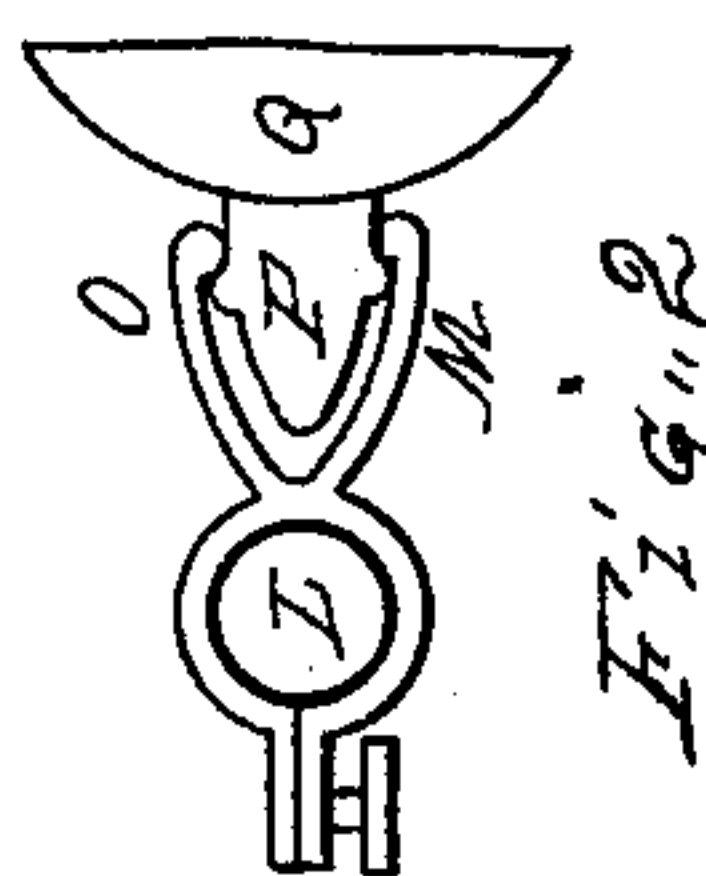
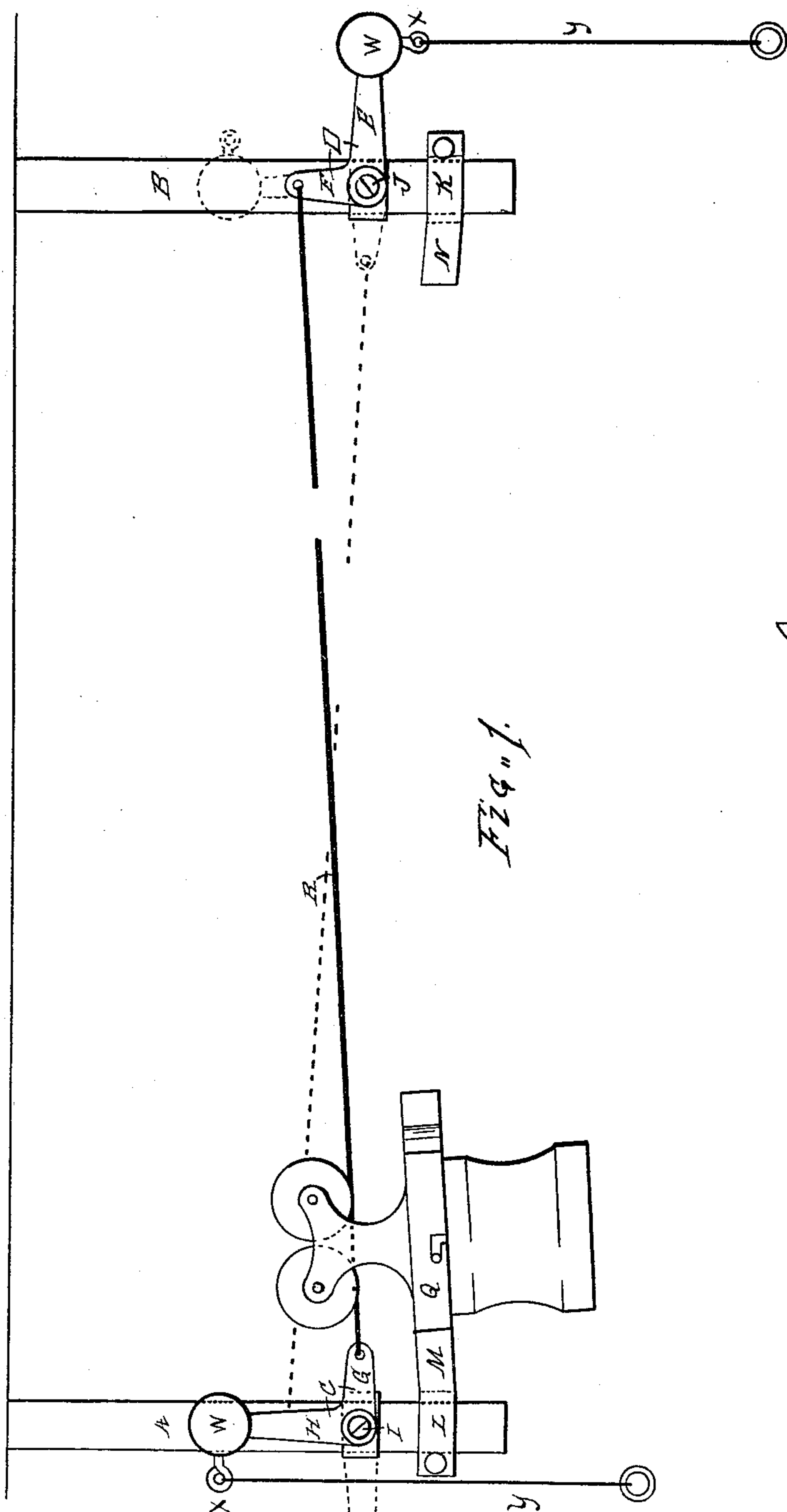


