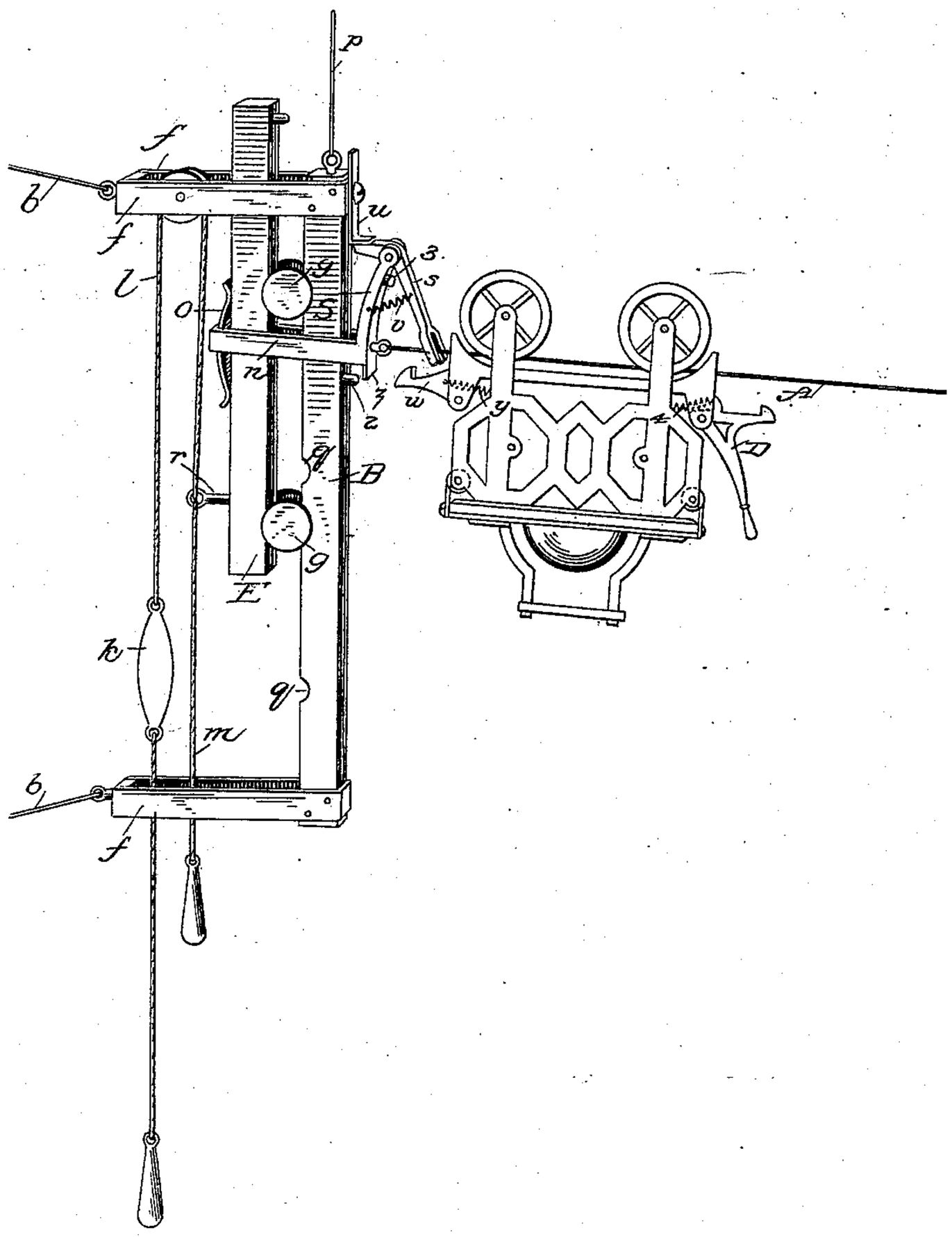
(No Model.)

B. A. OSGOOD.

CASH AND PARCEL CARRIER.

No. 301,917. Patented July 15, 1884.



Attest
Walter Dowdeson
F. L. Middleton

Inventor
Byron A. Osgood
by Joyce & Spear
Atty's.

UNITED STATES PATENT OFFICE.

