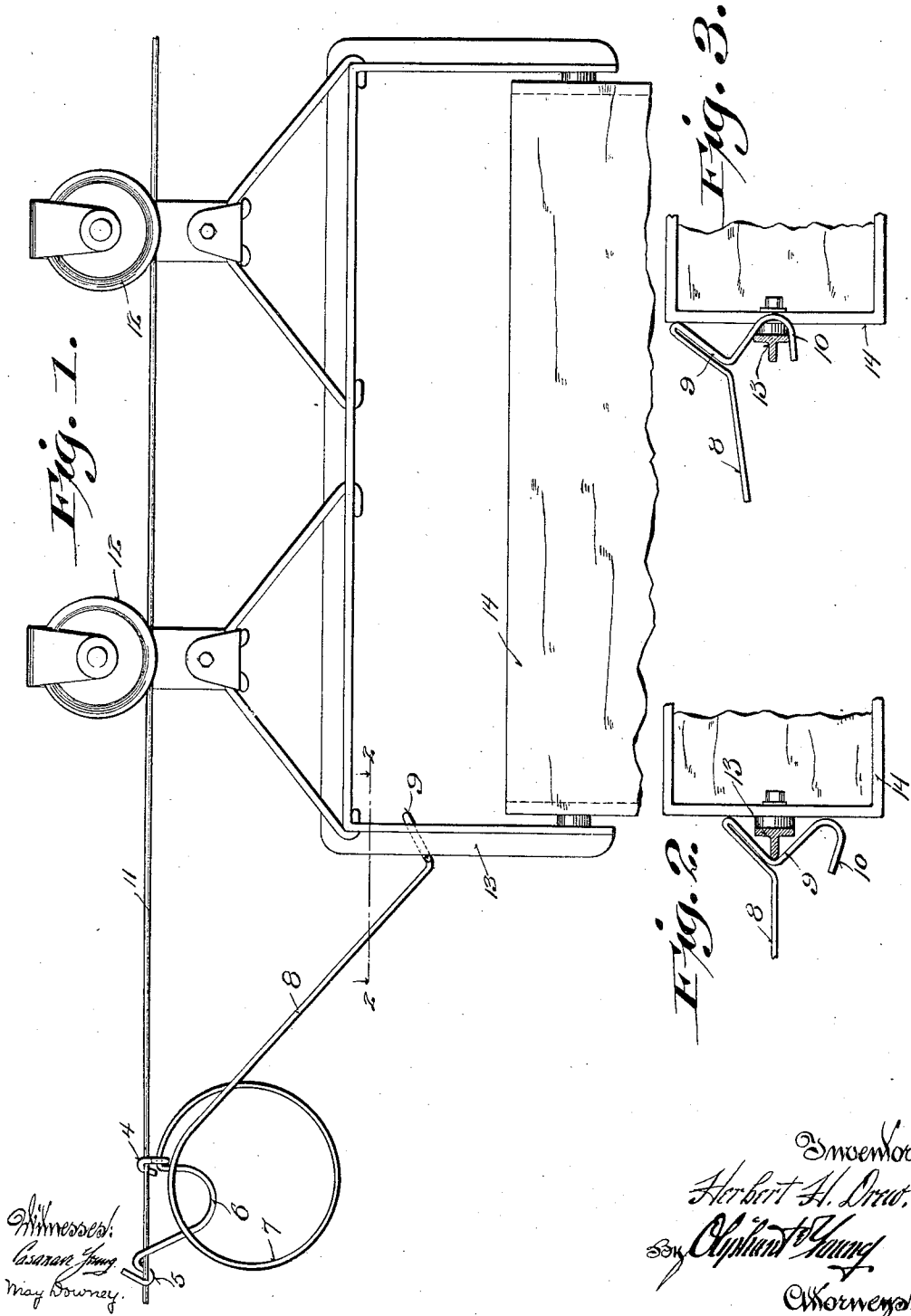


H. H. DREW.
ELEVATED CARRIER STOP.
APPLICATION FILED MAY 6, 1911.

1,017,393.

Patented Feb. 13, 1912.



UNITED STATES PATENT OFFICE.

HERBERT H. DREW, OF WATERLOO, WISCONSIN.

ELEVATED-CARRIER STOP.

1,017,393.

Specification of Letters Patent.

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Application filed May 6, 1911. Serial No. 625,498.

