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W. W. PARRY & H. S. NORTON.

ELEVATED CARRIER.

APPLICATION FILED OCT. 6, 1904.

Fig. 1.

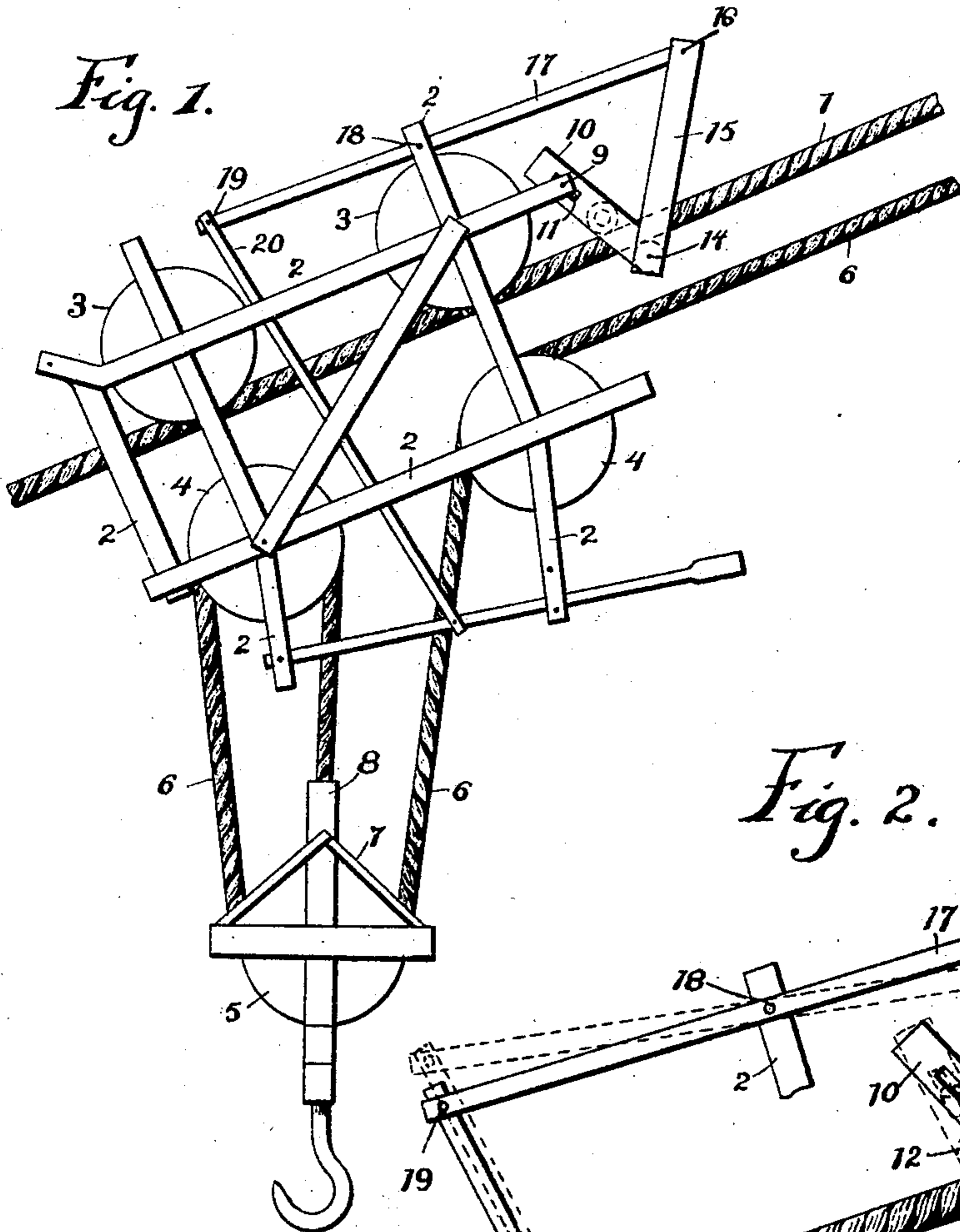
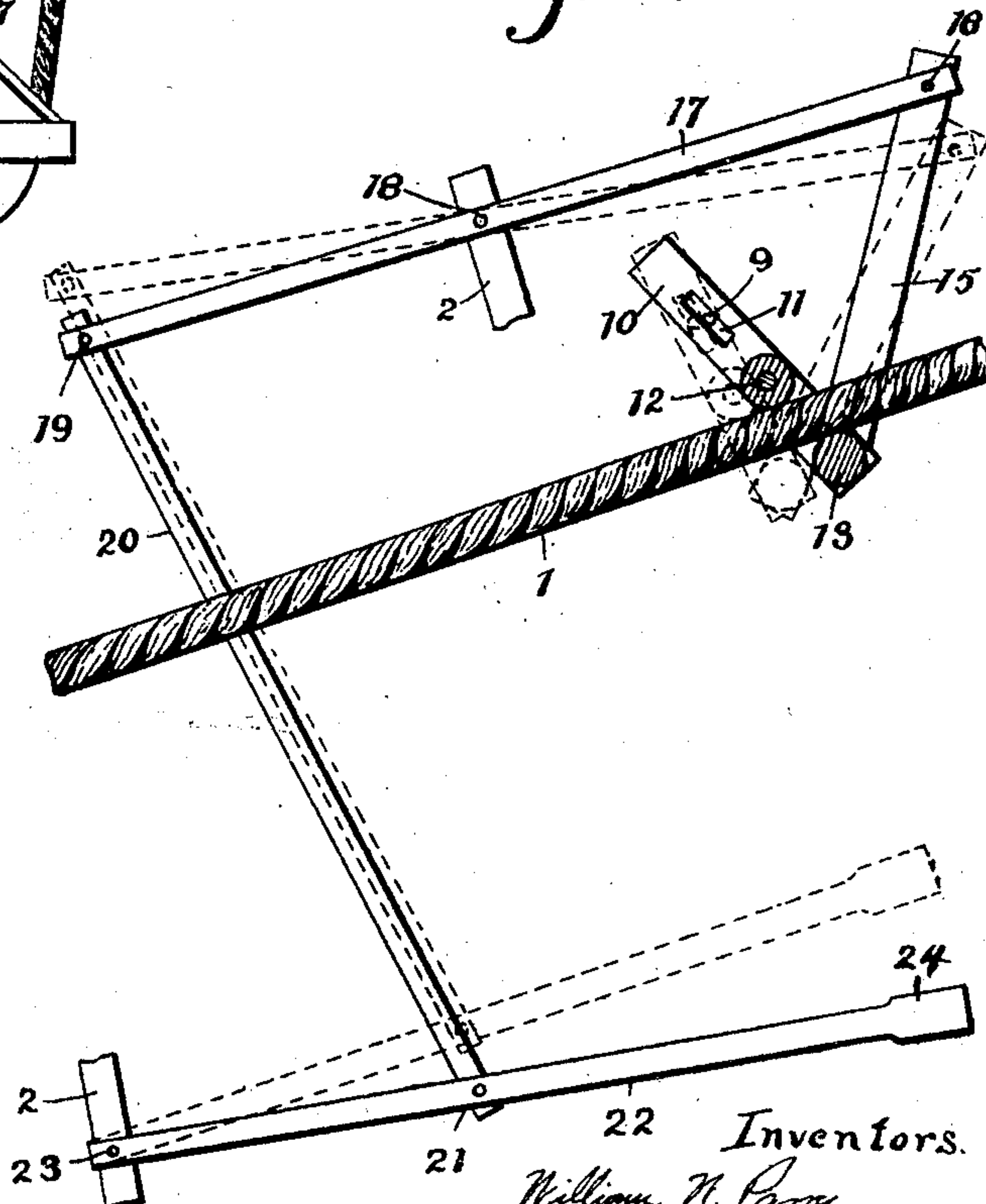


