No. 609,275.

Patented Aug. 16, 1898.

E. C. GIPE.

ELEVATED CARRIER.

(Application filed June 3, 1898.)

(No Model.)

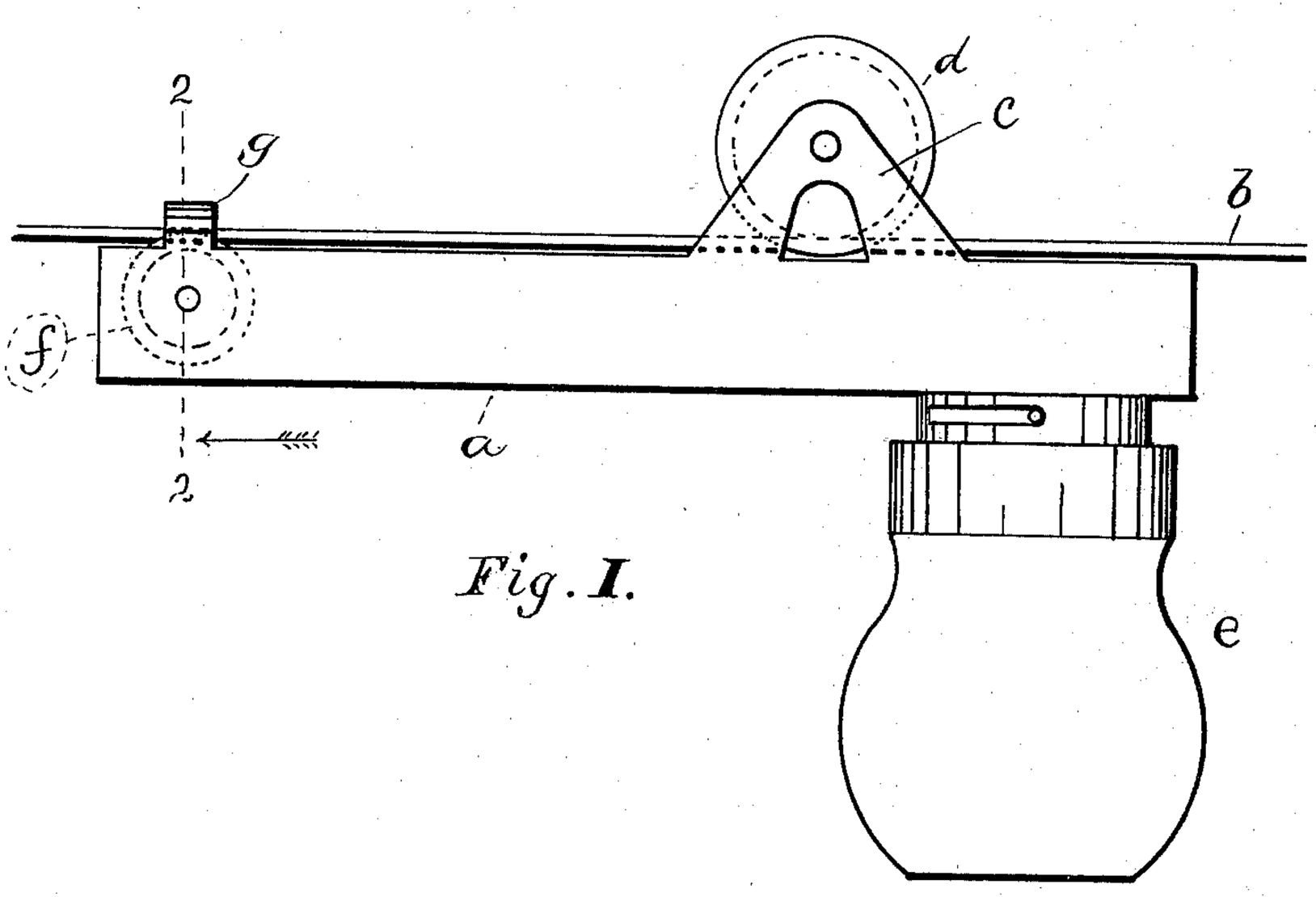

Fig. I.

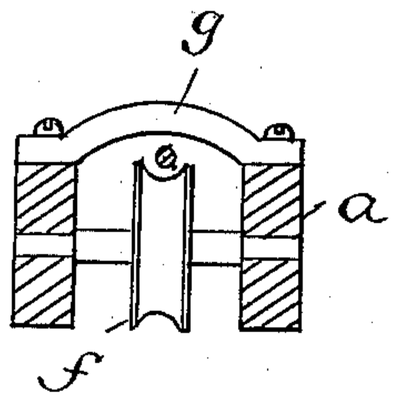

Fig. 2.

Witnesses:
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Inventor:
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By Dixon & Fletcher
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UNITED STATES PATENT OFFICE.

