(No Model.)

W. P. WALLING.

ELEVATED CARRIER.

No. 421,211. Patented Feb. 11, 1890.

Fig. 1.

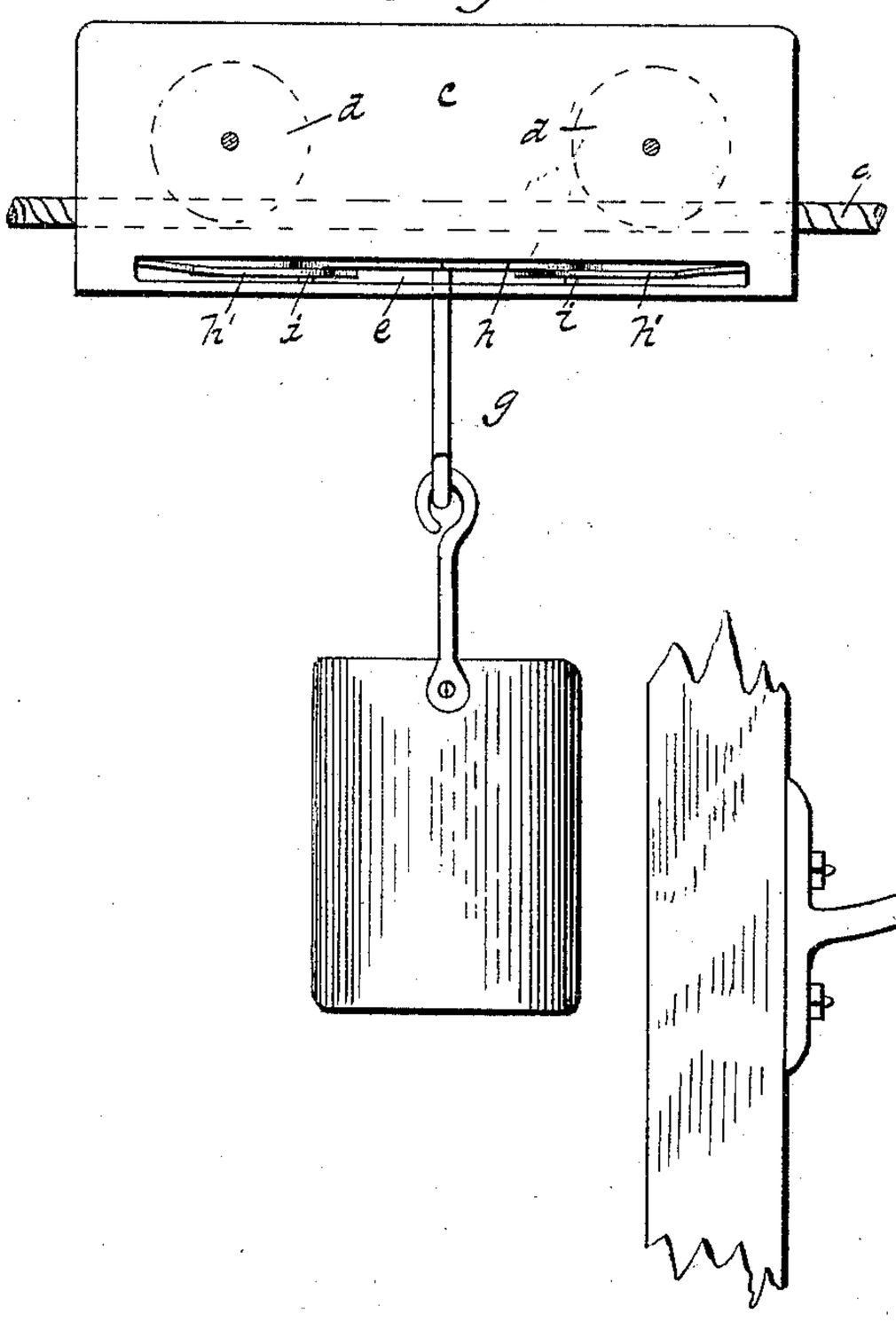


Fig. 2.

