(No Model.)

B. A. OSGOOD.

CASH AND PARCEL CARRIER.

No. 300,279. Patented June 10, 1884.

Fig. 1.

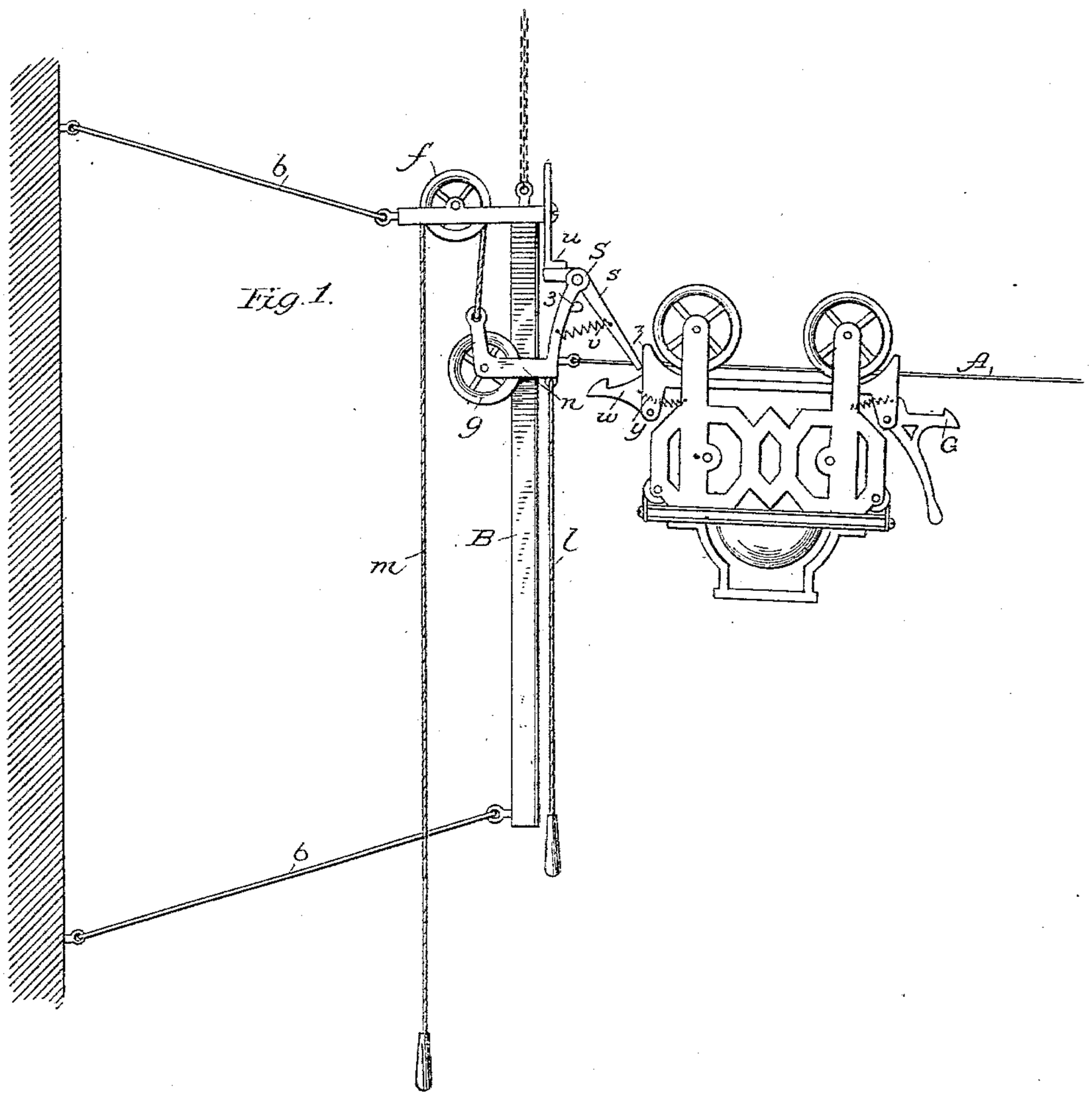
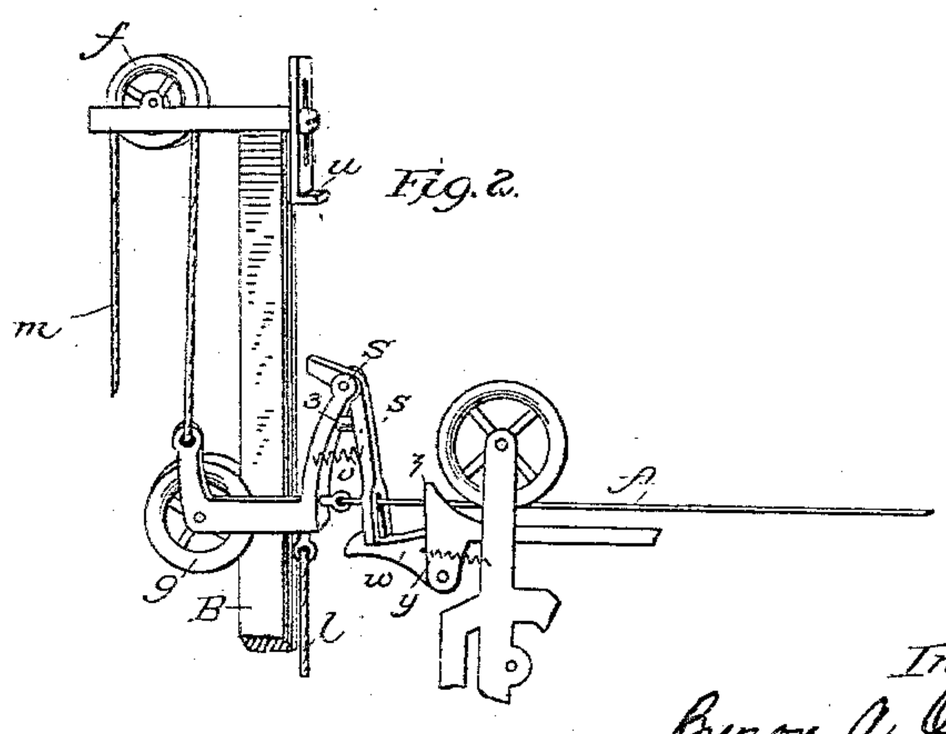


