

(No Model.)

2 Sheets—Sheet 1.

G. W. BALDRIGE.
CASH AND PARCEL CARRIER.

No. 305,414.

Patented Sept. 23, 1884.

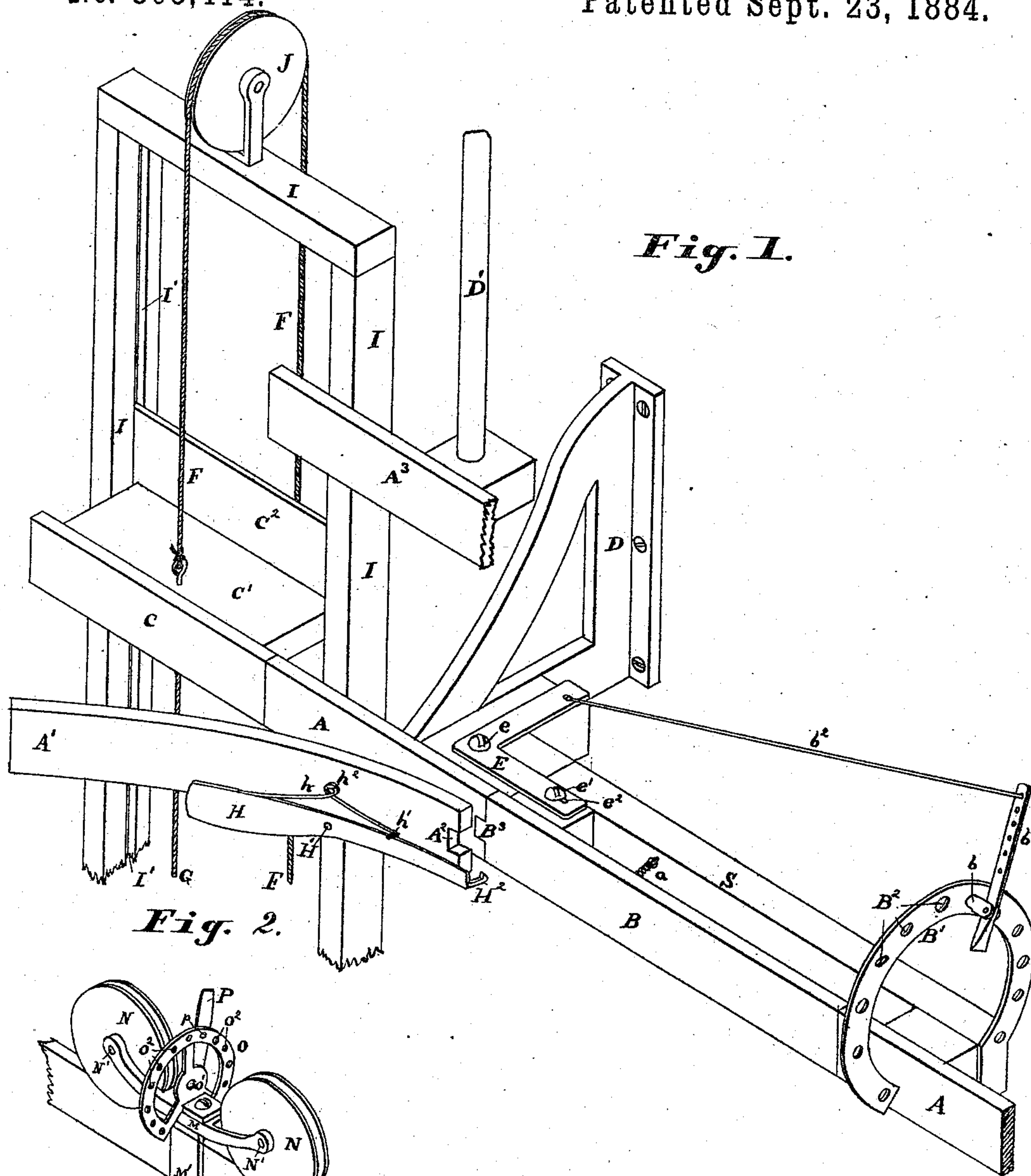
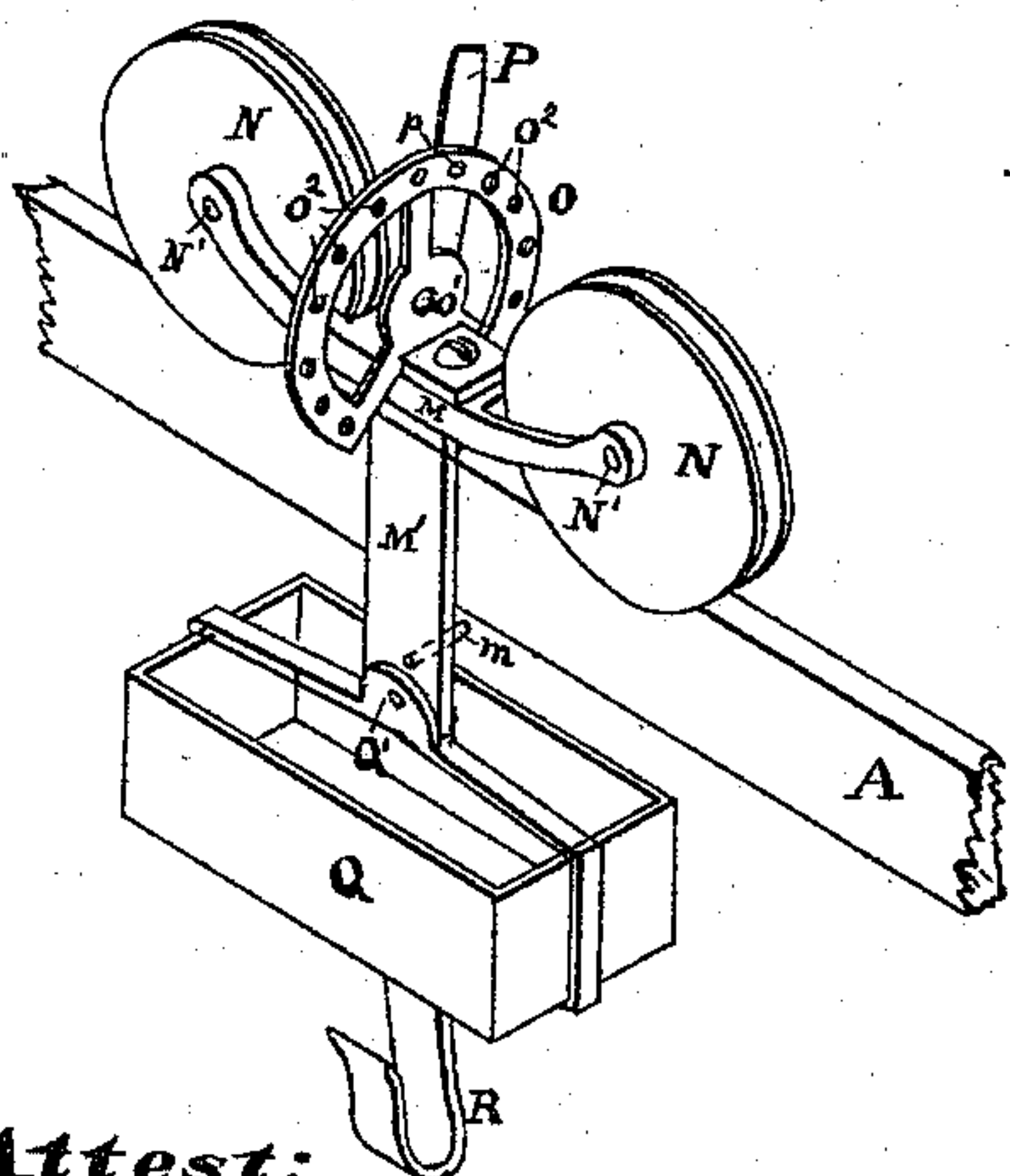


