(No Model.)

J. MEYER.

PACKAGE CARRIER, REGISTER, AND RACK.

No. 392,128. Patented Oct. 30, 1888.

FIG. 1.

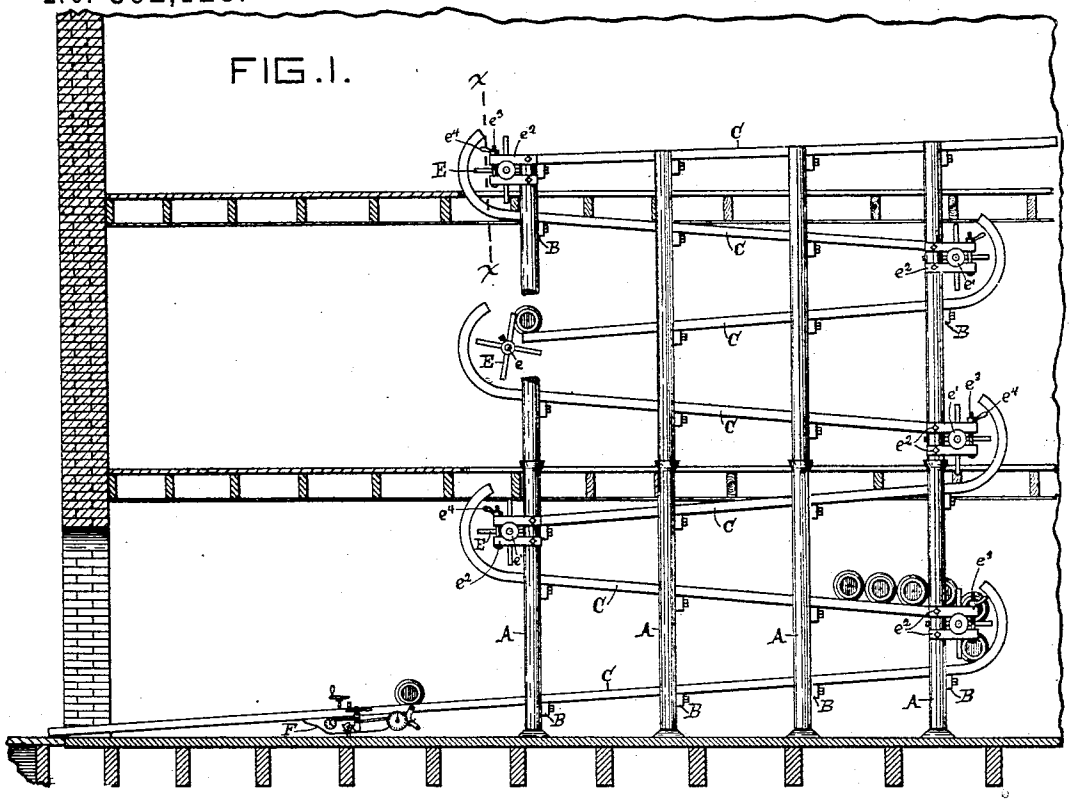


FIG. 2.

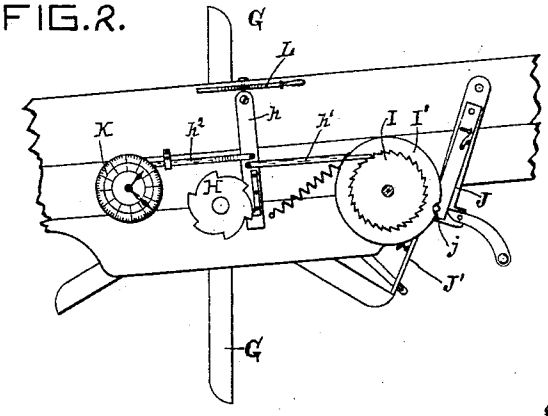
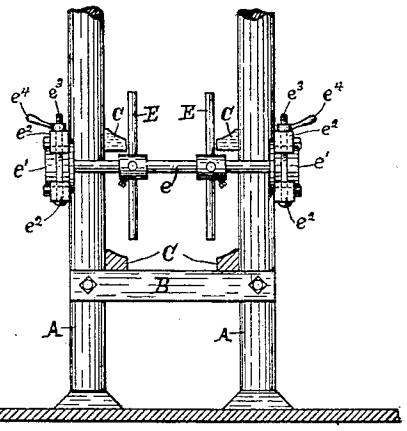


FIG. 3.



