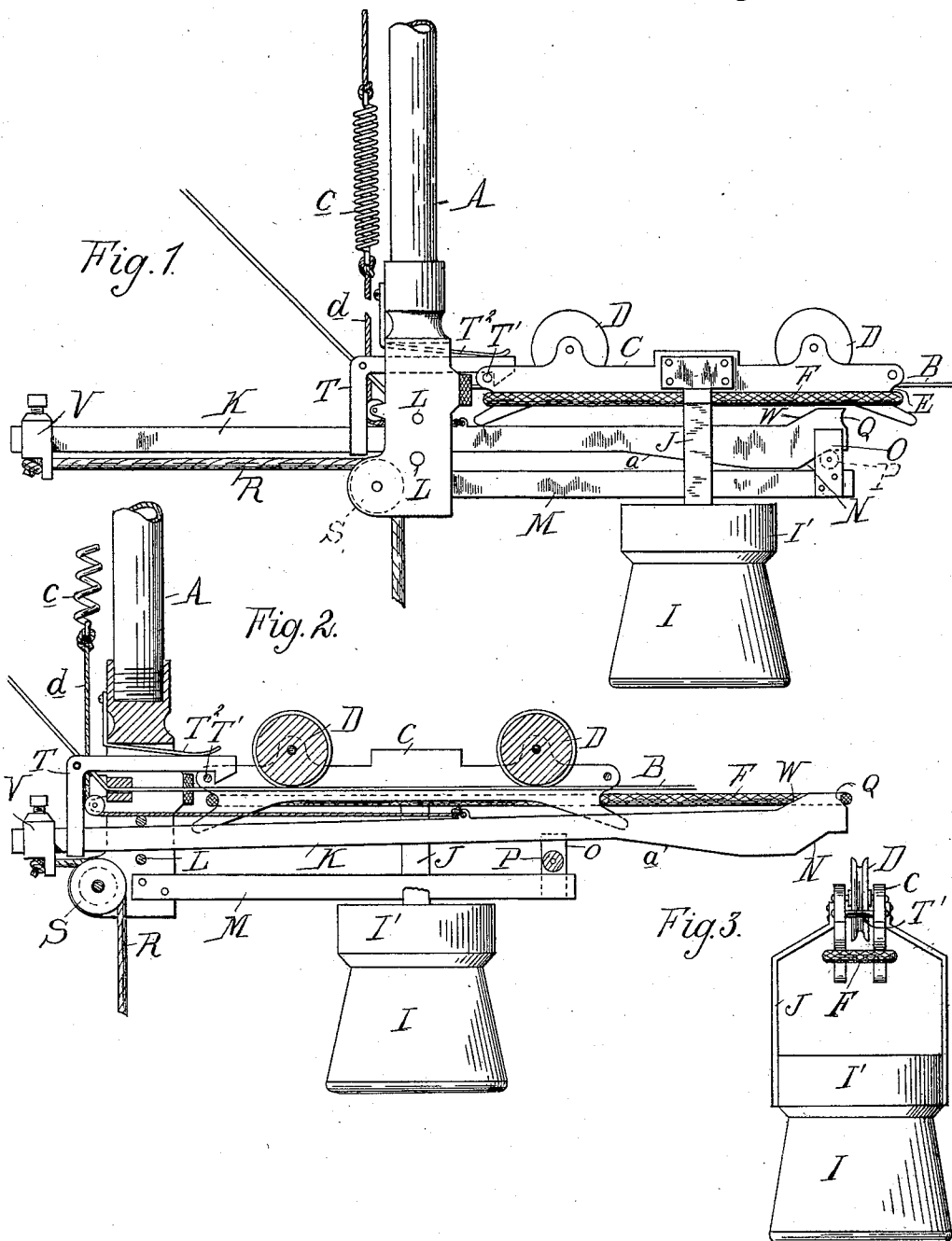


(No Model.)

W. R. COLE.
STORE SERVICE APPARATUS.

No. 566,139.

Patented Aug. 18, 1896.



