

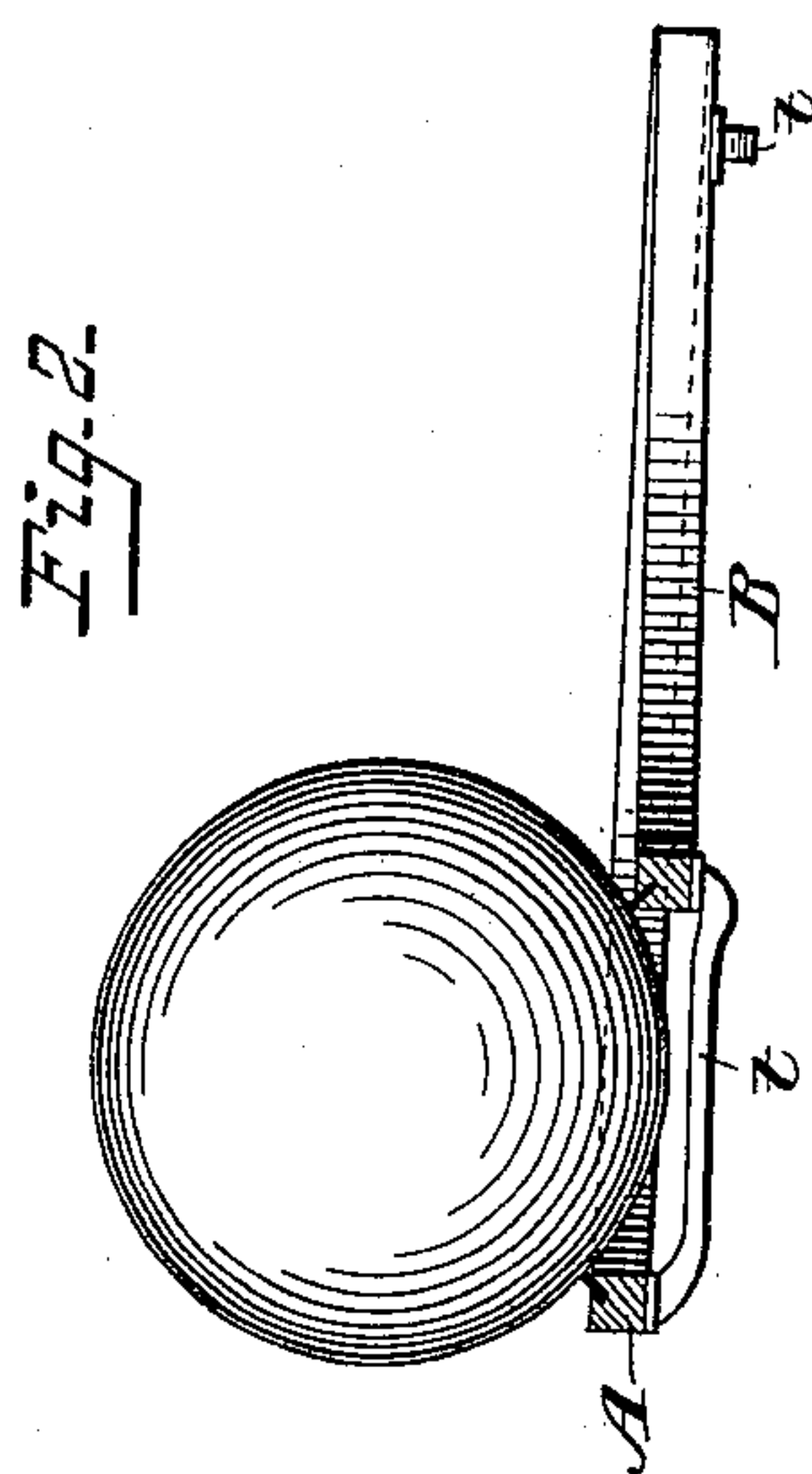
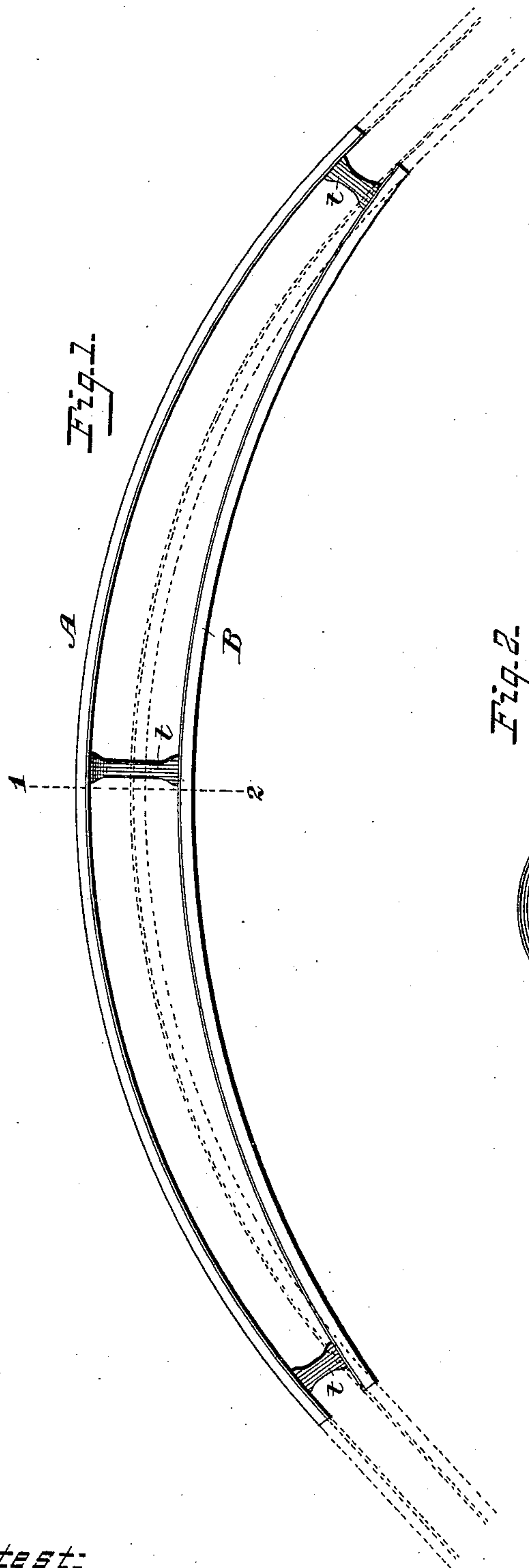
(No Model.)

