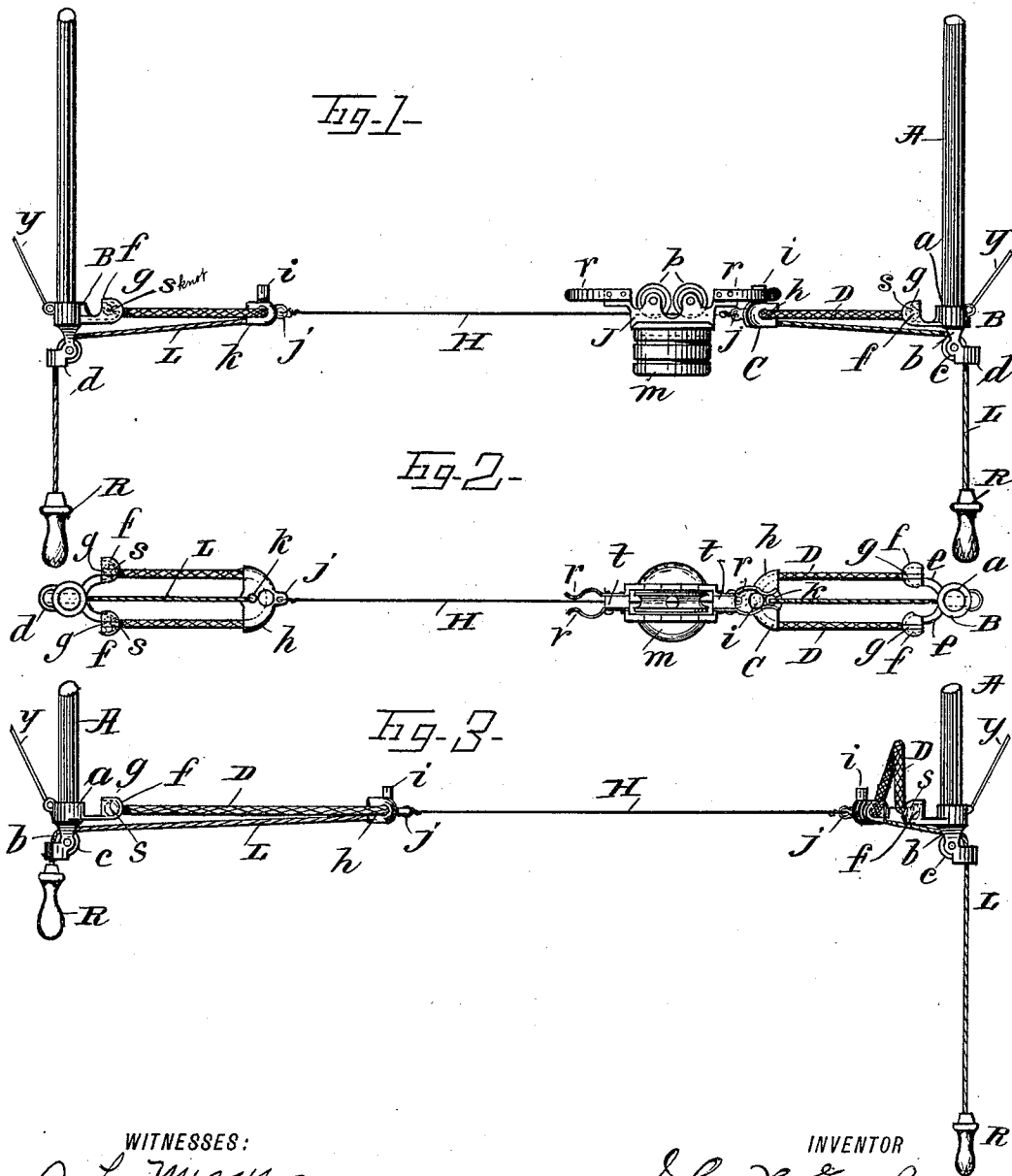


(No Model)

J. H. GOODFELLOW.
STORE SERVICE APPARATUS.

No. 582,785.

Patented May 18, 1897.



WITNESSES:

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LAMSON CONSOLIDATED STORE SERVICE COMPANY, OF NEWARK, NEW
JERSEY.

STORE-SERVICE APPARATUS.

SPECIFICATION forming part of Letters Patent No. 582,785, dated May 18, 1897.

Application filed November 23, 1896. Serial No. 613,154 (No model.)

To all whom it may concern:

Be it known that I, JOHN H. GOODFELLOW, a resident of the city of Lowell, in the county of Middlesex and State of Massachusetts, have
5 invented certain new and useful Improvements in Store-Service Apparatus, of which the following, taken in connection with the accompanying drawings, is a specification.

