

No. 771,788.

PATENTED OCT. 4, 1904.

H. S. MOORE.  
CAR HAULAGE SYSTEM.  
APPLICATION FILED JUNE 25, 1904.

NO MODEL.

Fig. 1.

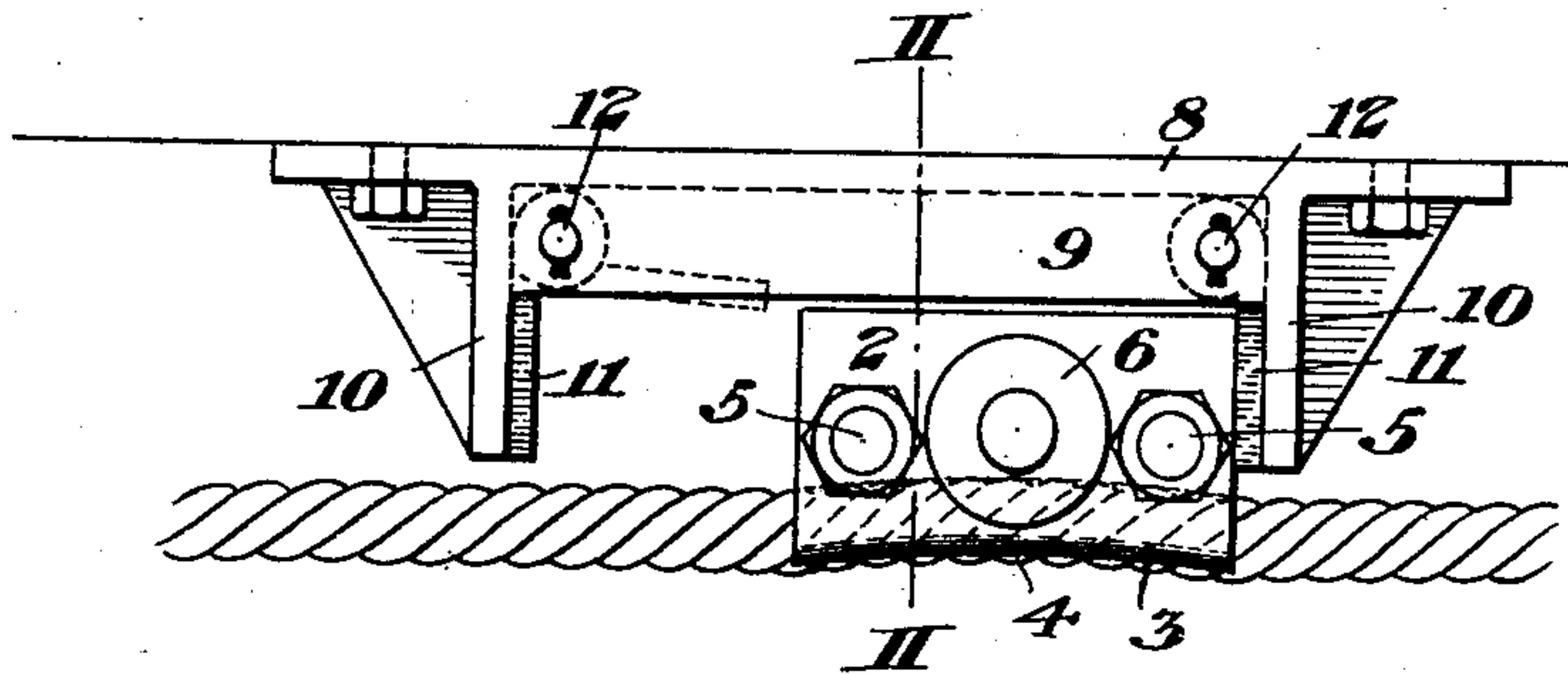


Fig. 2.

