W. Mc Naughten.

Elevator.

No. 110,382. Patented Dec. 20, 1870.

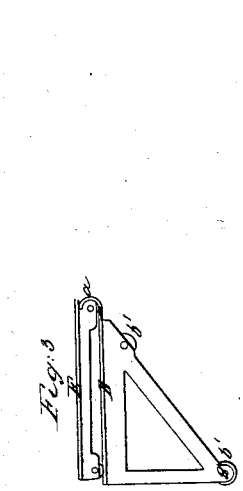

Fig. 3

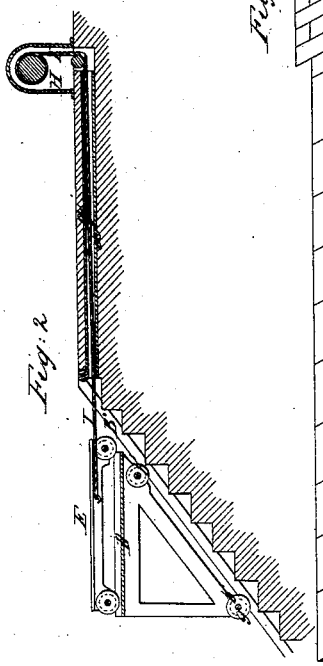

Fig. 2

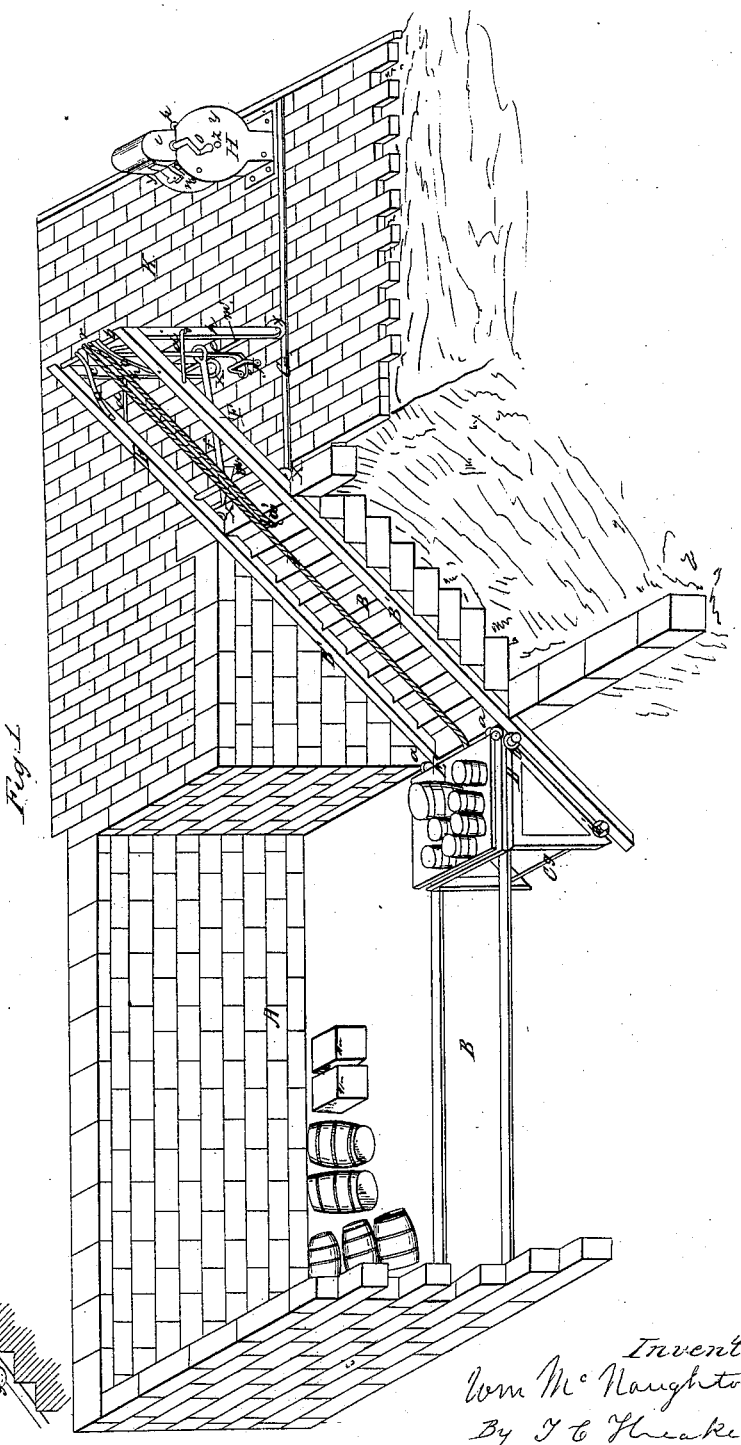

Fig. 1

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United States Patent Office.

