

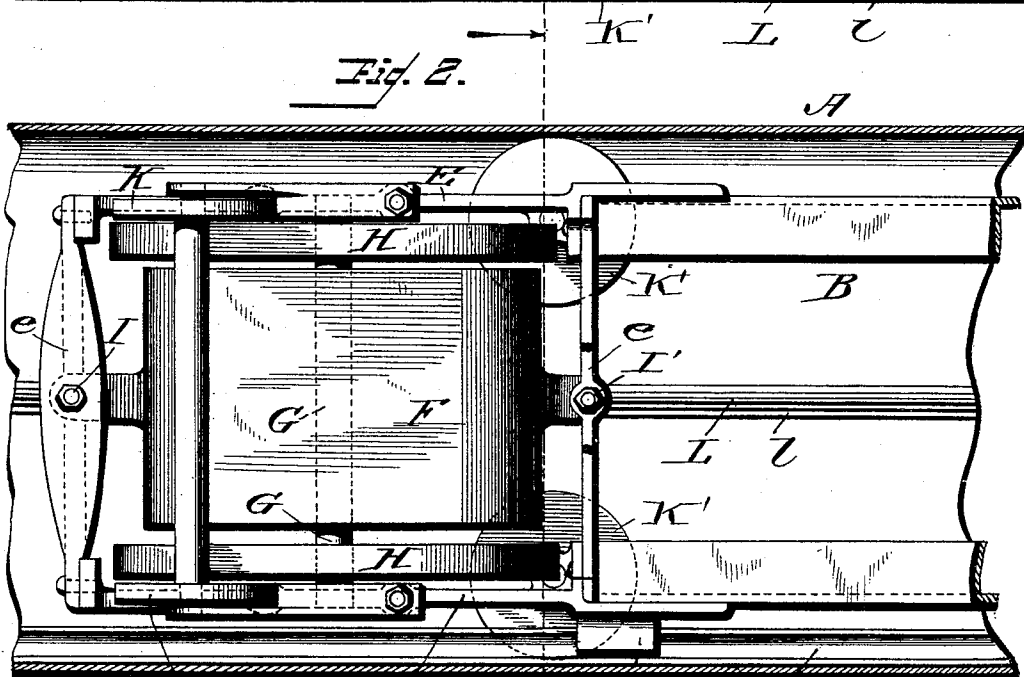
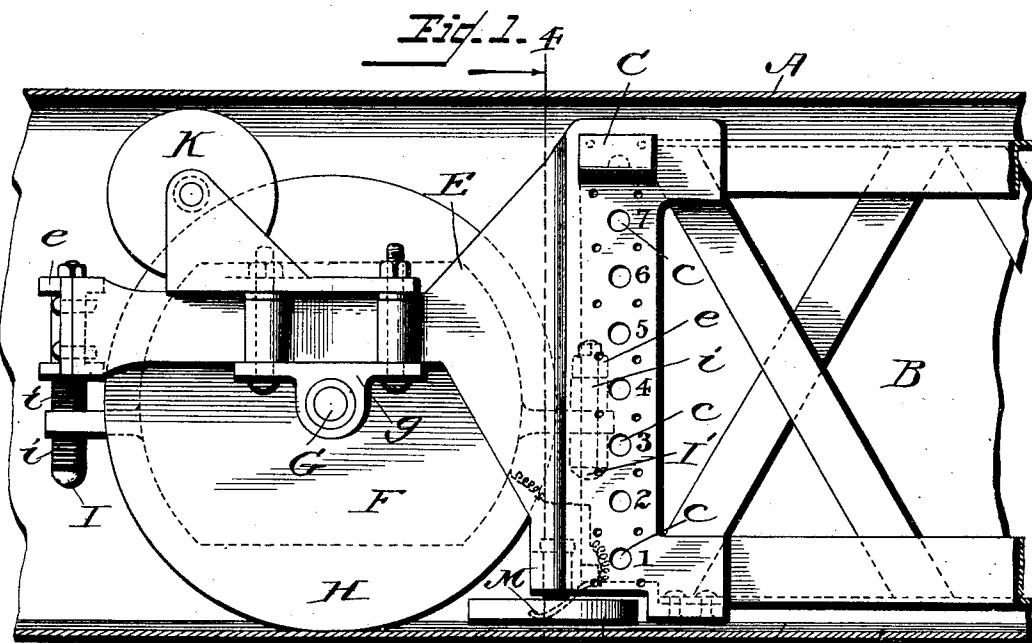
(No Model.)

3 Sheets—Sheet 1.

A. BRYSON, Jr.
ELECTRIC DISPATCH SYSTEM.

No. 480,804.

Patented Aug. 16, 1892.



Witnesses

Albert Spiden.
Albert Spiden.

Inventor
Andrew Bryson, Jr.
By his Attorney *Wm. L. Lowery*

(No Model.)

3 Sheets—Sheet 2.

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Fig. 3.