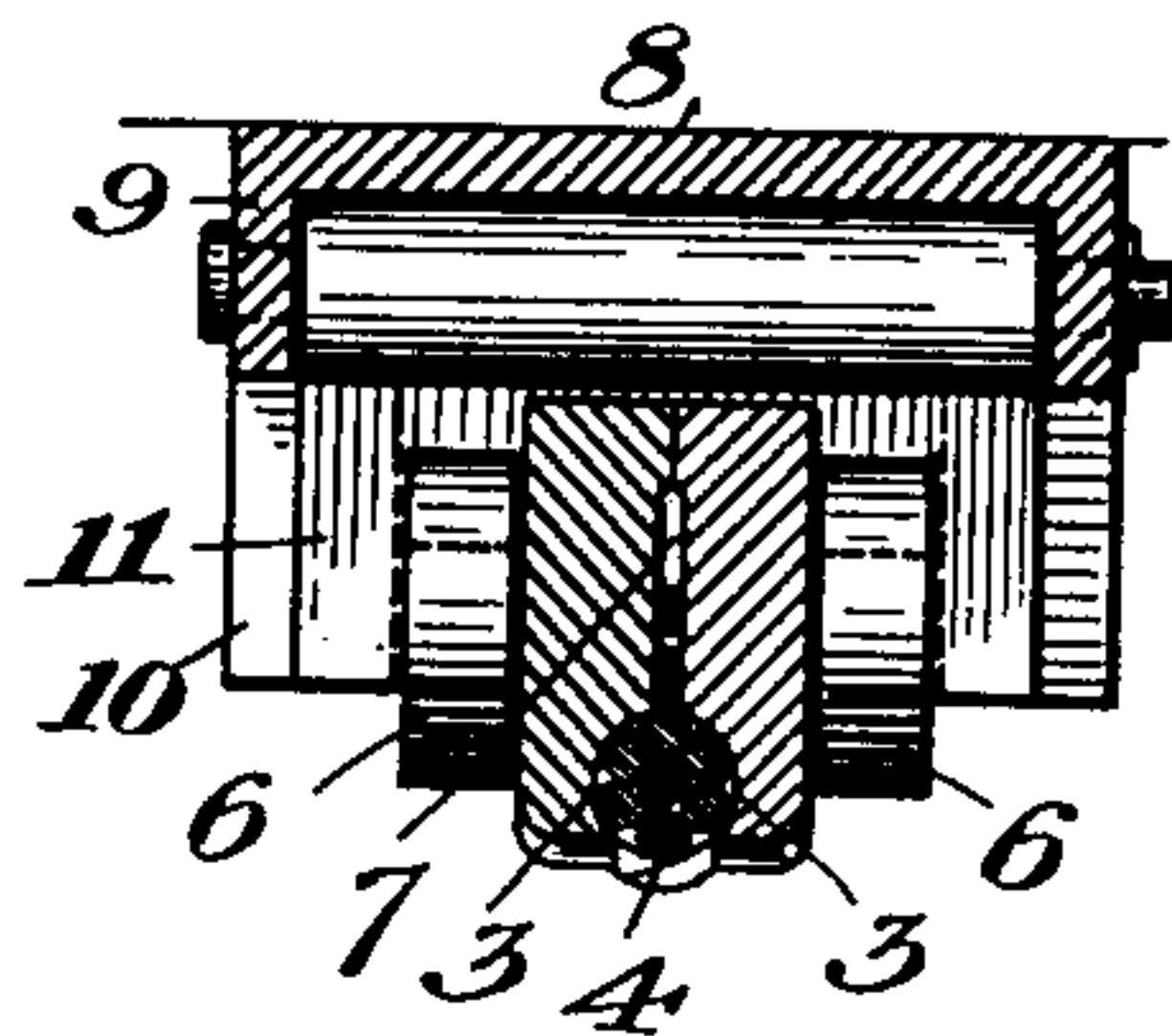


Fig. 3.

