No. 760,661. PATENTED MAY 24, 1904.

C. F. STRASBURGER.

REGISTERING RUNWAY.

APPLICATION FILED JULY 19, 1902. RENEWED OCT. 23, 1903.

NO MODEL.

Fig. 1.

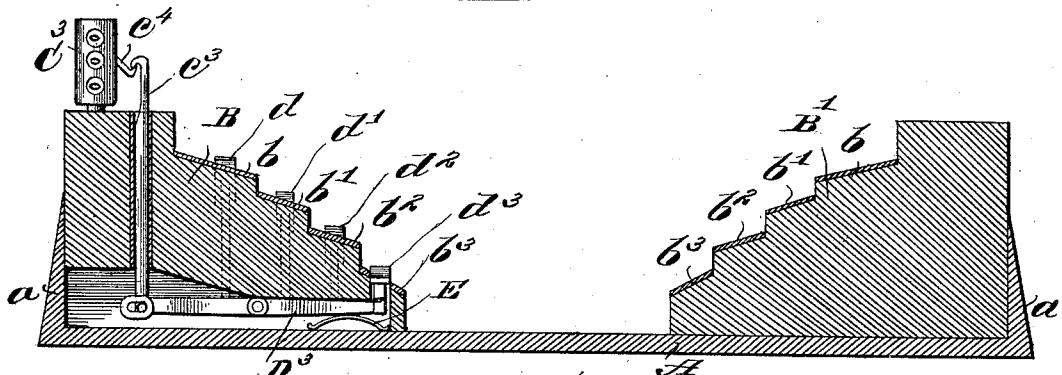


Fig. 2.

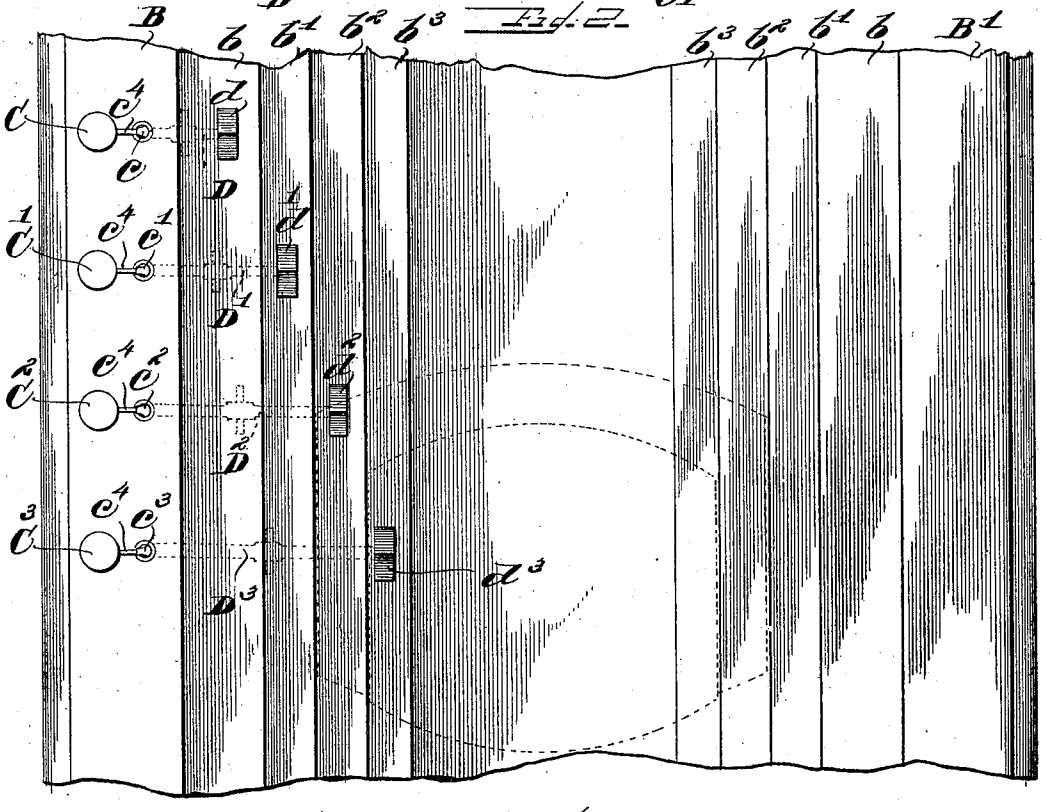
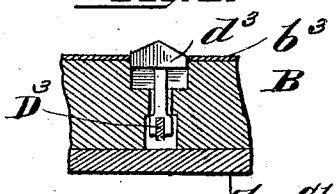