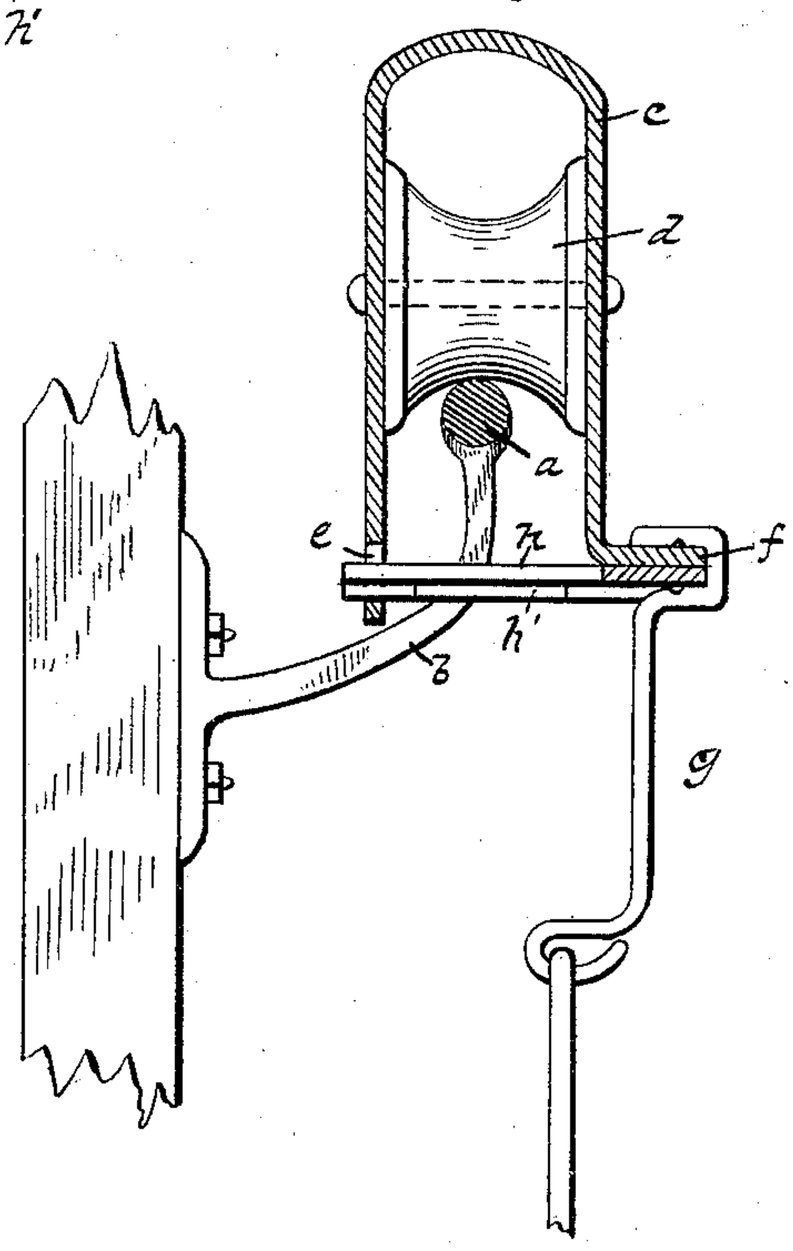
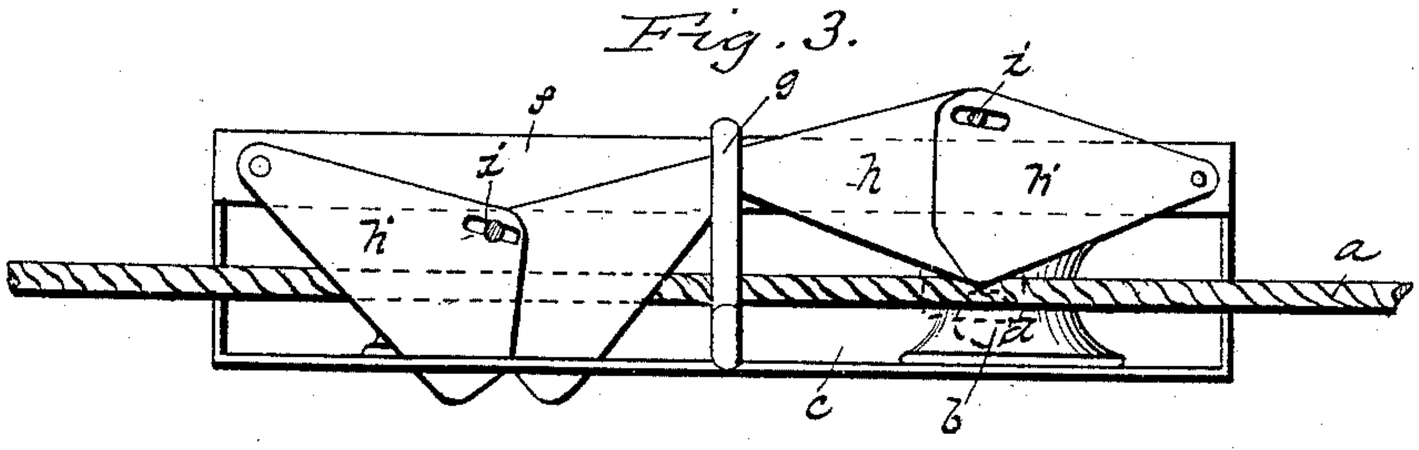


