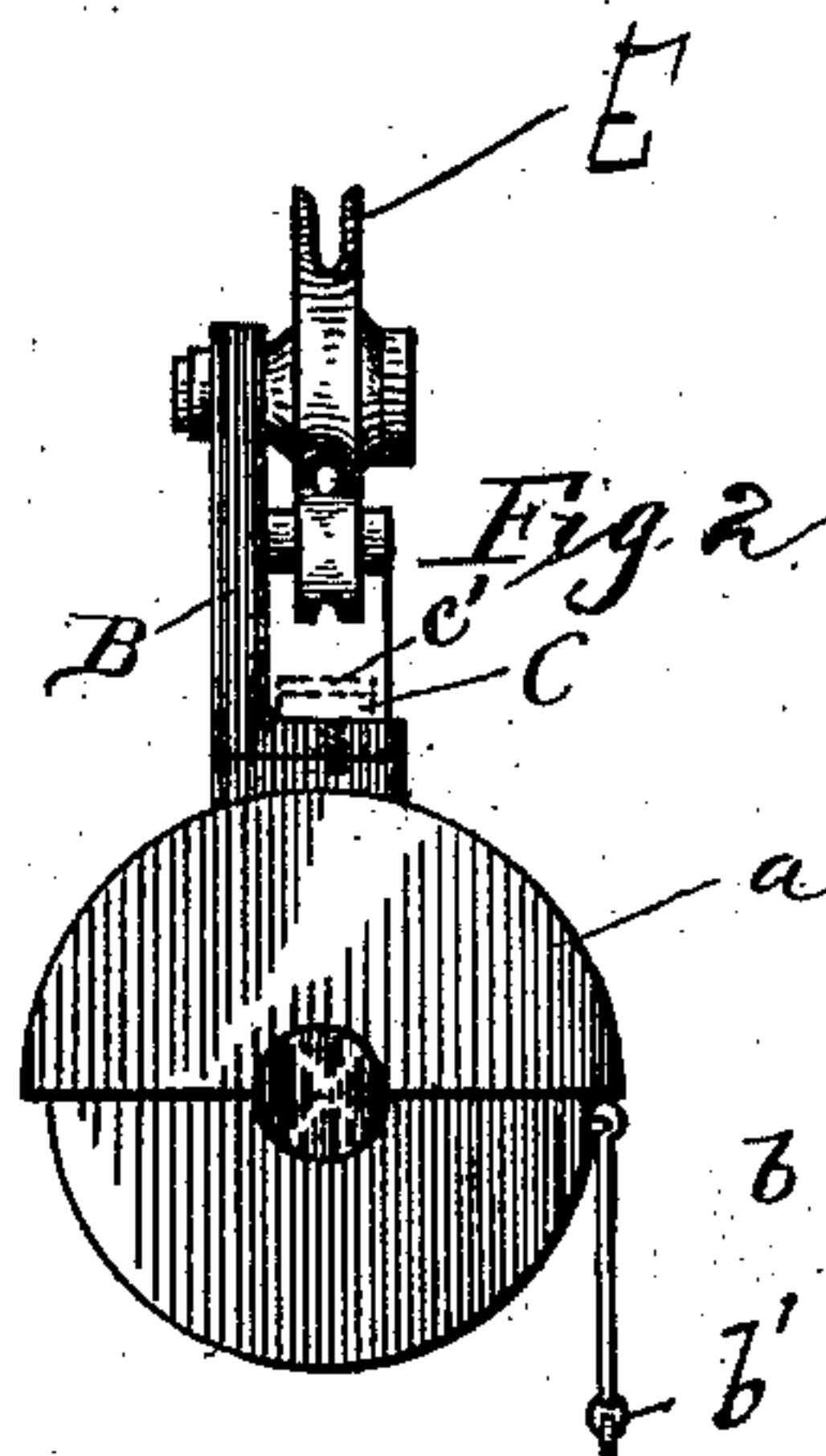
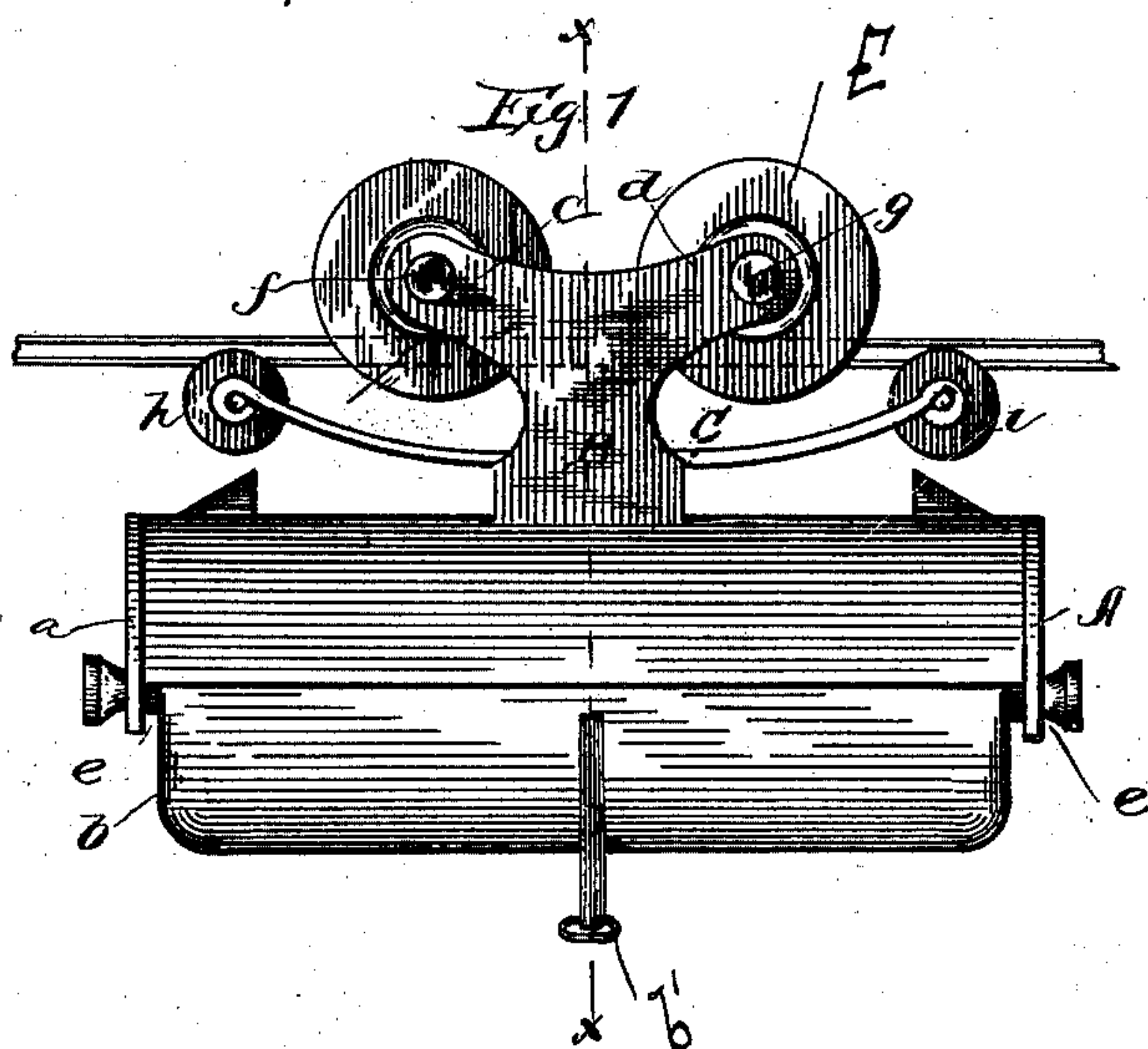