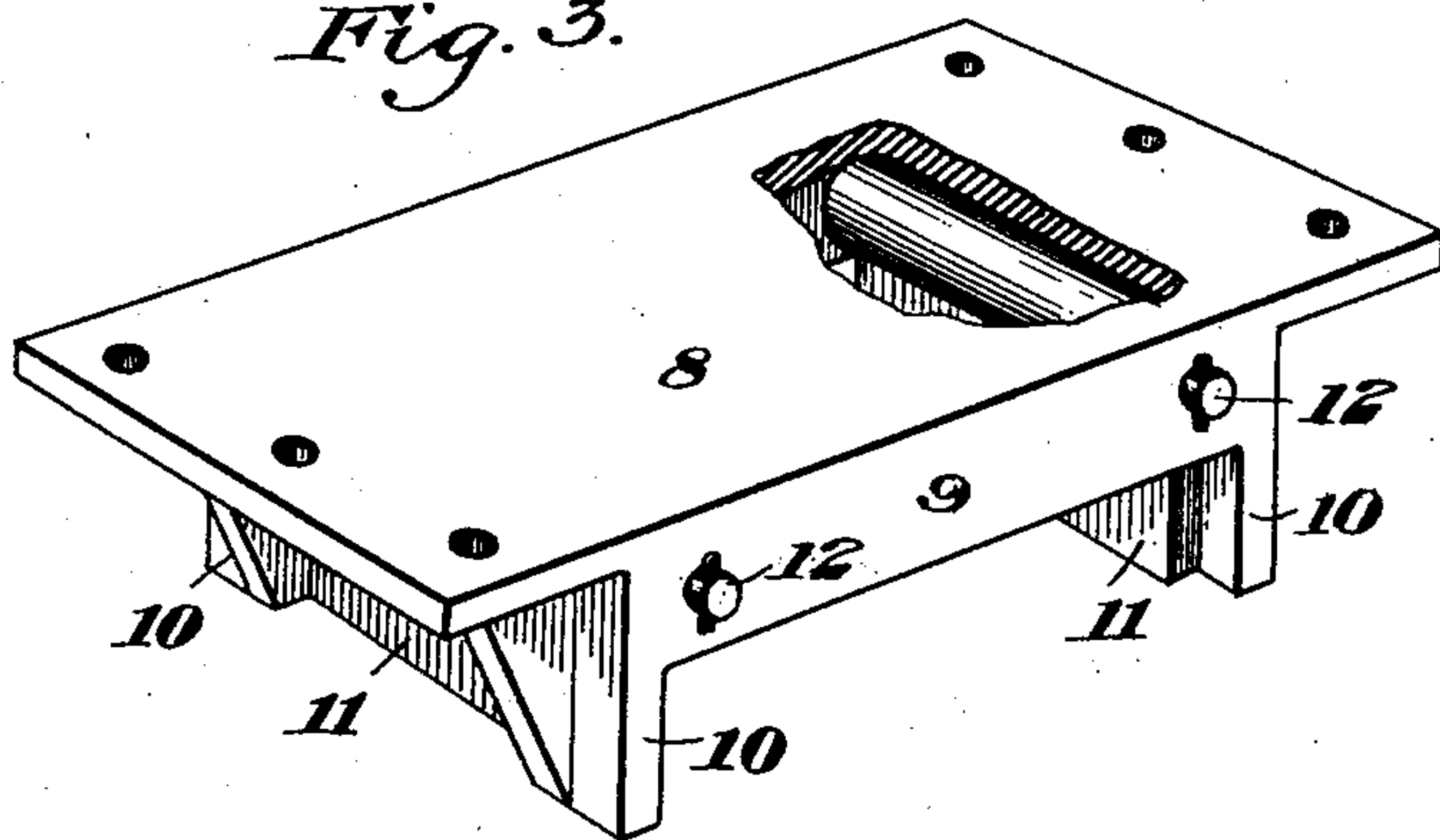