Fig. 3.



Witnesses
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C. L. Davis

Inventor
Wm. P. Walling
By his Attorneys
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UNITED STATES PATENT OFFICE.

WILLIAM P. WALLING, OF SANTA MONICA, CALIFORNIA.

ELEVATED CARRIER.

SPECIFICATION forming part of Letters Patent No. 421,211, dated February 11, 1890.

Application filed September 16, 1889. Serial No. 324,052. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM P. WALLING, a citizen of the United States, residing at Santa Monica, in the county of Los Angeles and State of California, have invented certain new and useful Improvements in Elevated Carriers, of which the following is a specification, reference being had therein to the accompanying drawings, in which—

Figure 1 represents a side elevation of my improved carrier and a portion of the track or cable; Fig. 2, a vertical sectional view of the same, showing a portion of the cable-support; and Fig. 3, a bottom view of the carrier.

The invention is essentially designed to provide improved means whereby the carrier is prevented from leaving or "jumping" the cable during its transit, the said devices being so arranged that they will automatically move back out of the way whenever the carrier is passing a cable-supporting arm and automatically resume their normal position after the said arm is passed, as will be more fully hereinafter set forth.

In the drawings annexed, *a* designates a suitable cable or track, and *b* one of the supporting-arms therefor. Upon this cable a traveling carrier or car is mounted, this car consisting, essentially, of a frame or box *c*, having journaled between its sides two or more grooved rollers *d*, which rest and travel upon the cable, as shown. One of the sides of the box *c* is extended down and provided with a horizontal slot *e*, and the other side is provided with an outwardly-turned horizontal flange *f*, secured to the latter of which is a depending eyed rod *g* to support the vessel or other article attached to the carrier. Pivoted on the bottom of said flange *f* about midway its length is a plate *h*, which is of approximately a double triangular form, the triangles being secured together at their apexes. This plate is pivoted about midway its length to the flange, so that its triangular ends will extend across the bottom of box *c* under the cable and into the slot *e*. Pivoted also upon the flange *f*, near its ends, are two triangular plates *h'*, the ends of which also extend across the bottom of the box and into the slot *e*. These angular plates are adjustably and pivotally connected to the respective ends of the central plate by pins and slots *i*, the slots, in this instance, being formed in the plates *h'*, and the pins being inserted in the central plate at or near the outer corners of its ends, as shown. This arrangement of pivotal plates prevents the carrier or car from leaving the cable whether passing one of the cable-supports or not. In passing a supporting-arm the arm will automatically push back the forward plate *h'* and the adjacent end of the plate *h*, and at the same time force the other plate *h'* and the other end of the central plate through the horizontal slot *e*, as shown clearly in Fig. 3. The plates will remain in this position until the arm strikes the inclined edge of the rear end of the central plate *h*, when the movements of the parts will be reversed.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent, is—

The combination, with a traveling carrier, of the central double triangular plate *h*, pivoted upon the bottom of the said carrier, and the end triangular plates pivoted to the carrier and pivotally and adjustably connected to the respective ends of the central plate, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

WM. P. WALLING.

Witnesses:
RICHARD R. TANNER,
WM. BLYTH.