E. L. GILES.

TRACK FOR STORE SERVICE APPARATUS.

No. 303,505.

Patented Aug. 12, 1884.



Attest:

Court A. Cooper.

H. C. G. Tansmann.

Edwin L. Giles,

Inventor:

By Foster & Freeman

Attorneys.

UNITED STATES PATENT OFFICE.

EDWIN L. GILES, OF LOWELL, MASSACHUSETTS, ASSIGNOR TO THE LAMSON
CASH RAILWAY COMPANY.

TRACK FOR STORE-SERVICE APPARATUS.

SPECIFICATION forming part of Letters Patent No. 303,505, dated August 12, 1884.

Application filed June 25, 1884. (No model.)

To all whom it may concern:

Be it known that I, EDWIN L. GILES, a citizen of the United States, residing at Lowell, in the county of Middlesex and State of Massachusetts, have invented certain new and useful Improvements in Tracks for Store-Service Apparatus, of which the following is a specification.

My invention relates to that class of store-service apparatus in which rolling carriers are employed, and has for its object to prevent the derailment of the carriers when passing around curves in the track under rapid motion; and this object I effect by spreading the rails of the curved portions of the track at the center portions of the curves, as fully described hereinafter, and as illustrated in the accompanying drawings, in which—

Figure 1 is a plan of a curve of the track of a store-service apparatus, and Fig. 2 is a transverse section on the line 1 2, Fig. 1.

In that class of store-service apparatus in which the track consists of two rails it has been common to slightly elevate the outer rail of each curved portion of the track for the purpose of preventing the carriers from being thrown outward by centrifugal action when passing the curves. This construction effects the desired purpose when the carriers do not move with extreme rapidity, but under such circumstances has sometimes proved to be inefficient.

In order that the carriers may be retained upon the curved track, whatever may be the speed of their movements, I employ in each curve rails bent to conform to circles of different diameters, and so connected that the distance of the rails apart at the center of the curve shall be greater than at the ends. Thus in the curved portion of the track represented in Fig. 1 the outer rail, A, corresponds to a circle which is less in diameter than the circle to which the inner rail, B, corresponds, thus

spreading the rails apart at the center of the curve, so that as the carrier moves onward on the curve it will have a more extended bearing and will sink deeper between the rails, with a corresponding increase in stability and decreased tendency to fly from the track.

The rails may be connected by the ordinary cross-bars, *t*, or may otherwise be secured in their proper relation to each other, and in most instances it will be found preferable to elevate the outer rail in addition to the spreading of the tracks.

I claim—

1. A store-service apparatus provided with contiguous rails constituting tracks for rolling carriers, the said rails being spread apart toward the curved portions of the track, substantially as and for the purpose set forth.

2. The combination, in the track of a store-service apparatus, of contiguous rails corresponding to curves having different centers, and arranged farther apart at the centers than at the ends of the curve, for the purpose specified.

3. The combination, in the curved portion of a track of a store-service apparatus, of rails spread apart at the center, the outer rail being elevated, substantially as set forth.

4. The combination, with the rails A and B of different curves, of connecting cross-bars at the ends, and one or more intermediate cross-bars constructed to maintain the outer rail in a higher position than the inner one and a greater distance between the rails at the centers than at the ends, substantially as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

EDWIN L. GILES.

Witnesses:

CHAS. A. COX,
E. F. ENDICOTT.