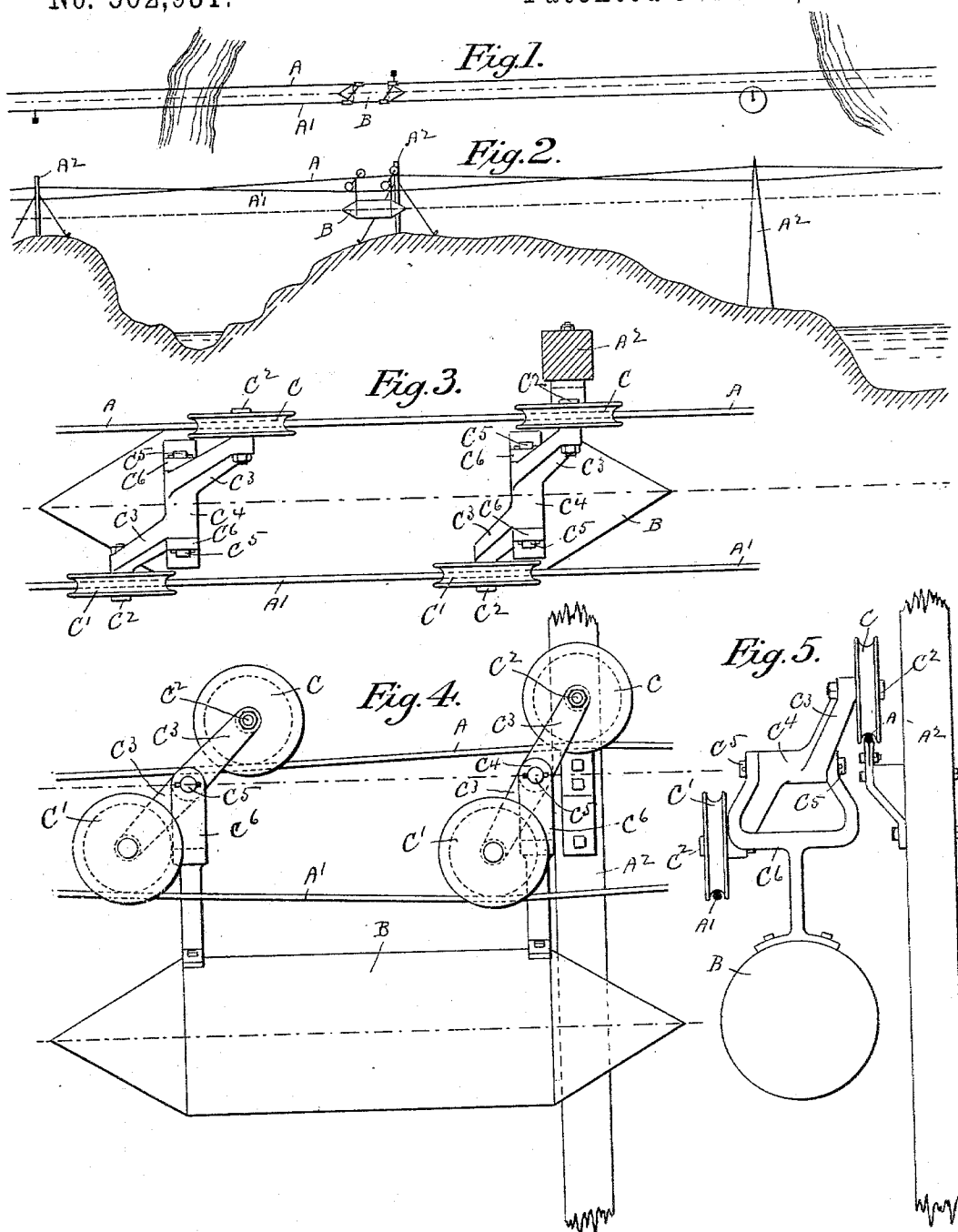


(No Model.)

G. SIEURIN.
CONVEYER.

No. 562,931.

Patented June 30, 1896.



Witnesses.
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UNITED STATES PATENT OFFICE.

GEORGE SIEURIN, OF WORCESTER, MASSACHUSETTS.

CONVEYER.

SPECIFICATION forming part of Letters Patent No. 562,931, dated June 30, 1896.

Application filed March 30, 1896. Serial No. 585,365. (No model.)