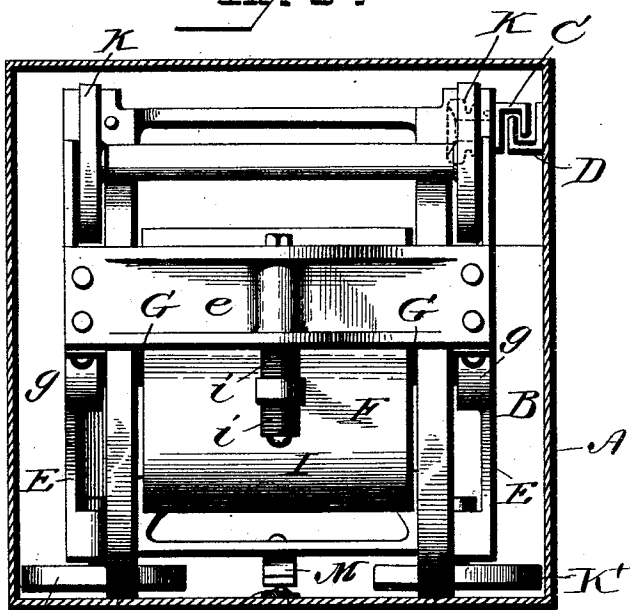
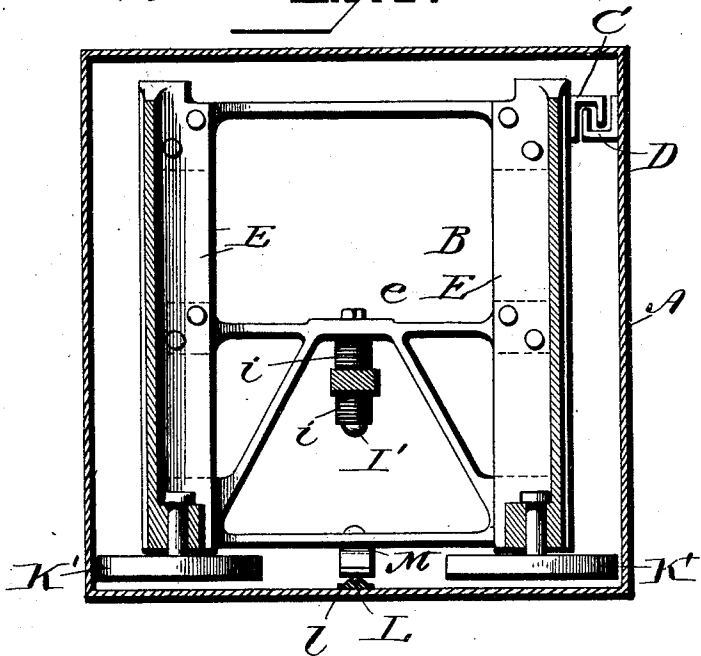


Fig. 4.



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(No Model.)

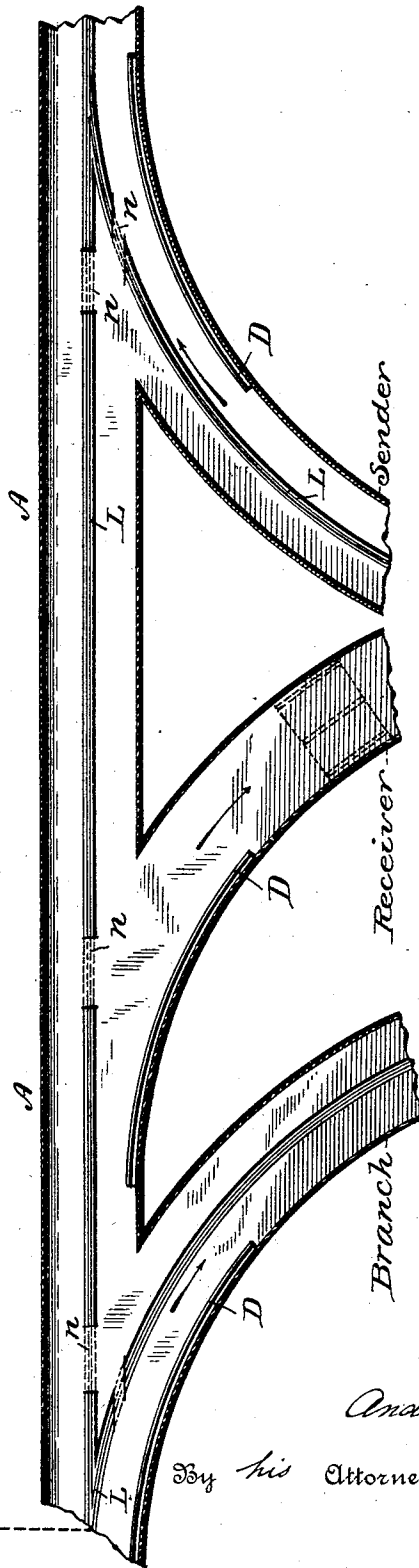
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Fig. 5.



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UNITED STATES PATENT OFFICE.

ANDREW BRYSON, JR., OF NEW YORK, N. Y.

ELECTRIC DISPATCH SYSTEM.

SPECIFICATION forming part of Letters Patent No. 480,804, dated August 16, 1892.

