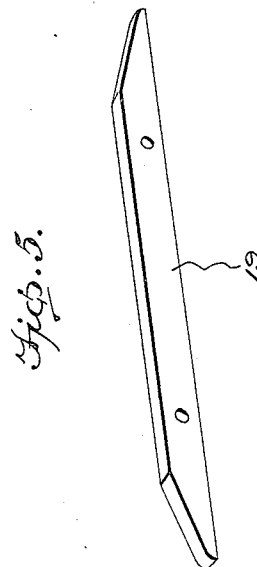
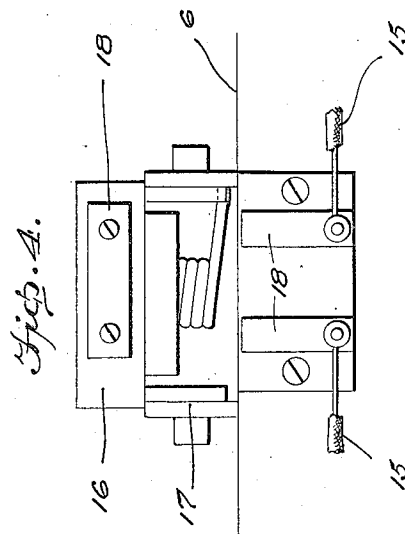
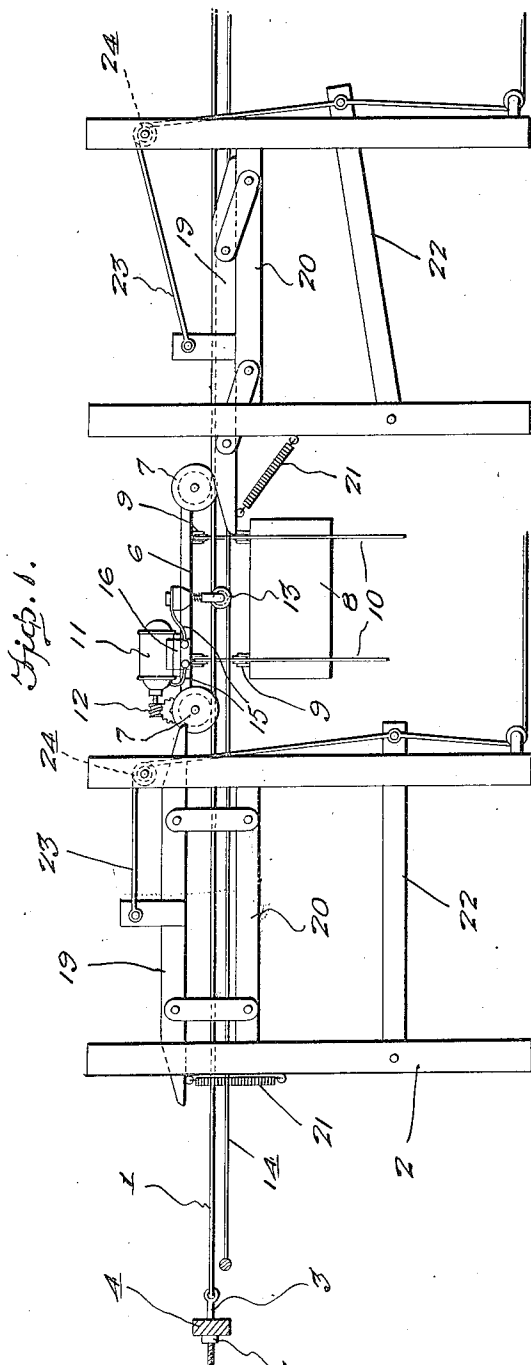


J. LAMB.
 TELPHERAGE SYSTEM.
 APPLICATION FILED APR. 12, 1922.

1,429,888.

Patented Sept. 19, 1922.

2 SHEETS - SHEET 1.



Paul W. Hunt.
 103 Middleton.

