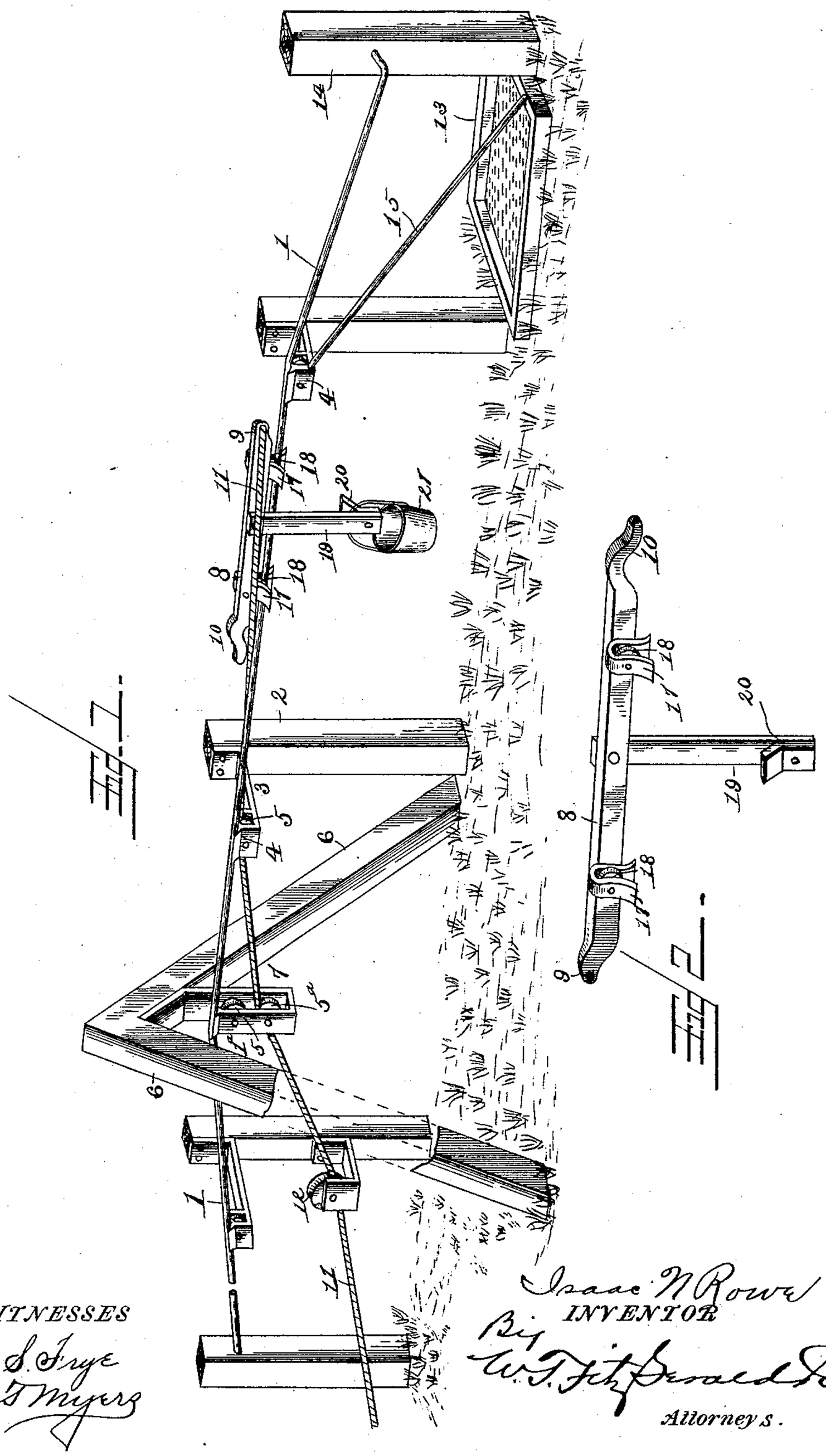
(No Model.)

I. N. ROWE.

CONVEYING APPARATUS.

No. 483,120. Patented Sept. 20, 1892.



WITNESSES

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UNITED STATES PATENT OFFICE.

ISAAC N. ROWE, OF WOOD'S, TEXAS, ASSIGNOR OF ONE-HALF TO D. D. MINIS, OF SAME PLACE.

CONVEYING APPARATUS.

SPECIFICATION forming part of Letters Patent No. 483,120, dated September 20, 1892.

Application filed May 4, 1892. Serial No. 431,778. (No model.)

To all whom it may concern:

Be it known that I, ISAAC N. ROWE, a citizen of the United States, residing at Wood's, in the county of Panola and State of Texas, have invented certain new and useful Improvements in Collecting and Conveying Apparatus; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention consists in a new and improved apparatus for collecting and conveying water and feed for stock and water for private use, the entire apparatus being controlled by one person at one end of the line; and my invention will be hereinafter fully described and claimed.