Application filed October 15, 1891. Serial No. 408,813. (No model.)

To all whom it may concern:

Be it known that I, ANDREW BRYSON, JR., a citizen of the United States, residing at New York, in the county and State of New York, have invented a new and useful Improvement in Electric Carriers for Dispatch Systems, of which the following is a specification.

The object of my invention is to provide a carrier for dispatch systems, having its own electrically-propelled motor and adapted to have its direction controlled from the start, whereby it will automatically be switched off and the circuit broken or changed, as the case may be, at any predetermined station or branch, and my carrier is particularly adapted for use in tubes employed for pneumatic dispatch, although I do not limit it to such tubes, as it can be readily employed on any way, channel, duct, or conduit where it is desired to send the carrier by electrical energy and to control its direction or break or change the circuit from the sending station; and my carrier consists of a carriage or receptacle provided with adjustable hooks adapted to engage with guides placed at suitable locations in the way, similar to the hooks and guides described in Letters Patent No. 353,400, granted to Andrew Bryson, Jr., and Henry S. Mudge, dated November 30, 1886 for an automatic switch for pneumatic dispatch, and having an electric motor secured to the carrier, to which the electric current is supplied by means of suitable contacts between the carrier and a conductor in its path.

In the accompanying drawings I have shown a carrier and way fitted with hooks and guides similar to that in the above-named patent, though I do not limit myself to the particular form of hooks and guides as shown.

Figure 1 is a side view of my carrier. Fig. 2 is a plan view, and Fig. 3 a front view, of the same; and Fig. 4 is a view on the line 4 4 of Figs. 1 and 2. Fig. 5 is a plan view of the way, showing an arrangement of the conductors and guides at the various branches and receiving and sending stations.

A is the tube or way.

B is the carrier.

C are the hooks on the carrier, which engage with the guides D on the way.

cc are apertures for adjusting the hooks for the different guides at the various branches and stations.

E is a frame firmly bolted to the carrier.

F is an electric motor having its armature keyed to the axle G in a well-known way. Axle G turns in bearings *g g* in the frame E and carries keyed to it the wheels H H. The motor F is swung from the frame E by means of the bolt I I', passing through the cross-heads *e e*, and is suspended between the rubber collars or spiral springs *i i* on the bolts I I' in order to take up the sudden tension when the carrier is started, like a Westinghouse gearless motor.

K K are wheels to serve as friction-rollers should the carrier be thrown up against the top of the conduit, and the wheels K' K' are the centering-rollers to insure the engagement of the guides.

L is an electric conductor in the path of the carrier, and *l* an insulator interposed between the conductor and the way.

M is a metal brush in constant contact with the conductor to convey the current to the motor. The return current passes through the axle and the wheels to ground, return-wire, or to the metallic way if the latter is used.

The bearings of the vertical friction-wheels K K are shown adjustable by means of bolts and washer, which secure them to the frame E in order to take up wear. If desired, all bearings exposed to any wear may be made adjustable.

Where the carrier leaves the main line to enter a branch, the conductor may be dipped to clear the outside wheels, as at *n*, Fig. 5, when the latter form part of the return-circuit, the momentum of the carrier being more than sufficient to carry it across, and where the branch is short to its destination without further pull of the motor; but where desirable the conductor may be carried by a branch from the main line to the required distance. It is thus seen that the hooks and guides permit of the carrier and motor being switched from the main line at any predetermined point and the circuit with the main line broken, as also of their being switched onto and the circuit established with a branch line or

with an independent current without any break in the main conductor or its branches, without the introduction of any movable part in the conductor, way, or carrier, and without diminishing the impetus of the carrier or stopping the motor during the operation.

I do not limit myself to the particular mode of connecting the receptacle and motor or the manner of suspending the latter.

10 Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In an electric dispatch system, the combination, with a way and its branches, of an electric motor, a carrier, a guide located at each of said branches, means on the carrier adjustable at the option of the sender to engage automatically with a predetermined guide, and a continuous conductor for supplying a current to the motor, substantially as described.

2. In an electric dispatch system, the combination, with a way and its branches, of a carrier, an electric motor, a continuous conductor located in the main way for supplying a current to the motor, and mutually-engaging guides fixed to the carrier and the way for automatically and mechanically changing the path of the carrier at said branches and

breaking the contact between the motor and the conductor, substantially as described. 30

3. The combination of the tube A, provided with the guides D, the carrier B, provided with the hooks C, the frame E, secured to the carrier, the motor F, having its armature keyed to the axle G and suspended by bolts II' and collars *i i'* from the frame, the contact M, the conductor L, the wheels H H, and the wheel K, substantially as described. 35

4. In an electric dispatch system, the combination, with a way and its branches, of a carrier, an electric motor, a continuous conductor located in the main way and in the branches for supplying a current to the motor, and mutually-engaging guides fixed to the carrier, and the way for automatically and mechanically changing the path of the carrier at said branches without interrupting the circuit between the motor and the conductor, substantially as described. 40 45 50

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

ANDREW BRYSON, JR.

Witnesses:

WOODBURY LOWERY,
SHIPLEY BRASHEARS.