(No Model.)

N. E. SPRINGSTEEN.
STORE SERVICE APPARATUS.

No. 386,362.

Patented July 17, 1888.



Witness.

Charles Malcolmson.
E. Hesselbacher.

Inventor.

Nelson E. Springsteen,
by Geo. W. L. Othrop.
his atty.

UNITED STATES PATENT OFFICE.

NELSON E. SPRINGSTEEN, OF ROYAL OAK, MICHIGAN.

STORE-SERVICE APPARATUS.

SPECIFICATION forming part of Letters Patent No. 386,362, dated July 17, 1888.

Application filed December 3, 1887. Serial No. 256,905. (No model.)

To all whom it may concern:

Be it known that I, NELSON E. SPRINGSTEEN, of Royal Oak, in the county of Wayne and State of Michigan, have invented a new and useful Improvement in Store-Service Apparatus, of which the following is a specification.

My invention consists in an improvement in store-service apparatus, hereinafter fully described and claimed.

Figure 1 is an elevation, and Fig. 2 is a plan view of a catch.

A and B represent two posts or supports, which may be secured to the ceiling of a store and reach downward, or may extend upward from the floor.

C and D represent two bell-crank levers, C being pivoted to the support A and D to the support B by the pivots I J. On the long arm H of bell-crank lever C and the long arm E of bell-crank lever D is fastened a weight, W, which is preferably made adjustable on said arm, and may be secured by a set-screw, X, or in any other convenient way.

R represents a wire or other suitable track, whose ends are fastened to the short arms G and F of the levers C D.

Q represents a cash or parcel car, of any ordinary construction, adapted to run on the track R.

M and N represent catches secured to the supports A and B, as by collars L and K, or in any other convenient way. The form of catch which I have shown consists of two spring-jaws, O M, Fig. 2, adapted to engage with a spear-head, G, on the end of the frame of the cash-car Q; but any known form of catch may be used, from which the car will be disengaged by being raised.

Y Y represent cords secured to the long arm of bell-crank levers C D, and reaching down to a convenient point to be grasped by a salesman.

The operation of my device is as follows: The car being at the end of the line held by

post A, as shown in the drawings, the salesman, to return it to the other end of the line, pulls on the cord Y, which draws the long arm H of the lever C into the position shown in dotted lines, thereby swinging the short arm of the lever upward and raising projection P on the car out of the catch O M. This raises the end of the line attached to the short arm G of the lever C, and at the same time actuates the lever D, so that its weighted arm rises and its short arm descends, thereby lowering the end of the track attached to lever D, when the car Q runs down the track and is caught by the catch N at the other end.

The weight W serves to counterbalance the weight of the car Q when it is elevated for the purpose of starting it.

I am aware that it is old to operate a store-service apparatus by raising or lowering one end of a track; but am not aware that a single track or wire has ever been arranged as above described.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In combination with two pivoted bell-crank levers, each having a weight on one of its arms, a single wire stretched between the other arms of said levers, and a wheeled carriage on said track, substantially as shown and described.

2. In combination with the pivoted bell-crank levers C D, each having the weight W on its long arm, the single wire R, connected with the short arms of said levers, the car Q, and a stationary catch supported below each lever, composed of two converging spring-arms so arranged that the car can be lifted vertically out of engagement therewith, substantially as described.

NELSON E. SPRINGSTEEN.

Witnesses:

GEO. H. LOTHROP,
E. HESSELBACHER.