EMANUEL C. GIPE, OF FREEPORT, ILLINOIS, ASSIGNOR OF ONE-FOURTH TO GEORGE W. TASSELL, OF WAUKESHA, WISCONSIN.

ELEVATED CARRIER.

SPECIFICATION forming part of Letters Patent No. 609,275, dated August 16, 1898.

Application filed June 3, 1898. Serial No. 682,465. (No model.)

To all whom it may concern:

Be it known that I, EMANUEL C. GIPE, of Freeport, county of Stevenson, and State of Illinois, have invented certain new and useful Improvements in Elevated Carriers, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part of this specification, in which corresponding letters of reference in both figures indicate like parts.

My invention relates to that class of cash, package, and other elevated carriers in which the car is suspended from an elevated track—such, for example, as a wire or cable—and is impelled by means of an impulse imparted thereto by hand or otherwise; and the object of my invention is to so construct and organize said car that but a single carrying-wheel may be employed upon the track from which to suspend the car, while the oscillation longitudinally of the way incident to the use of a single wheel as ordinarily employed and which results from the impulse imparted to the car to move it may be avoided.

To these ends my invention consists in the combination of elements hereinafter more particularly described, and specifically pointed out in the claims.

In the drawings, Figure 1 is a side view of a cash-carrier the car of which embodies the features of my improvement; and Fig. 2 is a vertical transverse sectional view taken upon the line 2 2, Fig. 1.

Referring to the drawings, *a* represents the main body or frame of the car, which is adapted to be suspended upon a cable or other elevated track *b*. Extended upwardly from the side of the frame I provide one or more, but preferably two, brackets *c*, which may be arranged upon opposite sides of the track and in which the single carrying-wheel *d* is journaled, suitable bearings in said brackets being provided to receive the axle of said wheel. The periphery of the wheel is grooved in the usual way to enable it to maintain its place upon the track. Suspended from or beneath the frame at or near one end is the load, which in the example shown in the drawings consists of an ordinary cash-receiver *e*, which may be detachably secured to the car in any well-known manner. At or near the opposite end of the car-frame and beneath the track-wire a secondary wheel *f* is mounted in suitable bearings and is adapted to bear normally upon the bottom of the wire. A guard *g* is extended from the top of the frame over the wire track *b* and is intended to prevent that end of the car from becoming displaced or disconnected from the wire in case of the application of any abnormal force which would tend so to do. It will be observed that the carrying-wheel *d* is placed between the cash-receiver or load and the friction-wheel *f*, but so near to the latter that practically the entire weight may be suspended therefrom, the points of bearing being preferably so adjusted that the weight of the load may serve to slightly overbalance the opposite end of the frame, so as to cause the guard-wheel *f* to bear normally, but with slight pressure, against the bottom of the wire. It is obvious that in view of this construction the length of the car may be varied indefinitely so long as the wheels and load are placed in the manner indicated, so that the downward pull of the load upon the short end of the frame may cause the opposite or long end to tend to tilt upwardly. This construction is in principle like an ordinary lever, in which the axis of the wheel *d* may be said to represent the fulcrum and from which the short arm is suspended and the long arm is caused to press upwardly. Keeping in mind this principle it is obvious that the length of the car with respect to the placing of the respective points of bearing would be varied somewhat in proportion to the amount of the load to be carried. The short arm would be considerably longer and the long arm proportionately shorter in the case of a light load than in that of a heavy one. I have found in practice that in a car constructed upon this principle the friction seems to be reduced almost to a minimum and that the car can be propelled in either direction with the utmost ease and wholly without the vibration or oscillation longitudinally of the way heretofore so objectionable in cars employing only a single carrying-wheel and having the load suspended directly beneath it.

My improvement may be applied with equal

facility to cash and package carriers, hay-carriers, and all other kinds of elevated devices of this class.

Having thus described my invention, I claim—

1. An elevated-carrier car having a single carrier-wheel mounted above the track between the load and the opposite end of the car, and a friction-wheel mounted upon the opposite end of the car beneath the track, substantially as described.

2. An elevated-carrier car having two wheels, one above and the other below the track, the former being placed between the load and the secondary wheel, whereby the axis of the former may serve as a fulcrum and the latter may act to resist the upward tendency of one end of the frame when the load is applied to the other, substantially as described.

3. An elevated-carrier car having a single carrier-wheel mounted above the track between the load and the opposite end of the car, a friction-wheel upon the opposite end of the car beneath the track and a guard extending over the track above said secondary wheel, substantially as described.

In testimony whereof I have signed this specification, in the presence of two subscribing witnesses, this 23d day of May, 1898.

EMANUEL C. GIPE.

Witnesses:

D. H. FLETCHER,

JOSEPHINE S. MCGREGOR.