Fig. 2.



Witnesses

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UNITED STATES PATENT OFFICE.

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ELEVATED CARRIER.

No. 795,730.

Specification of Letters Patent.

Patented July 25, 1905.

Application filed October 6, 1904. Serial No. 227,406.

To all whom it may concern:

Be it known that we, WILLIAM W. PARRY and HIRAM S. NORTON, citizens of the United States, residing at Granville, in the county of Washington and State of New York, have invented new and useful Improvements in Elevated Carriers, of which the following is a specification.

Our invention relates to elevated carriers, and has for its object to provide a trolley mechanism adapted to travel on an inclined cable or track and having improved mechanism controlled by the hoisting mechanism for automatically gripping the cable or track at any desired point in its traverse. This object we accomplish in the manner and by the means hereinafter described and claimed, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation of an elevated carrier mounted on an inclined cable and provided with our improved gripping mechanism. Fig. 2 is an enlarged detail sectional elevation of the gripping mechanism.

Similar numerals of reference denote corresponding parts in the two views.

In the said drawings the reference-numeral 1 denotes an inclined carrying-cable forming the line of travel of the trolley-carrier, and 2 the framework of the trolley-carrier, the same being provided with the supporting-wheels 3, running on the cable 1, and also with pulleys 4 5, receiving the hoisting-rope 6, the pulley 5 being the hoisting-pulley and being mounted in the hoisting-frame 7, on the upper end of which is a projection 8 for a purpose hereinafter to be described.