Referring to the accompanying drawings, Figure 1 illustrates my apparatus arranged for collecting and conveying water from a spring. Fig. 2 is a detail view, on an enlarged scale, of the carriage used on my new and improved apparatus, showing the carriage reversed.

Referring to the several parts by their designating-numerals, in Fig. 1 I have shown my apparatus arranged for collecting and conveying water from a spring. 1 indicates the track-rail, which consists of a single wire of sufficient diameter and strength, which is tightened and secured at its ends to suitable supports. A common fence-post 2 may be employed at intervals, to which projecting arms 3 are secured, having at their outer ends the brackets 4, within which are journaled the small supporting-rollers 5. The outer ends of the brackets are journaled to adapt them to receive and support the track-wire 1. The track is elevated at the center of its length at the point 1^a, so that it inclines from its center down toward each end. At the elevated center of the track 1 inclined posts 6 6, meeting at their upper ends, are used, from which a vertically-disposed bracket 7 is suspended, having two rollers 5 5^a journaled in it.

The carriage which travels upon the elevated track consists of a longitudinal body 8, which is formed at its forward end with an upwardly-inclined point 9 and at its rear end with a curved point 10, as shown in the drawings.

The operating-rope 11 passes from the windlass (or the windlass may be dispensed with, if desired) under a lower roller 12 and then up between the rollers 5 5^a at the center of the track, passing along over the supporting-rollers 5 in the brackets 4, which support it as the carriage passes from end to end of the track. The rope passes under the carriage, at the rear end thereof, where it is passed under and half-way around the curved point 10, and then extends to the front end of the carriage, where it is secured to the point 9. It will now be seen that when the rope 11 is pulled upon the carriage will be drawn along the track-wire 1 to the elevated center 1^a of the track, where its own weight will propel it down the remaining half of the track, and when it passes the elevated center 1^a the rope will unhook from the curved point 10 and is paid out to let the carriage travel from the far half of the track. To return the carriage, the rope 11 is drawn in, which pulls the carriage over the elevated center 1^a by the point 9, and the weight of the carriage then carries it down to the starting-point. The rope 11 should be unhooked around the point 10 each time before starting the carriage. A suitable oblong box or curb 13 is arranged in the spring from which water is to be collected, and the far end of the track-wire 1 passes over the top of this box and is secured at its end to a short post 14. 15 indicates a catch-wire, which is secured at its upper end to the last bracket 4 and inclines down at a sharp angle and is secured at its lower end to the far end of the box 13, as shown in Fig. 1 of the drawings.

The carriage 8 is provided with the grooved rollers 18, which run on the track-wire 1, these rollers being journaled in the guides 17, which have flaring lower ends, as shown, and which assist in holding the carriage on the track-wire. To the center of the body 8 is pivotally bolted the upper end of the bar 19, which has at its lower end a hook 20, on which the bucket 21 is hooked.

In operation the carriage 8, with the bucket suspended from it, is allowed to run down to

the spring, where the bucket drops into the water, and the hook 20, catching under the catch-wire 15, prevents the carriage-wheels from leaving the track-wire when the bucket strikes the water and while it is filling. The carriage, with the filled bucket, is then drawn up to the elevated center of the track, where by pulling on the rope 11 it runs down to the other end of the track—the starting-point—by its own weight.

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

1. In an elevated carrier, the combination, with the track, of a carriage mounted thereon having inclined and curved points at opposite ends, guides with flaring lower ends connected at the sides of the carriage, and rollers journaled in said guides, and means connected to the carriage for operating the same, substantially as and for the purposes specified.

2. In an elevated carrier, the combination, with a track, of a carriage of the character described mounted thereon, the inclined posts on opposite sides of the wire for elevating the center of the track, a bracket secured to one of said posts, with rollers journaled therein, a bearing on the upper end of the bracket for the wire, a rope connected to the carrier and interposed between the rollers of said bracket, and a series of posts arranged on opposite sides of the inclined posts, with supports and rollers for the wire and rope, respectively, substantially as and for the purposes specified.

3. In an elevated carrier, the combination, with a track, of a carriage mounted thereon having inclined and curved points at opposite ends, guides with flaring ends at the side of the carriage and rollers journaled in said guides, a bar pivoted to the carrier, having at its lower portion a hook adapted to convey different articles, and means connected to the carriage for operating the same, substantially as and for the purposes specified.

4. In an elevated carrier, the combination, with the track elevated at its center, of a series of posts on opposite sides of said center, with rollers thereon, the elevated center being provided with two rollers arranged one above the other, and means connected to the carrier and interposed between said rollers for operating said carrier, substantially as and for the purposes specified.

5. The combination, with an elevated carriage, of a track-wire elevated at the center of its length and inclined on opposite sides thereof, and one of said sides extending above a water-reservoir, an inclined catch-wire arranged below the terminus of the track-wire, the carriage adapted to travel upon the track-wire, said carriage provided with a pivoted supporting-bar provided with a hook at its lower portion for engagement with said catch-wire, and the operating means connected to said carriage, substantially as and for the purposes specified.

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

ISAAC N. ROWE.

Witnesses:

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