Fig. 3.



Witnesses—

G. A. Pauberschmidt.

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Inventor—

Charles F. Strasburger

By Charles W. Hills. Atty.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

No. 760,661. Patented May 24, 1904.

UNITED STATES PATENT OFFICE.

CHARLES F. STRASBURGER, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF TO WILLIAM DEMMLER, OF CHICAGO, ILLINOIS.

REGISTERING-RUNWAY.

SPECIFICATION forming part of Letters Patent No. 760,661, dated May 24, 1904.

Application filed July 19, 1902. Renewed October 23, 1903. Serial No. 178,284. (No model.)

To all whom it may concern:

Be it known that I, CHARLES F. STRASBURGER, a citizen of the United States, and a resident of the city of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Registering-Runways; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to improvements in runways so constructed as to correctly register or count the number of kegs or barrels of various sizes delivered over the same. Heretofore in breweries, paint-factories, warehouses, and in many other places where large numbers of barrels, half-barrels, quarter-barrels, kegs, or other cylindric packages are to be handled and delivered for transportation or otherwise it has been difficult to secure absolute accuracy of count, owing to the possibility of negligence on the part of the checker in keeping his tally.

The object of this invention is to provide a runway or inclined plane down which said packages are rolled and which is so constructed and provided with registering apparatus as to insure absolute accuracy of the count of the number of packages of each size passing over the same.

The invention consists in the matters hereinafter described and more fully pointed out, and defined in the appended claims.

In the drawings, Figure 1 is a transverse section of a device embodying my invention. Fig. 2 is a fragmentary top plan view of the same. Fig. 3 is a detail longitudinal section illustrating the construction and operation of the push-pin.

As shown in said drawings, the runway consists of a rigid base A, which may be of iron or other suitable material, and, as shown, is provided with upwardly-directed lateral flanges *a*, between which are engaged the guide-strips B B′. Said base A is of a width greater than the length of the largest barrel or package to be delivered along the runway, and the guide-strips B and B′, as shown, are each provided with a series of corresponding downwardly-inclined faces b b' b^2 b^3, between which are vertical inwardly-facing walls or shoulders, thus providing a plurality of tracks, one within the other, the distance between corresponding shoulders on each of the guide-strips being approximately equal to the maximum length of the barrels or packages intended to run on the track inclosed thereby.

Secured on the guide-strips B near the outer edge of the same are the registers C C′ C^2 C^3, &c., corresponding in number with the number of tracks with which the runway is provided. Levers D D′ D^2 D^3 are pivoted transversely of the guide-strip B at the bottom of the same, as shown in Fig. 1 and in dotted lines in Fig. 2, and are each provided at its outwardly-directed end with a slot adapted to receive the lower end of the bars c, c', c^2, or c^3. Said bars extend through the guide-strip B and are each provided at the upper end with a hook which engages over the actuating-arm c^4, one of which is provided on each of said registers. As shown, a sleeve is provided in the guide-strip for each of said rods and in which the same fits closely, as shown in Fig. 1. Said levers are of different lengths, the inner end of each terminating below one of the inclines for a particular size of barrel or package. An aperture is provided through each incline above the end of the lever terminating beneath the same, and push-pins d, d', d^2, and d^3, respectively, are pivoted on the end of each lever and extend, respectively, through said apertures, one in each track. The top of each push-pin is extended longitudinally of the track and inclined downwardly at each end and projecting at its highest point a sufficient distance above the surface of its track to insure a sufficient throw of the lever c^4 to actuate the register. As shown, each track is lined with sheet metal and is inclined inwardly to correspond with the longitudinal curvature of the side of the cask or barrel adapted to run therein.