Fig. 2.



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Inventor:
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Fig. 3.

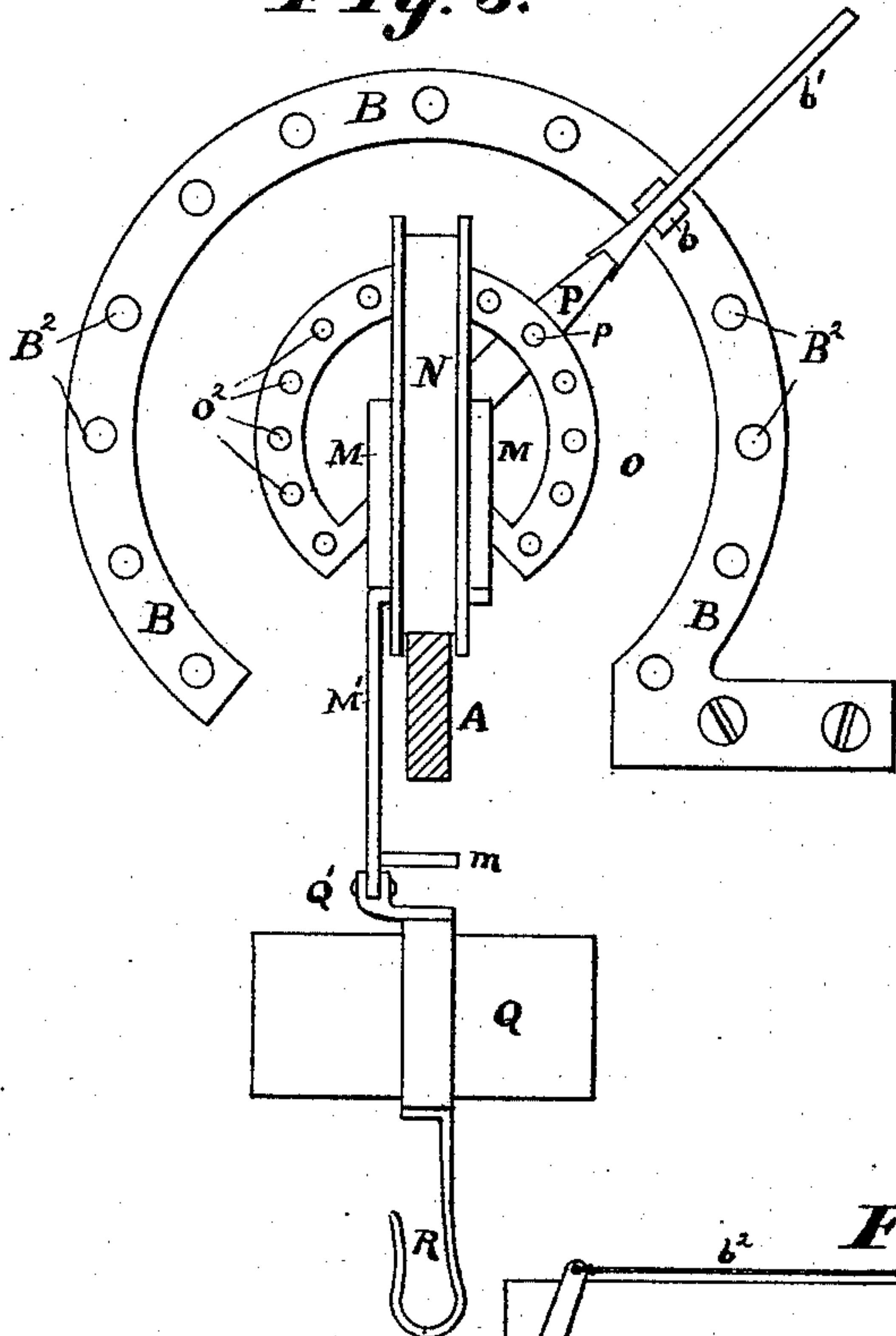


Fig. 6.