WILLIAM McNAUGHTEN, OF UTICA, OHIO.

Letters Patent No. 110,382, dated December 20, 1870; antedated December 9, 1870.

IMPROVEMENT IN ELEVATORS FOR MERCHANDISE.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, WILLIAM McNAUGHTEN, of Utica, in the county of Licking and State of Ohio, have invented a new and useful Mode of Elevating Merchandise, &c., from Cellars; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing, in which—

Figure 1 is a perspective view.

Figure 2 is a central vertical section.

Figure 3, a side view of the cars or elevators.

Like letters designating like parts in all the figures.

The nature of my invention consists in a peculiar construction and arrangement of cars and tracks, by means of which articles may be elevated from cellars to pavements, or *vice versa*, or from one story of a building to another.

To enable those skilled in the art to make and use my invention, I will proceed to describe its construction and operation.

In the drawing—

A represents a cellar;

B B are rails forming the track, which are laid on the floor of the cellar; and

B′ B′ are the rails which extend from the bottom of the pit up the steps which lead from the cellar.

C is a pit in the floor at the bottom of the steps.

D is the angular or pit-car, which is made as follows:

Under and secured to the top are two right-angular frames, the top and rear of which are at right angles to each other, the inclination of the rails B′ governing the length of the rear part of the frames.

The lower sides of the frames are intended to sit parallel to the tracks B′, and the top of the car to retain its horizontal position.

At the front end of the frames are curved extensions or hooks *a*, into which the front end of the frame of the car E fits.

b′ b′ are flanged wheels on the under side of the car D, the flanges fitting between the rails.

The car E may be simply a platform on wheels, which run on the tracks B B.

Outside of the building, at any desired distance, is a windlass, H, which may be of the ordinary construction.

Under the pavement is a hollow space, pipe, or open box, *a′*, which extends from the windlass to the top of the steps leading to the cellar.

I represents a rope, which extends from the car E up the steps into the pipe or open box *a*, and through that to the windlass H.

When it is desired to raise the cars above the pavement, the rails F F are placed in position on the pavement at the upper ends of the rails B′ B′, as seen in fig. 1.

These rails are secured together by cross-pieces *m b*.

F F are rails, which are secured together by cross-pieces *m b*.

At the upper ends of these rails are hinged legs *h h*, between which is a cross-piece, *m*.

At the lower ends of the rails F and legs *h* are wheels or rollers X X.

The legs *h h* are held in their proper position by rods *d d*, on one end of which is a hook, which fastens into staples or eyes on the legs *h*.

c c are braces.

e is vertical forked rod, placed between the legs *h h*, the lower end of which is bent toward the inclining rails F F.

In the upper ends of the forks are eyes, through which the cross-piece *b* passes.

On this cross-piece, between the two forks of the rod *e*, is a grooved pulley, *r*. The rod *d* is fastened to the cross-piece *m*.

Attached to this is a rod, *f*, on the end of which is a hook.

When the angular car D is on the rails F F, this hook slips over its lower axle *g*, thus holding it securely.

In the pavement is a hook or staple, J, into which the hook on the lower end of the vertical rod *e* fits, thus holding the rails F F firmly in their position.

Its operation is as follows:

The car E rests on the track B B with its load.

By turning the windlass, the rope I is wound around it, thus drawing the car E forward into the angular car D, and the front of the frame of the car E enters the hooks *a a* on the car D, thus, as it were, combining the two cars in one, and by the continued winding up of the rope T, draws both cars up to the pavement, where the car E can be unloaded.

When it is desired to raise the cars above the pavement, the portable tracks F F are placed and secured in position, the end of the rope I is brought up to and around the pulley *r* on the cross-piece *b;* then down and secured to the car E, and by the drawing up of the rope, the cars will be drawn up on the tracks F F and securely held there by placing the hooks on the rod *f* over the axle *g* of the car D.

By unwinding the rope the portable tracks F F, with the cars, can be run across the pavement to the curb to be unloaded.

Having thus fully described my invention,

What I claim and desire to secure by Letters Patent, is—

The merchandise-elevator herein described, consisting of the cars D and E, rails B′, portable track F, windlass H, and pipe or box, *a′*, when arranged and operating as shown and described.

WM. McNAUGHTEN.

Witnesses:

N. F. SMOOTZ,

J. E. THRAPP.