E. J. BRANDT.

STORE SERVICE TRACK.

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954,611.

Patented Apr. 12, 1910.

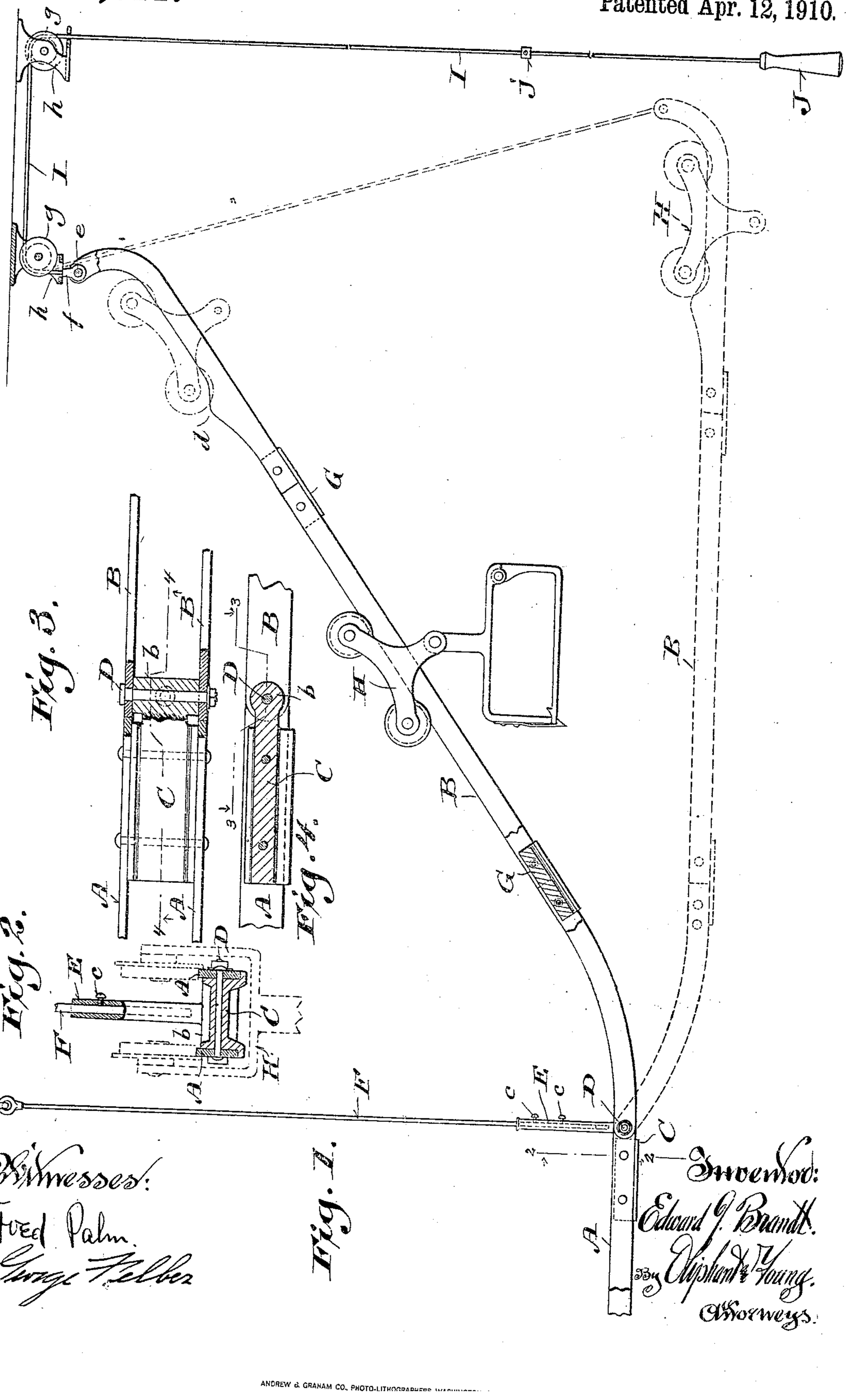

Fig. 3.

Fig. 4.

Fig. 2.

Fig. 1.

Witnesses:

Fred Palm.

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UNITED STATES PATENT OFFICE.

EDWARD J. BRANDT, OF WATERTOWN, WISCONSIN, ASSIGNOR TO BRANDT CASHIER COMPANY, OF CHICAGO, ILLINOIS, A CORPORATION OF ILLINOIS.

STORE-SERVICE TRACK.

954,611. Specification of Letters Patent. Patented Apr. 12, 1910.

Application filed June 7, 1906. Serial No. 320,498.