My invention relates to store-service apparatus, and has for its object to construct a
10 simple, cheap, and rapidly-operating apparatus adapted to small stores, where short lines may be used to advantage and where the carrier used therewith may be small and
15 light in construction and adapted to carry petty sales.

My invention consists of certain novel features hereinafter described, and particularly pointed out in the claims.

20 In the accompanying drawings, Figure 1 is a side elevation of a store-service apparatus embodying my invention and showing the several parts in their normal position. Fig. 2 is a top plan view of the same. Fig. 3 is a
25 side elevation showing the position of the parts when the apparatus has been operated to send the carrier from one end of the line to the other, the carrier being omitted from the figure.

30 Like letters of reference refer to like parts throughout the several views.

A represents a hanger which may be fastened to the ceiling or other suitable support, and B represents brackets secured to
35 their lower ends. These brackets consist of suitable castings having a suitable cup *a*, which is provided with a suitable internal thread adapted to screw onto the lower end of each hanger. A sheave-pulley casing *b* is
40 constructed directly under this cup *a*, and has mounted therein a groove-pulley *c*, and a casing *d* incloses the back of the pulley and through which the operating-cord may pass. Each bracket has two arms *ee*, extended out-
45 wardly from the cup *a*, and the ends of these arms each support a hollow cup *ff*, which is provided with receiving-slots *g g*.

50 C represents a supporting driving-block and arresting-stop which has a circular channel *h* through it and through which the com-

pound propeller D is threaded, having suitable knots tied in their ends, the ends of the propeller D being forced down into the slots *g g* and the knots *s* drawn into the cups *ff*, so that they may be concealed from view. 55
(See Fig. 1.)

i represents a vertical stud formed upon the block C, directly in front of which is formed a ring or loop *j*, to which the track wire or cord H is secured, and directly in
60 rear of the stud *i* there is secured to the block C at *k* one end of the operating-cord L, which cord is carried back and over the pulley *c* and down through the casing *d*, and its end is provided with a pull-handle R. 65

These devices being duplicated at both ends of the way and the hangers suitably braced to prevent vibration, as shown at Y, the apparatus is ready for the carrier, which consists of a frame J, supporting a pair of wheels
70 *p*, closely mounted. The lug *t* is formed in front of each wheel and above the track, to which a pair of leaf-springs *r* are secured in line with the way and the stud *i*. In Figs. 1 and 2 these springs are shown in position
75 as grasping the stud *i*. The cash-cup *m* is made, preferably, of sheet metal and secured detachably to the body of the carrier in any of the desired manners, as well known in the art. 80

The operation of the apparatus, briefly, is as follows: Assuming that it is desired to despatch a carrier and the same is in the position shown in Figs. 1 and 2, the handle R is pulled downwardly to a position shown
85 at the right hand of Fig. 3. This causes the compound propeller at the opposite end of the way to be extended, as shown at the left-hand end of the way, Fig. 3. Now by releasing the handle R the carrier will be pro-
90 pelled forwardly with such rapidity that it will become disconnected from the stud *i* and the propeller D will straighten out to its normal position, as shown at the right hand of Fig. 1, and the carrier will engage with the
95 stud *i* at the opposite end of the way and in position to be returned to the end from which it came by an operation similar to that described.

I do not limit myself to the arrangement 100

and construction shown, as the same may be varied without departing from the spirit of my invention.

Having thus ascertained the nature of my invention and set forth a construction embodying the same, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. In a store-service apparatus, supports at the opposite ends, a bracket on the end of each support, a way, a carrier adapted to travel thereon, devices at the ends of said way and connected thereto and adapted to engage the carriers, and compound elastic means connected to the brackets and to said devices whereby the way and carrier thereon are supported.

2. In a store-service apparatus, supports at the opposite ends, a bracket on the end of each support, a way, a carrier adapted to travel thereon, spring-catches on said carrier, devices at the ends of said way and connected thereto and provided with means for frictionally engaging said catches, and compound

elastic means connected to the brackets and to said devices whereby the way and carrier thereon are supported.

3. In a store-service apparatus, supports at the opposite ends, a bracket on the end of each support, a way, a carrier adapted to travel thereon, spring-catches on said carrier, a driving-block at the end of each way connected thereto and provided with a pin with which the spring-catches of the carrier are adapted to engage, compound elastic means at each end connected to the brackets and to said blocks, an operating-cord connected to each of said blocks, and pulleys supporting said cords beneath said blocks.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, on this 21st day of October, A. D. 1896.

JOHN H. GOODFELLOW.

Witnesses:

S. B. DOANE,
A. L. MESSER.