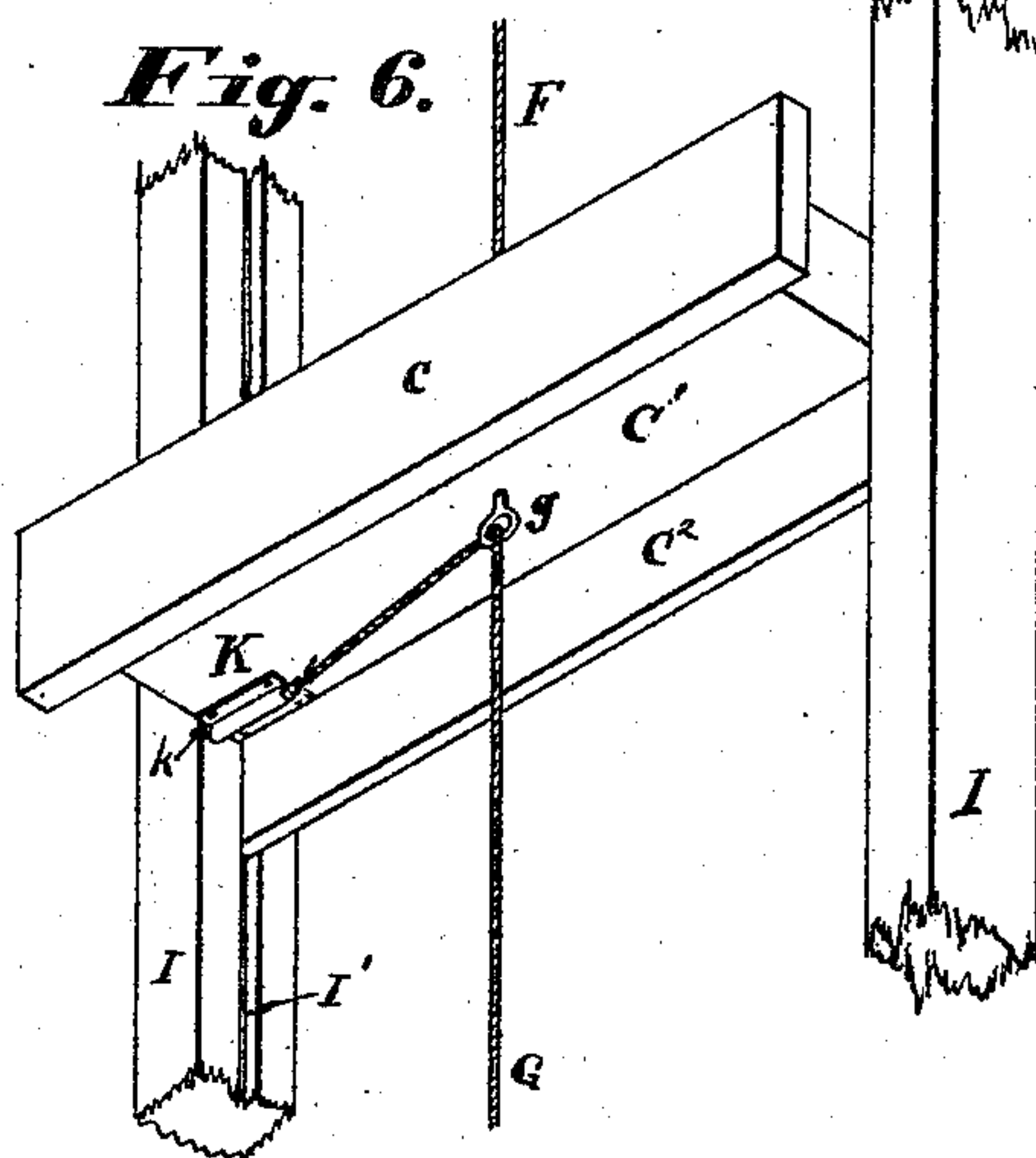


Fig. 4.