To all whom it may concern:

Be it known that I, GEORGE SIEURIN, a citizen of the United States, residing at Worcester, in the county of Worcester and State of Massachusetts, have invented a new and useful Improvement in Conveyers, of which the following is a specification, accompanied by drawings forming a part of the same, in which—

Figure 1 represents a plan view of a conveyer embodying my invention. Fig. 2 is a side elevation of the same. Fig. 3 is a plan view upon a larger scale than that shown in Fig. 1. Fig. 4 is a side view upon a larger scale than that shown in Fig. 2, and Fig. 5 is an end view of the compensating truck and car supported thereby.

Similar letters refer to similar parts in the different figures.

My invention has for its object to provide means for the conveyance of passengers or freight from one point to another, or for the conveyance of mail-matter or small packages of merchandise in store-service, or other purposes; and my invention consists in the construction and arrangement of the track, and also in the construction and arrangement of a compensating truck adapted to be moved along said track by the application of any suitable and known motive power, and by which a car or other receptacle is supported, as hereinafter described, and set forth in the annexed claims.

The track, which embodies the first part of my invention, comprises a pair of cables A and A', supported at stated intervals in an elevated position by a series of alternating supports A²; that is, with the supports of one cable alternating with and placed midway between the supports of the other cable, so the point of greatest depression caused by the sagging of one cable shall come opposite a support of the other cable, as represented in Fig. 2. The cables A and A' are preferably arranged in different vertical planes a short distance apart, as represented in Fig. 1. The cables A and A' form a track along which the car or goods-receptacle is transported, and, as the two cables are constantly varying in height, owing to the sagging of the cables between their points of support, the car is supported upon the track

by means of a compensating truck which provides for the variation in the vertical height of different sections of the track, and maintains the car at uniform height.

In the drawings, B denotes a car or a receptacle which in the present instance is suspended beneath the track, and is connected at each end with a pair of trucks supported on the cables A A', the trucks being duplicates of each other.

Each of the trucks by which the car B is supported consists of a pair of scored truck-wheels C C', pivoted on studs C², held in the ends of arms C³ C³, and connected at their opposite ends by a hub C⁴, which holds the truck-wheels C C' in the plane of the cables A A'. Stud C⁵, having their axes in alignment, project from the ends of the hubs C⁴, and upon the studs C⁵ a yoke C⁶ is pivoted, to which the car B is attached. The scored truck-wheel C is adapted to run along and be supported upon the cable A, and the truck-wheel C' is similarly supported upon the cable A', each of the truck-wheels rising and falling, to correspond with the plane of the cables A A', thereby raising and lowering the arms C³ C³ and rocking the hub C⁴ in its pivotal connection with the yoke C⁶, thereby maintaining the axes of the studs C⁵ in the same horizontal plane, so that the car B will be on a level notwithstanding the inequalities of the track.

I have shown the two cables A A' as arranged in different vertical planes, but it will be obvious that both cables A A' could be placed in the same vertical plane, or one directly over the other, in which case the scored truck-wheels C C' would be held in the same vertical plane by their connecting-framework, or the track may comprise four cables, two on each side. It will also be obvious that the load instead of being suspended beneath the track can be located above the track and supported in the same manner as shown by the studs C⁵.

I have not deemed it necessary to show these modifications, as they will be obvious from the description and illustration of the device shown in the drawings.

My improved conveyer affords a simple and inexpensive means of conveyance without the necessity of an expensive road-bed or fixed

track, and it is specially adapted in sections where the inequalities of surface or the natural conditions render it impossible to grade a road-bed, and also in situations where an elevated track is demanded.

I have not shown or described any special means of applying motive power to move a car along the track, as such forms no part of my present invention, and any known means of traction or propulsion can be employed for that purpose.

I have employed the term "cables" in describing the track, but strips of scantling can be used for that purpose, and where the load is light cords or single wires can be used.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In a conveyer, the track as herein described and consisting of a pair of cables supported at stated intervals by a series of alternating supports, whereby the sagging of each of said cables will produce the greatest depression opposite the support of the other cable, substantially as described.

2. In a conveyer, the combination of a track having sagging or depressed sections, of a

pair of truck-wheels adapted to run on said track, and connected by a rigid framework, and a car pivotally connected to said framework midway said truck-wheels, substantially as described.

3. The combination, with the track as described of a compensating truck comprising arms connected at one end by a hub, truck-wheels carried by the other ends of said arms, and a car pivotally connected to said hub, substantially as described.

4. In a conveyer, the combination of a pair of cables forming a track of a truck-wheel running on each of said cables, a frame connecting said trucks and a car or receptacle for the load pivotally connected with said frame between said truck-wheels, whereby an elevation in one of said cables is equalized by the depression in the other cable, substantially as described.

Dated this 27th day of March, 1896.

GEORGE SIEURIN.

Witnesses:

RUFUS B. FOWLER,

LENA HESTER.