WITNESS:

James Lamb
 INVENTOR
Victor J. Evans
 BY
 ATTORNEY

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Fig. 2.

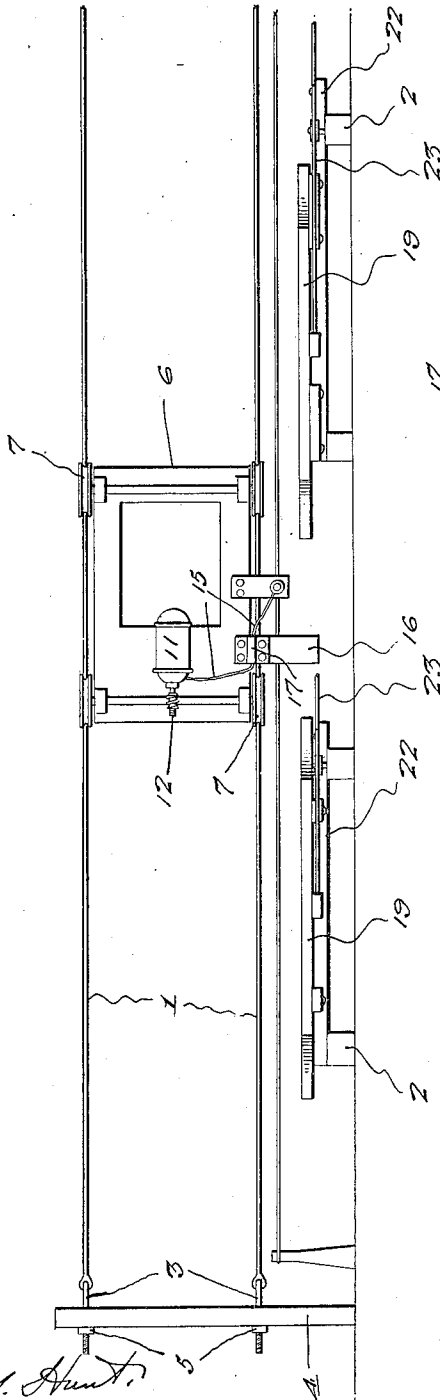
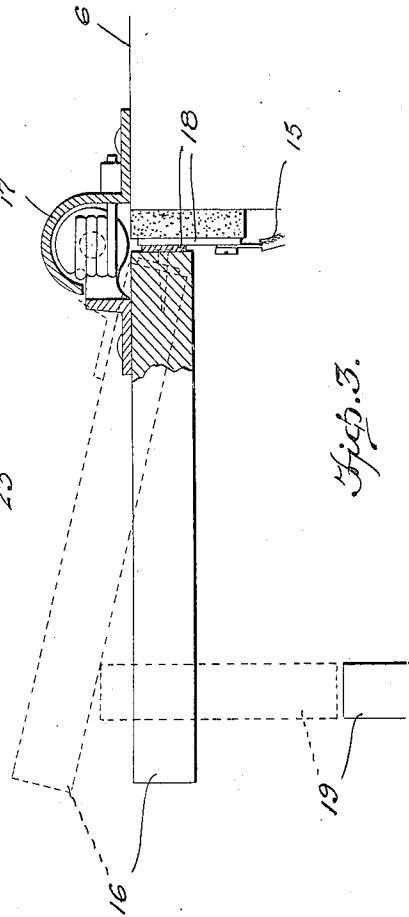


Fig. 3.



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Patented Sept. 19, 1922.

1,429,888

UNITED STATES PATENT OFFICE.

JAMES LAMB, OF CANTON, ILLINOIS.

TELPHERAGE SYSTEM.

Application filed April 12, 1922. Serial No. 551,932.

To all whom it may concern:

Be it known that I, JAMES LAMB, a citizen of the United States, residing at Canton, in the county of Fulton and State of Illinois, have invented new and useful Improvements in Telferage Systems, of which the following is a specification.

