J. F. WING.

RUNWAY FOR CAN ENDS.

APPLICATION FILED APR. 26, 1909.

928,725. Patented July 20, 1909.

Fig. 1.

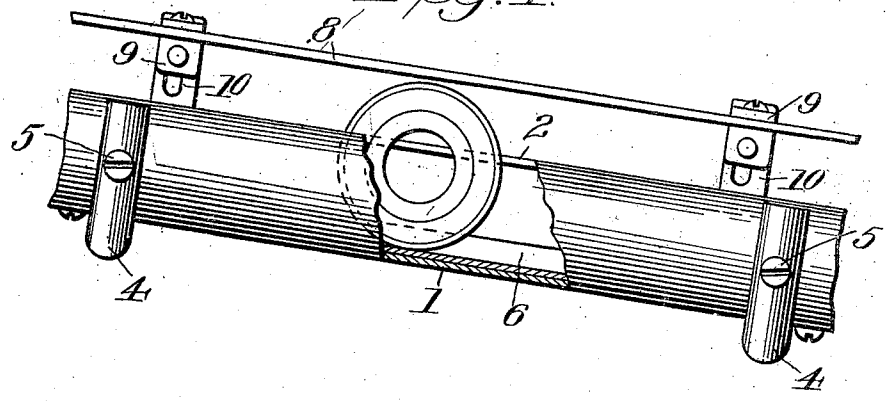


Fig. 2.

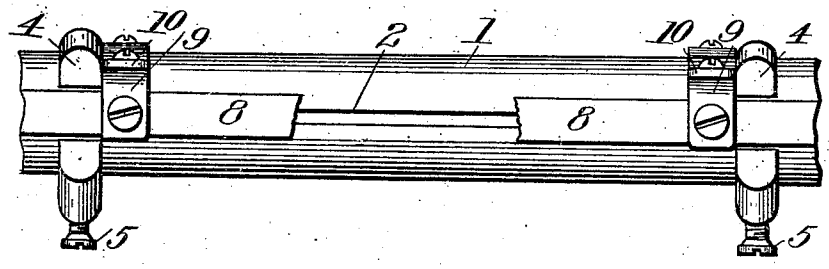


Fig. 3.

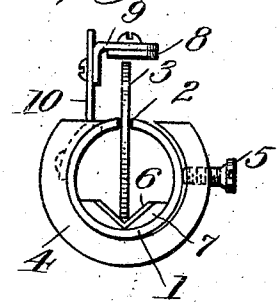


Fig. 4.

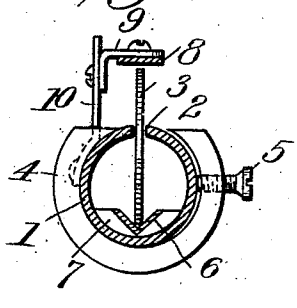
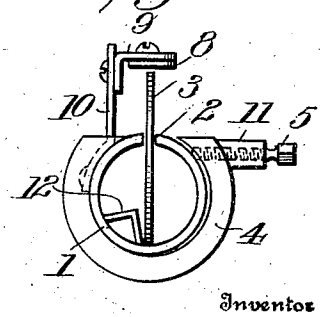


Fig. 5.



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RUNWAY FOR CAN ENDS.

No. 928,725. Specification of Letters Patent. Patented July 20, 1909.

Application filed April 26, 1909. Serial No. 492,156.

To all whom it may concern:

Be it known that I, JOHN F. WING, a citizen of the United States, residing at Chicago, in the county of Cook, State of Illinois, have invented certain new and useful Improvements in Runways for Can Ends, of which the following is a description, reference being had to the accompanying drawing, and to the figures of reference marked thereon.

The invention relates to new and useful improvements in runways for can ends, and has for an object to provide a runway which shall be durable in construction, readily adjustable so as to properly receive and guide the can end, and which shall also be free from sagging or distortion, whereby a free running of the ends is secured.

The invention consists in the parts, improvements and arrangements hereinafter shown, described and pointed out in the appended claims.

In the drawings which show by way of illustration one embodiment of the invention,—Figure 1 is a side view of a portion of a runway, with the parts broken away to show more clearly the construction; Fig. 2 is a top view, similar to Fig. 1, with the parts broken away to show the construction; Fig. 3 is an end view of the runway; Fig. 4 is a sectional view through the runway; Fig. 5 is an end view, showing a slightly modified form of construction.

