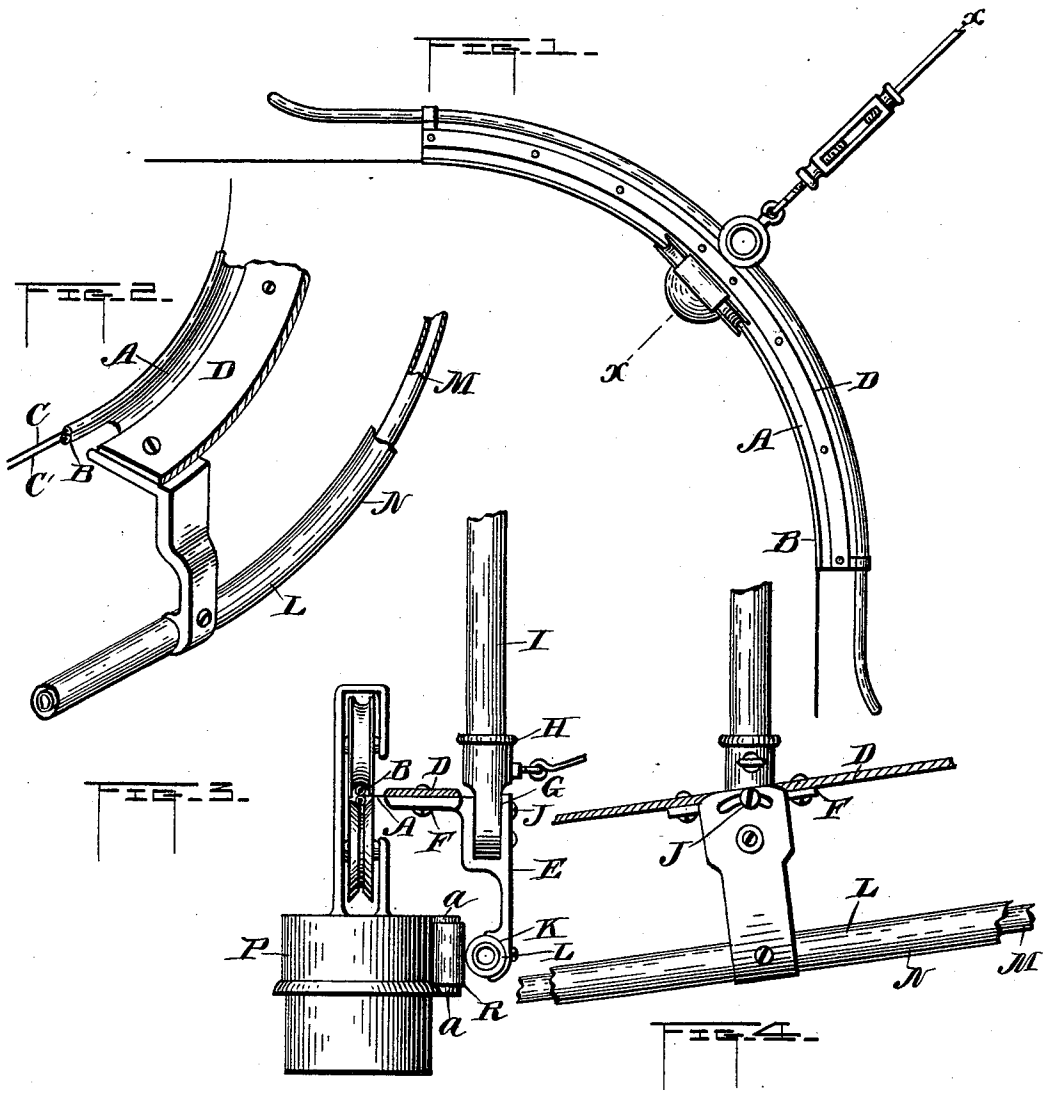
(No Model.)

T. E. BARROW.

CURVED TRACK FOR STORE SERVICE APPARATUS.

No. 518,909. Patented Apr. 24, 1894.



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CURVED TRACK FOR STORE-SERVICE APPARATUS.

SPECIFICATION forming part of Letters Patent No. 518,909, dated April 24, 1894.

Application filed August 13, 1892. Renewed March 31, 1894. Serial No. 505,957. (No model.)

To all whom it may concern:

Be it known that I, THOMAS E. BARROW, a citizen of the United States, residing at Mansfield, in the county of Richland and State of Ohio, have invented certain new and useful Improvements in Curved Tracks for Store-Service Apparatus; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in a curve for store service apparatus and in a car adapted to travel on said curve, and the objects of my invention are first to provide a means whereby a car can travel around a curve without having its speed retarded; second to so construct the center bracket which supports the curve, that it will allow the curve to be adjusted to conform to any grade or level line required and allow the hanger to remain perpendicular. These objects I accomplish by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a top plan view of my invention showing a car in the center of a curve and also showing the general construction of the curve. Fig. 2 is an enlarged perspective view of a portion of the curved tubular track, end bracket and guide. Fig. 3 is a transverse section of Fig. 1 taken in line x—x showing the construction of the center bracket, tubular curve, guide and car. Fig. 4 is an enlarged back view of center bracket, a hanger pivoted in said bracket, the guide and tubular curve.

Similar letters refer to similar parts throughout the several views.

In the accompanying drawings, A indicates a curved track which may be constructed to conform to any angle required. The inner edge of the curve which constitutes the track is formed into one or two guides or tubes B through which passes the track and propelling wires C and C′.

D indicates a metal bar bent edgewise to conform to the shape of the curve, the said bar being riveted or otherwise secured to the tubular curved plate A. This bar is for the purpose of stiffening and strengthening the curved plate. E indicates a metal bracket which is secured to the curved track or plate A by any suitable means. This bracket is constructed with an outwardly projecting flange F and socket G in which is pivoted the lower end H of the hanger I.

The object of constructing the center bracket in two parts is to allow the hanger to remain vertical when the curve is placed in a grade as shown in Fig. 4. The bracket and the curve are held rigid to the hanger at any angle required, by the clamp screw J. The lower end of the bracket E is constructed with a half circle bearing K and to this is secured the curved car guide L. The guide L is composed of a metal rod or tube M covered either by leather or a rubber tube N extending the full length of the guide, the guide extending around the curve and a certain distance along and parallel with the track wires, then curved outwardly and upwardly to allow a smooth easy passage to the car, and guiding the same upon the curved track and around the same. The object of covering the guide with rubber or leather is to avoid the noise and prevent the metallic sound which is common when a car is passing around a curve.

P indicates a car constructed to pass from a straight track around a curved track, one side of the car being open in line with the wheels. The lower portion of the car which is constructed to hold the cash-cup is provided with the roller R which is journaled between the lugs a—a attached to or forming part of the car and in passing around a curve bears against the inner periphery of the guide, the object of the roller being for the purpose of overcoming friction. The end brackets are constructed somewhat similar to the center brackets, the only difference being that there is no curve J or socket G but in their stead a plain, angular attaching top and the object of the said end brackets is to retain the guide in position parallel with the track wires.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In store service apparatus, the combination of a curved track, a guide for the car, a suitable hanger and a bracket pivotally

mounted on said hanger and supporting said track and guide in the same relative position at all times, substantially as described.

2. In store service apparatus the combination of a curved track, a guide for the car, a stationary hanger, a bracket pivotally mounted on said hanger and supporting said track and guide in the same relative position at all times and provided with a slot which engages a bolt connected to said hanger whereby the track and guide may be set at any desired angle substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

THOMAS E. BARROW.

Witnesses:
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