrier at a point below the track, and to then automatically return to its normal position, substantially as and for the purposes hereinbefore set forth.

2. The combination, substantially as set forth, of the main track, the pendulous track-section, hung to swing upon an axis above the track-section, automatic locking mechanism, and mechanism arranged and operated by the moving carrier to effect the release of the section from control of said locking mechanism, substantially as set forth.

In testimony whereof I have hereunto set my hand this 8th day of June, 1883.

GEORGE P. WALKER.

Witnesses:

ABEL T. ATHERTON,
C. T. ATHERTON.