In supplying the can ends to the can bodies, it is customary to provide a runway which is inclined so that the can ends will roll down the runway, and thus be delivered to the means for applying the same to the can body. These runways have been made of angle iron or other similar construction, but it has been found that runways of this construction are apt to spring, or to become distorted, so as to grip the can ends and thus prevent the free running thereof. In my improved runway, I have provided a tubular support 1, which is slotted longitudinally at its upper face as at 2, so that a can end, as shown in Figs. 1 and 3, may be inserted in the tubular support. The diameter of the tubular support is, of course, less than that of the can end, so that a portion of the can end indicated at 3, Figs. 1 and 3, will extend above the upper face of the tubular support. I preferably supply my tubular support with brackets 4, 4, which partially encircle the tubular support, and are spaced at suitable distances on said support. Each of the brackets 4 carries a screw 5, which is so disposed as to engage the side of the tubular support. By adjusting the screw 5, the sides of the tubular support may be brought closer together, so as to close up the slot 2, or by turning the screw in the opposite direction, so as to release the support from strain, the spring of the tubular support will open said slot. In this manner the slot may be properly formed, so as to allow the free running of the can ends, and any undue side play of the can ends may be taken up by adjusting the slot when desired.

As a means for keeping the can ends substantially in a vertical position, as they pass through the runway, I have provided an angle iron 6, which is located within the tubular support and is secured centrally of the bottom thereof, by means of seating blocks 7, which may be spaced along the inner face of the tubular support and secured thereto in any desirable manner. The angle iron guide way presents a V-shaped channel, which receives the lower edge of the can end, and guides the can end so that it will roll in substantially a vertical position. As a means for preventing the can ends from jumping out of the runway, I have provided a protecting rail 8, which, as shown herein, is secured to a bracket 9, adjustably mounted on a standard 10 secured to the tubular support in any desired manner. As herein shown the standard 10 is secured to the tubular support 1 by a screw which passes through the shank of the standard and is threaded into the support. This protecting rail 8 may be adjusted vertically, so as to rest over the top of the can ends, and allow sufficient room for the free running of the can ends.

In Fig. 5 I have shown a slightly modified form of construction, in that the brackets 4 are each provided with a projecting arm 11, which receives the adjusting screw 5. The angle iron guide way 12 in this form of my invention, is so connected to the tubular support as to engage only one face of the can end. The rounded portion of the tubular support will serve in this instance to keep the can end against the guiding member 12.

While I have herein shown an angle iron for guiding the lower edge of can ends, it will be obvious that any suitable guiding channel

may be formed for guiding the can ends, and holding them in a substantially vertical position.

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

1. A runway for can ends including in combination, a tubular support having a longitudinal slot in its upper face, adapted to receive a can end, the edges of said slot guiding the upper portion of said end and means for guiding the lower edge of said can end, whereby it is held substantially in a vertical position.

2. A runway for can ends including in combination, a tubular support having a longitudinal slot in its upper face adapted to receive a can end, and means for adjusting the width of said slot.

3. A runway for can ends including in combination, a tubular support having a longitudinal slot in its upper face, adapted to receive a can end, spaced brackets partially encircling said tubular support, and means carried by said brackets for adjusting the width of said slot.

4. A runway for can ends including in combination, a tubular support having a longitudinal slot in its upper face adapted to receive can ends, the edges of said slot guiding the upper portions of said ends and a member located within said tubular support having a guiding channel for receiving and guiding the lower edge of said can ends.

5. A runway for can ends including in combination, a tubular support having a longitudinal slot in its upper face, adapted to receive a can end, the edges of said slot guiding the upper portion of said can end and means for guiding the lower edge of said can end, whereby it is held substantially in a vertical position, and a protecting rail located above said longitudinal slot in the tubular support.

6. A runway for can ends including in combination, a tubular support having a longitudinal slot in its upper face, adapted to receive a can end, the edges of said slot guiding the upper portion of said can end, means for guiding the lower edge of said can end, whereby it is held substantially in a vertical position, a protecting rail located above said longitudinal slot in the tubular support, and means for adjustably supporting said protecting rail.

7. A runway for can ends, including in combination, a tubular support having a longitudinal slot in its upper face adapted to receive the can ends, an angle iron located within said tubular support, spaced seating blocks located within said tubular support for supporting said angle iron, whereby a V-shaped channel is formed to receive the lower end of the can end, the edges of said longitudinal slot guiding the upper portion of said end, whereby it is held substantially in a vertical position.

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

JOHN F. WING.

Witnesses:

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JOHN W. KANYHONE.