Witnesses:

C. F. Barthel
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UNITED STATES PATENT OFFICE.

WILLIAM R. COLE, OF DETROIT, MICHIGAN.

STORE-SERVICE APPARATUS.

SPECIFICATION forming part of Letters Patent No. 566,139, dated August 18, 1896.

Application filed January 23, 1896. Serial No. 576,499. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM R. COLE, a citizen of the United States, residing at Detroit, in the county of Wayne and State of Michigan, have invented certain new and useful Improvements in Store-Service Apparatus, of which the following is a specification, reference being had therein to the accompanying drawings.

The invention consists in the construction, arrangement, and combination of the various parts, all as more fully hereinafter described, and definitely pointed out in the claims.

In the drawings, Figure 1 is a side elevation. Fig. 2 is a vertical central longitudinal section showing elastic band under tension. Fig. 3 is a front elevation of the car.

A is the standard or post, preferably depending from a ceiling and supporting one end of the wireway B, the other end or "station" not being shown.

The carriage comprises the frame C and grooved wheels D, running on the wireway. The ends of the side bars of the frame are notched, as shown at E, to receive the elastic band F, preferably an endless band, which bridges the ends and extends along the sides.

I is the cash-box, detachably supported in the ring I' at the lower end of the bars J, which suspend it from the car-frame.

K is a tension-bar slidably supported in the lower end of the post, its middle portion being guided between the pins or rollers L and its outer end resting upon the arm M, which projects forwardly from the post or standard. The end of this bar has the inclined bearing N resting in a guideway in the post or lug O on the outer end of the arm M and preferably upon a roller P therein.

Q is a hook formed in an upwardly-extending lug on the forward end of the tension-bar.

R is a pull-cord secured to the outer end of the tension-bar, passing over the roller S and hanging down in convenient proximity to the operator.

T is a bell-crank-shaped latch pivoted in an aperture in the post, having a hook at its forward end adapted to engage the pin T' in the car, T² being a spring to actuate the hook.

V is a pin or screw on the tension-bar,

adapted to strike the depending arm of the latch in its forward position to trip the hook.

The parts being thus constructed, they are intended to operate as follows: As the car comes into the station it is engaged and held by the spring-hook T. To propel it, the operator draws down on the cord, which projects the tension-bar forward, and its first movement is to lift while the incline N is passing over the roller, which lifting movement causes the hook to engage with the elastic band at the forward end of the car. The further movement of the bar puts that band under tension by elongating it. When the pin V trips the hook, the car will be propelled over the wire by the contrary action of the elastic band. The cross-loop at the inner end is prevented from engagement with the hook by the incline W on the rear of the tension-bar and by the fact that the outer end of the tension-bar may lower, because the under face of the tension-bar has the reverse incline *a* running on the roller as the bar reaches its outer position. The tension-bar is withdrawn to its initial position by the spring *c*, connected thereto by the cord *d*.

What I claim as my invention is—

1. In a store-service apparatus, the combination with the track, the standard, the car on the track and a latch therefor, of a propelling device for the car, comprising an elastic member on the car and devices at the station for putting the elastic member under tension by engaging the end section thereof and for releasing the latch comprising a sliding tension-bar.

2. In a store-service apparatus, the combination with the track, the standard, the car and a latch therefor on the standard, of a propelling device for the car comprising an endless elastic band stretched around the car, a horizontally-sliding tension-bar adapted to engage with the band to put it under tension and means for tipping the latch.

3. In a store-service apparatus, the combination with the standard, the way, the car on the way, of an elastic band on the car, a tension-bar normally out of the path of the band, devices for actuating the bar, for moving it into engagement with the band, for releasing

the car and for moving out of the path of the band as the car travels forward.

4. In a store-service apparatus, the combination with the standard, the forwardly-projecting arm M, the tension-bar K, sliding in guides, the roller-bearing P for the outer end of the bar K, the hook on the bar for engagement with an elastic band on the car and the

inclines N, *a* and W on the bar, substantially as and for the purpose described.

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

WILLIAM R. COLE.

Witnesses:

M. B. O'DOHERTY,
O. F. BARTHEL.