Fig. 2.



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UNITED STATES PATENT OFFICE.

BYRON A. OSGOOD, OF WAKEFIELD, MASSACHUSETTS.

CASH AND PARCEL CARRIER.

SPECIFICATION forming part of Letters Patent No. 300,279, dated June 10, 1884.

Application filed May 3, 1884. (No model.)

To all whom it may concern:

Be it known that I, BYRON A. OSGOOD, of Wakefield, in the county of Middlesex and State of Massachusetts, have invented a new and useful Improvement in Cash and Parcel Carriers; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention relates to cash or parcel carriers in which a track is shifted in elevation at one end in order to cause the car to go and return by gravity.

The invention consists in devices for supporting the movable end of the wire, and in devices for giving an initial impulse to the car, all as set forth hereinafter.

In the accompanying drawings, Figure 1 shows a side elevation of the devices for holding the movable end of wire and for giving impulse to the car. Fig. 2 shows more clearly the catch mechanism.

It is designed that the shifting end of the wire shall be at the salesman's station, so that he can operate the mechanism to send the car and also adjust the way for the return of the car. In shifting the wire upon a straight bar or post difficulty is experienced in the binding or increased friction of the mechanism which connects the wire to the bar or post, owing to the greater distance between the points of upper and lower movement and the opposite fixed point of the wire at the other end. In order to remedy this difficulty and at the same time provide a neat and convenient means for supporting the movable wire, I have devised a suspended bar, B. This is supported from the ceiling by a chain, cord, or wire attached to one end, and it is connected to the wall of the room, or to any convenient support, by guys *b b*, which are stretched in the same vertical plane with the main wire or way A, so as to hold the post or bar against the tension of the said wire A. The wire A is connected by means of a yoke, *n*, to a wheel, *g*. The yoke embraces the bar B, and the wheel is provided with flanges and bears upon the bar B, so that the bar takes the whole strain of the wire, and the wire may be easily shifted up and down, the wheel moving freely over the bar. In order to conveniently raise and lower the end of the wire, I have provided cords *m* and *l*, the latter hanging directly down from the yoke *n* and the former passing over the pulley *f*, supported in a cross-bar, *b'*, from the top of the bar B. The guys *b b* diverge from each other, one inclining upward and the other downward toward their point of attachment to the wall. When the wheel bears upon the center of the bar B, the strain is equal upon each guy; but when the wheel is moving to its upper and lower position the guy-wires yield, so as to compensate for the increase in distance, since the bar turns slightly, and thereby changes the direction of the guys.

In a system of this kind, where the car is depending upon gravity, the initial movement is very slow, and although it acquires speed before it reaches the terminus there is considerable time lost. This I have sought to remedy by giving initial impulse to the car when the end of the wire is raised, in order to move it from the salesman to the cashier. This is mainly effected by a lever, *s*, which is pivoted upon a standard, S, upon the yoke *n*. This lever is forked at its lower end and straddles the wire A. Its upper end is bent in somewhat bell-crank form, and as the end of the wire is moved it comes into contact with the stop *u* on the upper end of the post, or on the cross-bar on said upper end. The forked end of the lever extends below the wire when the lever is pushed back toward the bar B, and is held back by a light spring, *v*, and the rubber stop 3 on the standard S breaks the force of the shock of the car. The car is provided with a pivoted hook, *w*, which is held up by a light spring, *y*, and the car has a vertical shoulder, *z*. The lever *s* ordinarily will be drawn back in the position shown in Fig. 2, and as the car approaches the hook will pass under the lever, thus securing the car into position. When it thus comes into contact with the lever, the wire is in its lower position. By pulling on the cord *m* the end of the wire is raised, and when the bent end of the lever *s* comes in contact with the stop *u* the lower end of the lever is forcibly thrown out, first releasing the car by leaving the hook, and then striking against the shoulder *z*, giving the car an initial impulse, which impulse will be determined by the force that the operator uses to raise the wire. This starts the car quickly and greatly lessens the time required for its movement to the other end. The car may be provided with a spring-

hook, G, at the other end of the car, which hook may be adapted to any suitable fixed catch at the other end of the wire, and the car may compress a spring on the wire before the hook engages with its catch. The reaction of this spring may serve to start the car in the other direction when the cashier releases it by movement of the handle from the catch G.

I do not herein claim, broadly, the vertical adjustment of the end of the wire A.

What I do claim as my invention, and desire to secure by Letters Patent, is—

1. In a cash and parcel system, a suspended bar, B, a wireway provided with a wheel and yoke at the salesman's station, said wheel bearing on the bar B, guys for holding the said bar, and means, substantially as described, for raising and lowering the end of the wire, all combined substantially as described.

2. In a cash and parcel system, a wireway, one end thereof being vertically movable by means substantially as described, a lever moving with the wire and adapted to strike against a stationary stud in its upward movement and to give an impetus to the car automatically, substantially as described.

3. In combination with the end of a wireway vertically movable by means substantially as described, and with a stop, a lever, *s*, provided with a spring, and forked to straddle the wire, and adapted to the catch of the car, whereby the lever acts as a catch and to push the car, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

BYRON A. OSGOOD.

Witnesses:

E. O. HOWARD,

D. F. CRANE.