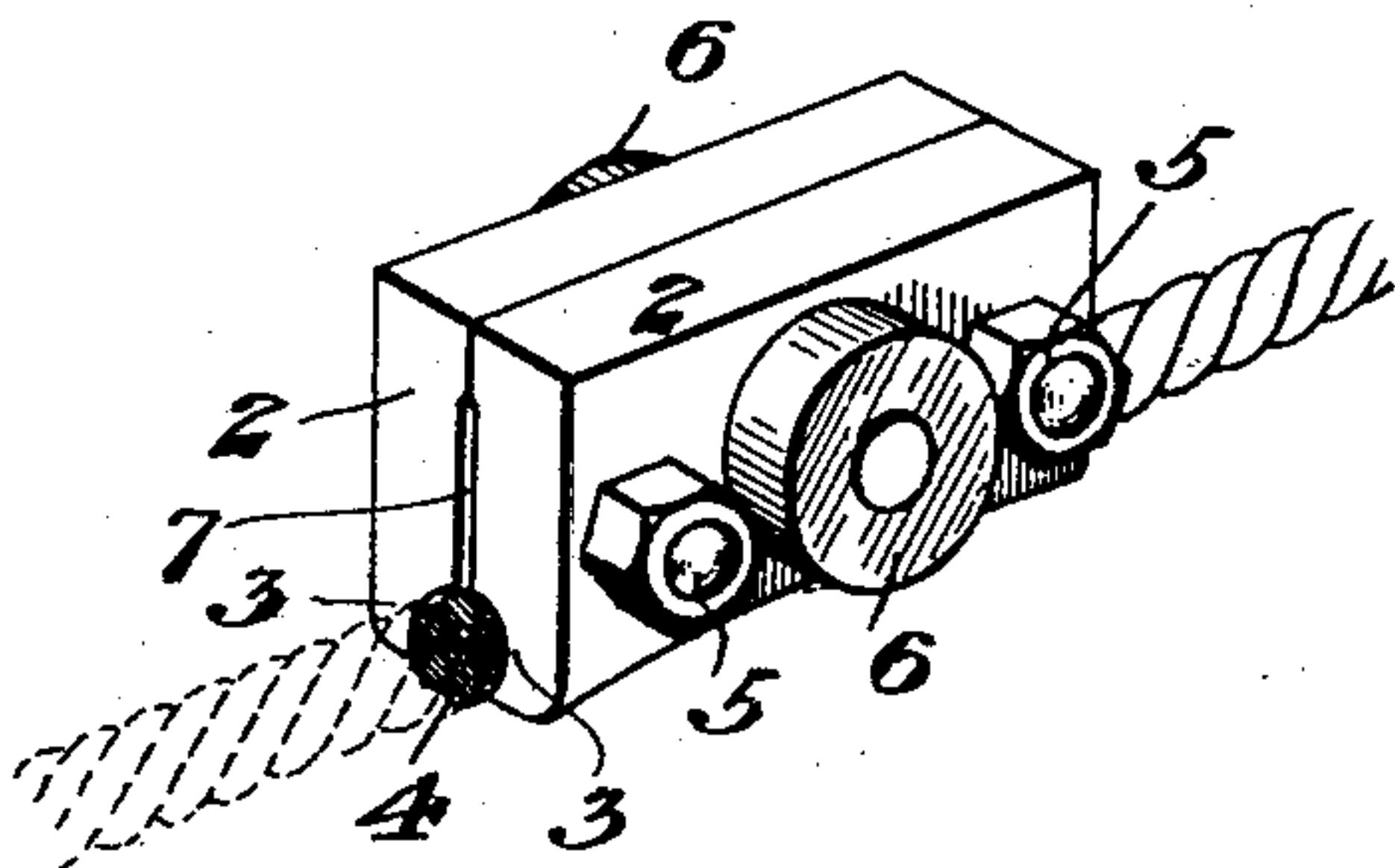