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UNITED STATES PATENT OFFICE.

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PACKAGE CARRIER, REGISTER, AND RACK.

SPECIFICATION forming part of Letters Patent No. 392,128, dated October 30, 1888.

Application filed February 18, 1888. Serial No. 264,509. (No model.)

To all whom it may concern:

Be it known that I, JOHN MEYER, a citizen of the United States, and a resident of Covington, in the county of Kenton and State of Kentucky, have invented certain new and useful Improvements in a Package Carrier, Register, and Rack, of which the following is a specification.

My invention relates to package-carriers. Its object is to save labor in handling packages for delivery-wagons and trouble in counting them as delivered.

The invention will be first fully described in connection with the accompanying drawings, and then particularly referred to and pointed out in the claims.

In the drawings, Figure 1 is a vertical section of the filling and storage rooms of a brewery provided with one of my improved racks, which is shown in side elevation, except one of the supports or uprights, which is broken away to expose the parts back of it. Fig. 2 is an enlarged detail view, in side elevation, of the automatic feeding devices and the general register. Fig. 3 is an enlarged detail view looking from the end of one track, the curved ends being broken away through line *x x* Fig. 1.

Throughout the different views each part is indicated by the same reference-letter wherever it occurs.

The rack is preferably constructed of iron.

A are pillars arranged in pairs and braced against lateral pressure by cross-cars B, upon which the inclined tracks C rest. These tracks are also of iron, and for strength are secured to the pillars A, as well as to the cross-bars B, thus firmly bracing and tying the frame-work together. The tracks are arranged one above the other, extending to the upper or filling room of the brewery. Each track inclines in the opposite direction from the one next to it, and the receiving end of each track is curved around in front of the discharge end of the rack above, so as to guide the packages from each track onto the one beneath it, thus forming a practically continuous track of the series.

Opposite the discharge end of each track or incline is arranged a turnstile, E. The shaft *e* of the turnstile has wheels *e'* secured upon each end outside of the uprights A, which serve as friction-wheels, as well as journals for the turnstile. These friction-journals have their bearings in arms e^2, which are secured to and project laterally from the uprights A. The outer ends of each pair of these bearings are held together by a screw-bolt, e^3, upon the upper end of which is a tightening-nut, e^4, for the purpose of adjusting the opposite bearings with relation to each other to tighten them on the pulleys *e'* and brake the turnstile so as to regulate the speed at which the packages will travel down the tracks.

The discharge end of the lower track extends out from the rack to the platform alongside of which the delivery-wagons back up to be loaded. At some point, preferably between this rack and the delivery-platform, is interposed the delivery regulator and register illustrated at F, Fig. 1, and upon an enlarged scale in Fig. 2. This consists of a turnstile, G, capable of being locked to prevent any package passing it, of being released so as to allow the packages to pass one at a time through its arms, and of being again locked automatically when a predetermined number of packages has passed it, and a general register to indicate the number of packages passed out to each wagon, as well as the number delivered to all wagons during each day or any desired number of days.

No particular feed-stile or general register forms any part of the present invention. The ones selected as elements of the present invention are particularly described in my former patent, No. 327,007, of September 29, 1885. A general description is therefore sufficient here.