This invention relates to a system of telferage, the general object of the invention being to provide means for stopping the carrier at any desired point, said means being operated from a distant point.

Another object of the invention is to provide a container which is detachably connected with the vehicle.

This invention also consists in certain other features of construction and in the combination and arrangement of the several parts, to be hereinafter fully described, illustrated in the accompanying drawings and specifically pointed out in the appended claims.

In describing my invention in detail, reference will be had to the accompanying drawings wherein like characters denote like or corresponding parts throughout the several views, and in which:—

Figure 1 is a side view of the invention.

Figure 2 is a plan view.

Figures 3 and 4 are detail views of the switch mechanism.

Figure 5 is a view of the member for moving the switch to open position.

In these views 1 indicates a track, which in this instance is composed of a pair of cables suitably supported upon the uprights 2, though it will be understood that the cables may be substituted by rails. The drawing shows the cables as being connected at the ends to bars 3 which are adjustably mounted in the supports 4 by having the screw threaded ends engaged by the nuts 5. Thus the cables can be kept at the proper tension. The vehicle is indicated at 6, the wheels 7 thereof engaging the cables. A container 8 is detachably connected with the vehicle by the blocks 9 and the cables 10. This means permits the carrier to be lowered and raised. The vehicle is driven by means of the motor 11 which is connected with one of the wheels of the vehicle by the connections 12. The motor is supplied with current by means of the trolley wheel 13 engaging the trolley wire 14 and which is connected with the motor by the electric connections 15. A block 16 is hing-

edly connected to one side of the vehicle, as shown at 17, and a switch 18 has one part mounted on the block and its other part on the vehicle so that when the block is in lowered position the switch will be closed but when the block is in raised position the switch will be broken and as this switch is located in the circuit 15 it will control the passage of current from the trolley to the motor. Levers 19 are arranged at the stopping points for the vehicle, each of said levers being pivoted to a suitable support, as at 20, and said lever is so arranged that when it is in raised position it will engage the block 19, when the vehicle reaches a point where the block is over the lever, and thus open the switch and break the circuit to the motor so that the vehicle will come to rest. The engagement of the block by the lever will also act as a brake, due to frictional engagement of the parts and this frictional engagement may be increased by means of a spring 21 attached to the block and acting to hold it in lowered position.

Thus the levers are operated by hand levers 22 which are connected with the levers 19 by the cables 23 which pass over suitable guiding pulleys 24. The hand levers may be arranged in towers or the like.

From the above it will be seen that the vehicle can be stopped at any desired point by placing the levers 19 at said points. As soon as the hand levers are swung to normal position the spring means will return the block to lowered position so as to close the circuit and start the vehicle moving again.

It is thought from the foregoing description that the advantages and novel features of my invention will be readily apparent.

I desire it to be understood that I may make changes in the construction and in the combination and arrangement of the several parts, provided that such changes fall within the scope of the appended claims.

What I claim is:—

1. An apparatus of the class described comprising a track, a vehicle having its wheels engaging the track, a motor for propelling the vehicle, a trolley wire, a trolley wheel engaging the same and having connections with the motor, a switch in said connections, a hinged member carrying part of the switch, means located along the track for raising such member to open the switch, the frictional engagement between such means

and the movable member also acting as brake means.

2. An apparatus of the class described comprising a track, a vehicle having its
5 wheels engaging the track, a trolley wire, a wheel engaging the same, a motor on the vehicle for driving the same, connections from the wheel to the motor, a switch in such
10 connections, a hinged block carrying part of the switch, a lever pivotally supported at

a point on the track, manually operated means for raising the lever so that it can be engaged by the block to move the block upwardly to open the switch, the frictional engagement between the lever and block acting
15 as brake means and manually operated means for moving the lever.

In testimony whereof I affix my signature.

JAMES LAMB.