Fig. 4.



WITNESSES

*L. A. Comer*  
*J. V. V. Corwin*

INVENTOR

*H. S. Moore*  
*by H. S. Moore & Co.*  
*his attys*

# UNITED STATES PATENT OFFICE.

HORATIO S. MOORE, OF MONONGAHELA, PENNSYLVANIA, ASSIGNOR  
OF ONE-HALF TO THOMAS M. EVANS, OF McKEESPORT, PENN-  
SYLVANIA.

## CAR-HAULAGE SYSTEM.

SPECIFICATION forming part of Letters Patent No. 771,788, dated October 4, 1904.

Application filed June 25, 1904. Serial No. 214,178. (No model.)

*To all whom it may concern:*

Be it known that I, HORATIO S. MOORE, of Monongahela, Washington county, Pennsylvania, have invented a new and useful Car-Haulage System, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a side elevation showing a portion of the car and haulage-rope with the rope clamped within the box on the car. Fig. 2 is a cross-section on the line II II of Fig. 1. Fig. 3 is a perspective view, partially broken away, showing the clamping-box on the car; and Fig. 4 is a perspective view of the rope-clamp.

My invention relates to that class of car-haulage systems wherein a block or projection is clamped to a rope and engaged by a device on the car to move the car along.

The object of the invention is to provide a simple and effective clamp which will not interfere with the passage of the rope over the carrying and driving pulleys and also to provide an automatic locking-box on the car by which the car will be automatically locked to the rope when the rope-clamp enters the box.

In the drawings I show a clamping-block formed in two parts 2 2, each of which is provided with a curved recess 3 in its lower portion, these recesses together forming less than a circle, so that the rope 4 will project below the lower edge of the clamping-block when it is secured to said rope. I have shown the two parts as clamped on the rope by the through-bolts 5, side rollers 6 being employed to guide and support the rope and block between the carrying-pulleys. These rollers may be run on any suitable guide or track made in separated sections between the sheaves. In order to secure the clamping action of the two parts 2 2, they are preferably cut away upon their inner faces for the major part of their width, as shown at 7, thus insuring an efficient clamping action upon the rope. When the rope passes over a pulley, as indicated in Fig. 1, the clamping-block being above the lower

surface of the rope will not interfere with the rope or pulley. To lock the car to the rope when it is desired to move such car, I preferably secure to the lower portion of the car-body a casting consisting of a box 8 with sides 9 9, which are cut away to a level above the upper edge of the rope-block. Between the corner-posts 10 of this box are pivoted the gravity end plates 11, swinging on through-pins 12. As the rope passes under the car the clamping-block will push open one of the lids 11 and enter the box. As soon as the clamping-block enters and strikes the opposite lid the opened lid drops by gravity and the car is then locked to the rope, since outward swinging of the lids is prevented by their contacting with the corner-posts. The car will then move with the rope until the clamping-block is drawn out of the box either by shutting the car sidewise and allowing the block to move through the open side of the box or by manually opening one of the swinging lids or in any other desirable manner.

The advantages of my invention result from the peculiar form of the clamping-block and also from automatic locking-box on the car. A simple and effective system is thus provided by which the car is automatically locked to the rope and moved with it until it is desired to unlock it.

The locking-box may be used with any type of rope clamp or grip, the form and arrangement of the box may be varied, and many other variations may be made without departing from my invention.

I claim—

1. In a car-haulage system, a clamping-box having gravity-stops closing its ends; substantially as described.

2. In a car-haulage system a locking-box having loose swinging lids at each end arranged to swing inwardly, and stops arranged to prevent their outward swing; substantially as described.

3. In a car-haulage system, a locking-box having loose swinging lids at each end arranged to swing inwardly, and stops arranged



to prevent their outward swinging, said box having open sides to allow withdrawal of the block on the rope; substantially as described.

4. In a car-haulage system, a rope having  
5 a block clamped thereto, and a car having a box with ends closed by gravity swinging lids in the path of the block, said lids being arranged to swing inwardly and having stops

to prevent their outward swinging; substantially as described. 10

In testimony whereof I have hereunto set my hand.

HORATIO S. MOORE.

Witnesses:

L. A. CONNER, Jr.,

H. M. CORWIN.