Referring to Fig. 2, G represents the feed-turnstile, which has upon its shaft, outside of the frame, a wiper-wheel, H, which as it is revolved imparts a vibratory movement to a swinging arm, *h*, and through a pawl, *h'*, connected to said arm, gives an intermittently-rotary motion to a ratchet-wheel, I, which is secured upon the same shaft with a notched cam, I'. On the same shaft is secured an indicator-hand and stationary dial, (not shown,) the dial being numbered to correspond with the notches in the ratchet I. A swinging arm, J, has a pin, *j*, projecting from it, which bears upon the periphery of disk I'. The shaft of arm J has its bearings in one of the sides of the track, and has secured upon it, inside of

the track, an arm, J′, which is held out of the path of the arms of stile G when the pin *j* is riding on the periphery of disk I′, but is thrown in the path of the arms, so as to stop the turnstile G, when the pin is in the notch of the disk I′, as shown in Fig. 2. The parts being then in the position shown in Fig. 2, it is evident that if the pawl *h′* is disengaged and the ratchet I and disk I′ turned back any given number of teeth the stile will be turned by the package passing it, and as there are the same number of projections or teeth on wiper H as the turnstile G has arms the ratchet I will be advanced one tooth as each package passes, and the packages will continue to pass until the turnstile is arrested by the arm J′ so soon as the pin *j* enters the notch in disk I. To the swinging arm *h* is also pivoted another pawl, h^2, which moves the indicator-shaft of the general register K, so that the number of packages passing through the stile G will be indicated upon its dial.

The operation of the device is as follows: Suppose the order is for fifty packages. The stile G is held stationary by lever L, the pawl *h′* thrown out of engagement with the ratchet I, and the ratchet turned back fifty teeth, which will be indicated upon the dial which will be arranged in front of it. The lever and pawl are now released and the packages will pass the turnstile until fifty have passed, when the stile will be again locked by the arm J′. The hands on dial K will also be advanced fifty points. In breweries and other places where the packages are of uniform size the racks are usually kept filled with packages, so that the space occupied by the rack is utilized, and it is designed, in breweries, for instance, to have several tracks side by side in the same rack for the different-sized packages—say, one for barrels, one for half-barrels, and one for kegs.

The rack shown is especially designed for the delivery of round packages, but square packages may also be delivered in the same manner; but for such purpose, in order to avoid giving the tracks more inclination, they may be provided with friction rollers or wheels.

What I claim is—

1. The combination, substantially as specified, of the rack having inclined tracks one above the other and a turnstile arranged in front of the discharge end of each track and receiving end of the track beneath it, and a brake-wheel upon the turnstile-shaft, and a brake to bear upon said wheel for the purpose of regulating the discharge of packages passing over the tracks and through the turnstile.

2. In a package-carrier, the combination of the uprights A, cross-bars B, and oppositely-inclined tracks C, the turnstile E, its shaft *e*, and friction-journals *e′*, the adjustable bearings e^2, embracing the friction-journals and the tightening-bolt e^3, to tighten the said bearings upon the journals, substantially as set forth.

3. The rack and package-carrier comprising a frame-work having a series of inclined tracks arranged one above the other for the continuous delivery of packages from the upper to the lower track, a turnstile in the lower track between its delivery end and the rack, said turnstile to be rotated by the passing packages, a wiper-wheel upon the turnstile-shaft, a register actuated by said wiper-wheel, and a stop for the turnstile controlled by the register to be held inactive until a predetermined number of packages has passed, and to be brought in the path of the turnstile-arms and arrest the further delivery of packages, substantially as shown and described.

4. The rack and package-carrier comprising oppositely-inclined tracks, turnstiles arranged in front of the discharge end of each track and the receiving end of the track beneath it, a friction-brake to regulate the force required to revolve the turnstiles, and a register interposed in the lower track between the rack and its delivery end to be acted upon by the packages passing it, so as to register the packages delivered in any given time, substantially as shown and described.

5. The rack and package-carrier comprising oppositely-inclined tracks arranged one above the other, a turnstile in advance of the delivery end of the lower track, the wiper-wheel H upon the turnstile-shaft, a stop mechanism actuated by the turnstile mechanism, consisting of ratchet I, notched disk I′, arms J J′, pivoted arm *h*, pawl *h′*, to lock the turnstile, and a register, also actuated by the turnstile to register the number of packages delivered, substantially as described.

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