(No Model.)

J. H. GOODFELLOW.
STORE SERVICE APPARATUS.

No. 505,458.

Patented Sept. 26, 1893.



WITNESSES

Harry Robins.
John E. Sanders Jr.

INVENTOR

John W. Goodfellow
C. E. O. Attorney

UNITED STATES PATENT OFFICE.

JOHN H. GOODFELLOW, OF TROY, NEW YORK, ASSIGNOR TO THE LAMSON
CONSOLIDATED STORE SERVICE COMPANY, OF BOSTON, MASSACHUSETTS.

STORE-SERVICE APPARATUS.

SPECIFICATION forming part of Letters Patent No. 505,458, dated September 26, 1893.

Application filed August 10, 1885. Renewed June 22, 1893. Serial No. 478,532. (No model.)

To all whom it may concern:

Be it known that I, JOHN H. GOODFELLOW, of Troy, in the county of Rensselaer and State of New York, have invented certain new and useful Improvements in Store-Service Apparatus; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification.

My invention relates to improvements in the carriers for store service apparatuses, and it consists of certain novel features hereinafter described and pointed out in the claims.

In the drawings which illustrate my invention, Figure 1 is a side elevation of my improved carrier showing the anti-friction rollers mounted on springs to retain the car on the track unless removed by hand. Fig. 2 is an end elevation looking from the end of the car shown in Fig. 1.

Referring to the figures shown in the drawings, A represents the cylindrical shell of the car which is composed of two sections *a—b*, the lower one *b* being smaller in diameter than the upper one, *a*. The lower section works on a pivot and readily turns into the upper section when required. A handle *b'* is attached to the lower section for operating it.

B is the frame of the carrier, rigidly secured to the carrier, and about midway its length extends upwardly and outwardly terminating in two arms, *c—d*. This upward extension is in the form of a bracket and is placed to one

side of the vertical center of the carrier in order that the carrier wheels will keep such central position so that the car will hang perpendicularly. The wheels E are journaled on studs, *f—g* and are provided with a deep groove to fit the wire or other track D.

On the lower portion of the bracket frame I screw a spring C by means of the screw or bolt *c'*. The spring is slit or bifurcated at each end so that when turned around a mandrel they form journals for retaining the rollers *h—i*. The resiliency of the spring is such that it keeps the rollers *h—i* in contact with the track.

What I claim, and desire to procure by Letters Patent, is—

1. In a store service apparatus, the combination with a track or way, of a wheeled carrier adapted to travel thereon, having a spring as C, supporting at its free ends rollers adapted to run in contact with and bear against the under side of the track, substantially as described.

2. In a store service apparatus the combination with a track or way, of a wheeled carrier adapted to travel thereon, having a spring attached at its middle point to the carrier, said spring provided at its free end with wheels adapted to run in contact with and bear against the under side of the track.

In testimony that I claim the foregoing as my own I have affixed my signature in presence of two witnesses.

JOHN H. GOODFELLOW.

Witnesses:

ISAAC L. TAYLOR,
B. J. MARKWELL.