Pivoted to the framework 2 at 9 are the twin straps or bars 10, said pivotal connection at 9 being vertically adjustable, due to the slots 11 in said straps or bars. Said straps or bars 10 lie on opposite sides of the cable 1 and carry a roller 12, lying above said cable, and a fixed pin 13, lying below said cable, as shown. Pivoted to the lower ends of straps or bars 10 at 14 is a connecting-arm 15, the same being pivoted at its upper end at 16 to a lever 17, that is in turn pivoted intermediate its length at 18 to the framework 2. The other end of said lever 17 is pivoted at 19 to a connecting-arm 20, which in turn is pivoted at 21 to a lever 22 intermediate the length of the latter, which in turn is pivoted at one end at 23 to the framework 2 and carries at its free end a counterweight 24.

From the above description the operation of our improved construction will be understood to be as follows: When it is desired to move the carrier up the inclined cable 1, the hoisting-rope 6 is pulled, thereby lifting the hoisting-frame 7 and its attached load until the projection 8 thereon contacts with and raises the lever 22, the result being that through the intermediate pivoted connecting arms and lever 20, 17, and 15 the twin straps or bars 10 are shifted to the position shown in dotted lines in Fig. 2 and the carrier is free to be drawn up the cable 1 by the further pull on the hoisting-rope 6. Now when it is desired to lock the carrier at any point on the cable the hoisting-rope 6 is released suddenly, thereby permitting frame 7 to drop and releasing the free end of lever 22 and at the same time permitting the carrier to start to descend the cable; but inasmuch as the roller 12 is much smaller than the supporting-wheels 3 of the carrier and, furthermore, carries no load it will start slower than said wheels 3, the result being that the twin straps or bars 10 will be at once tipped to the position shown in full lines in Fig. 2, thus causing the pin 13 to contact with the under side of cable 1, the friction thus produced at once overcoming the slight momentum attained by the carrier and locking the same, this friction being augmented by the pull exerted by the carrier through pivot-pin 9, as well as by the counterweight 24.

In order that the carrier may be permitted to descend the cable 1 when desired, it is only necessary to reduce the strain gradually on the hoisting-rope 6, the result being that the carrier as a whole will begin to descend, taking up the slack of the hoisting-rope, the roller 12 will move with the speed of wheels 3, the projection 8 will maintain the lever 22 lifted, and the parts will thus retain the position shown in dotted lines in Fig. 2—that is to say, the unlocked position—thus permitting the carrier to descend.

Having thus described our invention what we claim as new, and desire to secure by Letters Patent, is—

1. In an elevated carrier, the combination with an inclined cable or track, and a trolley-frame having wheels therein adapted to traverse said cable, of a clutch mechanism independent of the trolley-wheels for gripping the cable or track and thereby stopping the carrier, and intermediate lever mechanism

connected therewith and adapted to be engaged by the hoisting-frame to thereby disengage said clutch mechanism from the cable or track.

2. In an elevated carrier, the combination with an inclined cable or track, and a trolley-frame having wheels therein adapted to traverse said cable or track, of a clutch mechanism for gripping the cable or track consisting of members mounted in fixed relation to each other on opposite sides of said cable or track and free to tilt to grip said cable or track, and intermediate lever mechanism connected with said clutch mechanism and adapted to be engaged by the hoisting-frame to thereby disengage said clutch mechanism from the cable or track.

3. In an elevated carrier, the combination with an inclined cable or track, and a trolley-frame having wheels therein adapted to traverse said cable or track, of a clutch mechanism for gripping the cable or track consisting of a roller and a pin mounted on opposite sides of said cable or track and free to tilt to grip said cable or track, and intermediate lever mechanism connected with said clutch mechanism and adapted to be engaged by

the hoisting-frame to thereby disengage said clutch mechanism from the cable or track.

4. In an elevated carrier, the combination with an inclined cable or track, and a trolley-frame having wheels therein adapted to traverse said cable or track, of a clutch mechanism for gripping the cable or track consisting of a roller and a pin mounted on opposite sides of said cable or track, and twin straps or bars carrying said roller and pin and having a vertically-adjustable connection with the trolley-frame, and intermediate lever mechanism connected with the free end of said twin straps or bars and adapted to be engaged by the hoisting-frame to thereby tilt said twin straps or bars to disengage said roller and pin from gripping contact with the cable or track.

In testimony whereof we have hereunto set our hands in the presence of two subscribing witnesses.

WILLIAM W. PARRY.
HIRAM S. NORTON.

Witnesses:

J. B. McCORMICK,
ELLIS R. ROBERTS.