BYRON A. OSGOOD, OF WAKEFIELD, MASSACHUSETTS.

CASH AND PARCEL CARRIER.

SPECIFICATION forming part of Letters Patent No. 301,917, dated July 15, 1884.

Application filed June 7, 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 Carrier Systems; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention relates to cash and parcel carrier systems.

It consists in the devices and combination of devices hereinafter described and specifically claimed, whereby the plane of the wire way, which is fixed at one end and movable at the opposite end, may be readily changed without undue strain upon the wire.

In the accompanying drawing, the figure shows the car and wire way in side elevation, and the frame and post or bar which support the movable end of the wire also in side elevation.

The wire shown in the figure extends from the cashier's desk to the counter or station of the salesman, there being a separate wire in the system for each salesman. The wire is attached to a fixed support at the cashier's desk, and at the salesman's station it is attached to a yoke, *n*, which embraces the suspended bar or post B and the sliding bar E. The yoke *n* bears upon the bar E through an interposed flat spring, *o*, and with the bar E slides freely up and down on the bar or post B. The bar B is suspended from the ceiling by a wire, *p*, and is held against the spring of the wire A by guys *b b*, which are attached to the arms *f f*, fixed to the ends of the bar B. The yoke *n* is connected to the bar E at its center, the bar being of sufficient length for the amount of vertical movement required.

Interposed between the moving bar E and the stationary bar B are two flanged rollers, *g*, which prevent friction, and by reason of the flanges guide the bar in its movement up and down, these flanges fitting closely to the sides of the bars. Small notches *q q* are made in the bar or post B at the upper and lower limits of movement of the rollers *g*. As represented in the drawing, only those at the lower end or limit are shown, the rollers being represented as resting in the upper notches. These notches serve to hold the movable bar at these limits in the upward or downward movement, but are sufficiently shallow to allow the bar to be easily lowered or raised.

To a stud, *r*, in the bar E is attached a cord, *l*, which is carried over a pulley, *f'*, and extends down to within reach of the hand of the salesman. Upon this cord is placed a weight, *k*, to counterbalance the weight of the movable parts. A cord, *m*, from the same stud serves for pulling down the bar E from its elevated position.

Upon the end of the car is a pivoted hook, *w*, held up by a light spring, *y*. This hook is adapted to catch underneath a spur, *z*, on the yoke *n*. A stud, 2, is set in the face of the bar B, so as to be struck by hook *w*, so that when the bar E is lifted the hook is thus released from the spur. The stud is set in such position that it will release the car at the instant when the bar E reaches its upper limit. The spring *o* serves to compensate for expansion and contraction, and also for the strain upon the wire in its upper and lower positions. The post or bar B, however, may be made slightly curved to correspond to the length of the wire, and prevent any strain as the end is raised or lowered.

The end of the car toward the cashier's desk is provided, preferably, with a hook-lever, D, adapted to be released from a suitable catch at the desk by the lever-handle, and a spring, 4, to cause the hooked end to engage with the said catch.

The car itself may be a "pull-down" car or of any suitable construction. It runs by gravity by the elevation and depression of the devices at the salesman's counter, as hereinbefore described.

To give the car an initial impulse when the bar E has reached its upper limit, I may use the device shown and marked F, this device being included in an application filed by me on the 15th day of May, 1884, and is therefore neither described nor claimed in the present application.

I do not claim, broadly, changing the inclination of a wire way.

Having thus described my invention, what I claim is—

1. In a cash or parcel system, a stretched wire fixed at one end, and combined with a vertically-moving bar at the other, said bar having rollers or wheels between it and a suspended bar, cords for raising or lowering the movable bar, and a car acting in connection therewith, all substantially as described.

2. In combination with the bar or post B, the movable bar connected to wire A, an interposed spring, *o*, wheels or rollers *g g*, and cords *l m*, substantially as described.

3. The bar or post B, having the notches *q q*, combined with the bar E and rollers *g g*, the yoke *n*, the wire A, and the spring *o*, all arranged and operating substantially as described.

4. In combination with the suspended bar B and movable bar E, with its rollers, yoke, and the wire A, the cords *l m* and weight *k*, all 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,
A. W. DANIELS.