The operation is as follows: A runway or track constructed as described may be of any desired length and when placed in a slightly-

inclined position longitudinally forms an inclined plane down which barrels, casks, kegs, or any similar package, whether filled or empty, may be rolled in any desired order, each traveling in its own appropriate track and as it passes over the push-pin in the said track pressing the same downwardly and forcing the outer end of the lever connected therewith upwardly and actuating the indicator or register. This may be continued for any length of time with any desired rapidity, each cask or package passing along each of the tracks being correctly indicated on the appropriate register, which may indicate, respectively, barrels, half-barrels, quarter-barrels, and eighth-barrels, or any other desired sizes or capacities for which it may be desirable or necessary to adapt the device. The indicators or registers collectively at any time show the number and size of barrels delivered over the runway. Inasmuch as the top of the push-pin is sloped or inclined downwardly toward the ends of the runway, it is immaterial in which direction the barrels, kegs, or the like pass through the runway, it being evident that the device will operate equally well in either case. If preferred, a spring may be provided beneath the inwardly-directed end of each lever, acting to hold the parts connected therewith from movement while handling or moving the device.

Obviously the device may be constructed of any desired material and of any desired length or width and any number of tracks may be provided thereon, one within the other, and it is immaterial if the same be constructed in short lengths adapted to be conveniently moved by the operator or if the same be permanently installed and rigidly secured in connection with warehouse-platforms or the like.

Obviously many details of construction may be varied without departing from the principles of this invention.

I claim as my invention—

1. A rollway comprising a plurality of tracks one within the other and adapted to receive respectively different sizes of casks or barrels transversely thereof, a registering device for each track disposed laterally of the runway and actuating means therefor operated by impact with the barrels rolling over the same.

2. The combination with a rollway comprising a plurality of tracks contained one within and below the other, each comprising independent parallel ways adapted to receive a particular size of barrel, keg or the like, of a registering device for each track and means at the bottom of each track acting by contact with the keg or barrel passing thereon to actuate the register.

3. The combination with a rollway comprising a plurality of distinct and independent tracks one within the other, each shaped to engage the ends of a particular size of barrel or the like, of a register for each track, a push-pin in the bottom of each track and operative connections between said push-pin and the register whereby the passage of a barrel or the like along said track actuates the register.

4. The combination in a rollway, of a plurality of tracks one contained within and below the other and each shaped to receive transversely thereof a particular size of barrel, keg or the like, a register for each track, a push-pin in the bottom of each track in the path of the package passing along the same, a lever engaged by said push-pin and positive connections between each lever and the corresponding register whereby the passage along any of said tracks of the barrel or the like indicates upon the appropriate register.

5. The combination in a rigid base, of guide-strips on each side of the same formed on their adjacent sides to provide conjointly a plurality of tracks one within and below the other, each shaped to conform to the size of a barrel, keg or the like, vertical inwardly-facing shoulders at the side of each track, a laterally-disposed register for each of said tracks, a lever operatively connected with each register and extending respectively below each of said tracks and a push-pin engaged on the lever and protruding above the track in the path of one end of the barrel or package moving thereon and acting when depressed thereby to actuate the register.

6. The combination in a rollway, of a plurality of tracks extending longitudinally therethrough and located one within the other and adapted to permit a barrel, keg or the like to roll along it, a sheet-metal lining for each of said tracks, a laterally-disposed registering device for each track and means seated in the floor of each track adapted to actuate each a given register.

In testimony whereof I have hereunto subscribed my name in the presence of two subscribing witnesses.

CHAS. F. STRASBURGER.

Witnesses:

C. W. HILLS,

A. C. ODELL.