To all whom it may concern:

Be it known that I, HERBERT H. DREW, a citizen of the United States, and resident of Waterloo, in the county of Jefferson and State of Wisconsin, have invented certain new and useful Improvements in Elevated-Carrier Stops; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention consists in what is herein particularly set forth with reference to the accompanying drawings and pointed out in the claims of this specification, its object being to provide simple, economical and efficient spring-buffer stops for elevated carriers, the same being readily adjustable along the tracks for the trolley-wheels of the carriers, and preferably designed to be utilized, when desirable, as means for holding said carriers stationary on said tracks.

Figure 1 of the drawings represents a side elevation of a spring-buffer stop in accordance with my invention suspended in connection with a track-wire to be in the path of the bail of an elevated carrier run upon the wire; Fig. 2, a plan view of a fragment of the stop, and a portion of the carrier in horizontal section on the plane indicated by line 2—2 in Fig. 1, and Fig. 3, a view similar to Fig. 2, illustrating said stop employed as means for holding said carrier against movement along its track.

Referring by numerals to the drawings, the aforesaid stop is shown as consisting of a suitably bent spring-steel rod and a cock-eye 4 constituting a hanger therewith. The rod is sinuously bent at one end to form a spirally twisted hanger terminal 5, a vertically disposed loop 6, and a spiral coil 7 that crosses the loop. From the coil, a straight portion 8 of the rod extends down and forward, its lower end being angularly bent to form a fork-terminal 9 preferably provided with a hook-extension 10.

The cockeye 4 is arranged on the bent rod, at the junction of the aforesaid loop and coil, to serve with the hanger-terminal 5 of said rod to suspend the stop, as a whole, in connection with a track-wire 11 for the trolley-wheels 12 of an elevated carrier, the fork 9 of said stop being normally in the path of the bail 13 of the dump-box 14 of said carrier.

The stop being in normal position, a forcible engagement of its fork-terminal 9 by the dump-box bail of a carrier will result

in a contraction of the coil 7 of said stop, to absorb shock, and at the same time there is an upward leverage of its loop 6 upon the track-wire 11, the cockeye 4 serving as a fulcrum. This leverage results in a bind of the stop in its adjusted position on the track-wire, and at this time if there is automatic dump of the carrier, as is ordinarily the case, an expansion of the coil of said stop will exert sufficient force to cause a return of said carrier to the place of loading, the stop, dump and start back of the aforesaid carrier being instantaneous.

The stop may be readily slid along the wire, in either direction, to any desirable place thereon with respect to limit of travel of the carrier, and should it be desirable to hold said carrier out on the track-wire, the bail of said carrier is caught in the hook-extension 10 of the fork-terminal 9 of said stop.

While the looped, coiled and forked terminal spring-rod is herein shown in adjustable suspension from a wire-track, it may be similarly connected to an angle-iron track to have the normal function of a spring-buffer stop, angle-iron tracks being sometimes employed for elevated carriers.

I claim:

1. An elevated-carrier stop comprising a spring-rod sinuously bent at one end to form a loop, as well as a coil crossing the loop, and angularly bent at its other end to form a fork-terminal below said coil, the loop-end of the rod being attachable to the carrier-track, and a hanger in connection with said rod at the junction of its loop and coil for engagement with said track.

2. An elevated-carrier stop comprising a spring-rod sinuously bent at one end to form a loop, as well as a coil crossing the loop, and angularly bent at its other end to form a fork-terminal and hook-extension of the same, below said coil, the loop-end of the rod being attachable to the carrier-track, and a hanger in connection with said rod at the junction of its loop and coil for engagement with said track.

3. An elevated-carrier stop comprising a spring-rod sinuously bent at one end to form a spirally twisted hanger-terminal, a loop and a coil crossing the loop, its other end being angularly bent to form a fork-terminal below the coil; and a cockeye in connection with the rod at the junction of its loop and coil, the cockeye and the

hanger-terminal of said rod being for engagement with a track for the carrier.

4. An elevated-carrier stop comprising a spring-rod sinuously bent at one end to form
5 a spirally twisted hanger-terminal, a loop and a coil crossing the loop, its other end being angularly bent to form a fork-terminal and hook-extension below the coil,
10 the junction of its loop and coil; the cock-eye and the hanger terminal of said rod be-

ing for engagement with a track for the carrier.

In testimony that I claim the foregoing I have hereunto set my hand at Waterloo in 15 the county of Jefferson and State of Wisconsin in the presence of two witnesses.

HERBERT H. DREW.

Witnesses:

T. A. WILLIAMS,

E. M. SNOW.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