To all whom it may concern:

Be it known that I, EDWARD J. BRANDT, a citizen of the United States, and resident of Watertown, in the county of Jefferson and State of Wisconsin, have invented certain new and useful Improvements in Store-Service Tracks; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention consists in certain peculiarities of construction and combination of parts herein shown, described and claimed; its object being to utilize the force of gravity as the sole means for propelling carriers on store-service tracks.

Figure 1 of the drawings represents a partly sectional elevation of a fragment of a store-service track having a hinged terminal in accordance with my invention, a carriage descending the elevated terminal and means controlling adjustment of said terminal, the normal position of the same and that of the carriage being shown by dotted lines; Fig. 2, a transverse section view on the plane indicated by line 2—2 in Fig. 1, the hanger in this view being partly broken away, and a fragment of the carriage shown by dotted lines; Fig. 3, a plan view of fragments of the track and its hinged terminal partly in section as indicated by lines 3—3 in the next figure of the series, and Fig. 4, a sectional view indicated by lines 4—4 in Fig. 3.

Referring by letter to the drawings, A indicates a fragment of each of a pair of stationary parallel store-service track-rails and the same has a semi-circular end-recess for the matching engagement of the half-round end of a rigid terminal-rail B of the track. The stationary track-rails are bolted to an interposed block C, and a pivot-bolt D extends through a projecting head *b* of the block and the terminal rails B aforesaid. A vertical socket E in conjunction with the block C is engaged by a suspended rod F, and by means of set-screws *c* the rod is adjustably secured in the socket, adjustment being had to level the stationary track-rails.

The terminal rails in hinge-connection with the stationary rails of the track may be in sections of any suitable length bolted to flanged spacing-blocks G, as herein shown. Each terminal rail is preferably provided with a triangular rise *d* on its face and is upturned at the end adjacent to the rise, the space between the rises and upturned ends of said terminal rails constituting a pocket in which a carriage H is normally confined.

The upturned outer ends of the hinged terminal rails of the track are connected by a tie-rod *e* engaging an eye-socket *f* in connection with a runner I trained on suspended sheaves *g* and run through apertures in the sheave-blocks *h*, the runner being also trained through a suitably arranged stop-eye *j* in the path of a pull-grip J with which said runner is provided. The other ends of the connected terminal rails of the track are curved, as herein shown, to permit the major portion of said rails to drop to a level below that of the stationary rails, and the curves *k* serve to prevent shock when the carriage aforesaid comes on or goes off said terminal rails.

The hinged track-terminal and carriage H being in normal position, elevation of said terminal to the proper angle will result in a descent of said carriage with a rush onto the stationary portion of the track, and the velocity attained will insure of the aforesaid carriage running the required distance. The hinged track-terminal is always of a length proportionate to the acquisition of sufficient velocity on the part of the descending carriage to run said carriage a predetermined distance on the track that in practice has both terminals thereof adjustable to a suitable angle from a horizontal plane.

While I have shown and described a two rail-track, a single rail-track within the scope of my invention may be utilized in some instances, and means other than the rises *d* of the rails B may be employed to prevent a run of the carriage H until such time as the underlying terminal rails of the track have been elevated to the proper angle.

I claim:

1. A store-service track comprising a horizontal stationary level rail and an adjustable terminal rail in rigid hinge-connection, the hinge-end of the terminal rail being suitably curved, means controlling adjustment of said terminal rail, and means preventing run of a carriage from normal position on the aforesaid terminal rail in advance of an elevation of the same to a predetermined angle.

2. A store-service track having a rigid

hinged terminal provided with a triangular rise on its face and upturned at its end adjacent to said rise, and means controlling adjustment of said terminal to a predetermined angle.

3. A store-service track comprising a stationary level rail, an adjustable terminal rail having a curved end in rigid hinge-connection with the rail aforesaid and provided with a triangular rise on its face adjacent to its other upturned end, and means controlling adjustment of said terminal rail.

4. A store-service track comprising a spacing-block, a pair of stationary rails fastened to the block and provided with semicircular end recesses, other suitably connected rigid rails having half-round ends engaging the end recesses of those aforesaid and pivotally connected to a head of said block, and means preventing run of a carriage from normal position on the pivotal rails in advance of an elevation of the track-section embracing the same to a predetermined angle.

5. A store-service track comprising a spacing-block, a pair of stationary rails fastened to the block and provided with semicircular recesses, other suitably connected rigid rails having curved ends in half-round engagement with the end recesses of those aforesaid and pivotally connected to a head of said block, the pivotal rails being provided with triangular risers adjacent to their other ends that are upturned, and means controlling adjustment of the track-section embracing said pivotal rails.

In testimony that I claim the foregoing I have hereunto set my hand at Watertown in the county of Jefferson and State of Wisconsin in the presence of two witnesses.

EDWARD J. BRANDT.

Witnesses:

HUGO KOENIG,

ARTHUR THAUER.