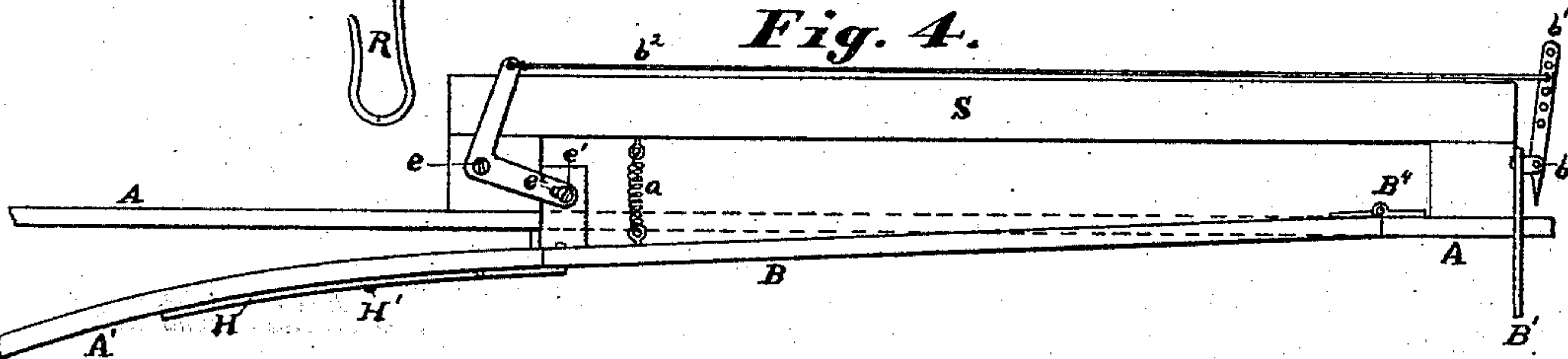
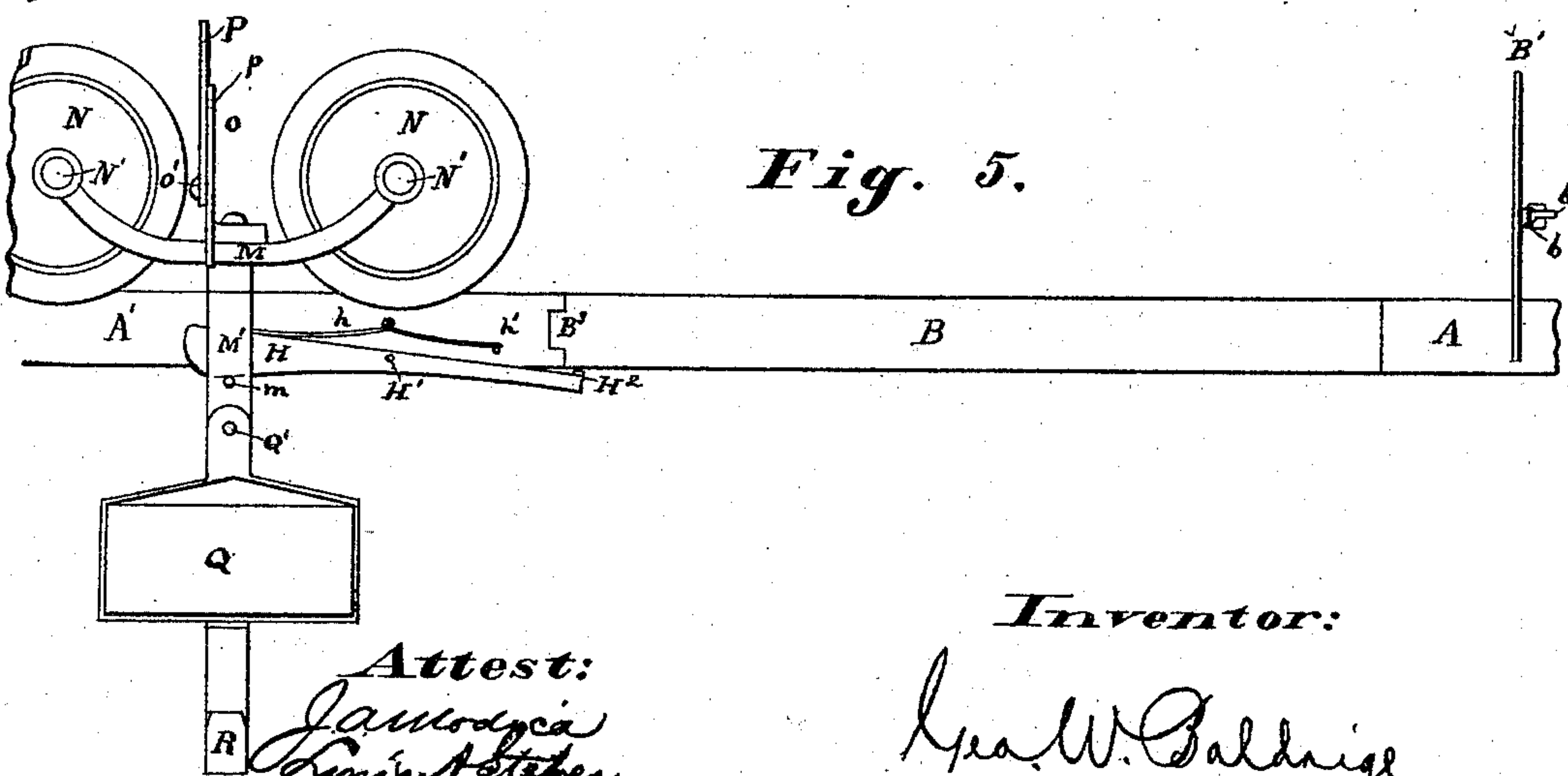


Fig. 5.



Inventor:

G. W. Baldridge

Attest:

Jamieson
James A. Stebbins

UNITED STATES PATENT OFFICE.

GEORGE W. BALDRIGE, OF ST. LOUIS, MISSOURI.

CASH AND PARCEL CARRIER.

SPECIFICATION forming part of Letters Patent No. 305,414, dated September 23, 1884.

Application filed July 7, 1884: (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. BALDRIGE, a citizen of the United States, residing in the city of St. Louis and State of Missouri, have
5 invented a new and useful Cash and Parcel Carrier, of which the following is a specification.

My invention consists of a contrivance by which cash, parcels, and other articles of like
10 nature may be conveyed from one place to another by means of a small car or carrier placed on a track somewhat inclined and provided with switches and elevators to convey the car to the point desired, said car being provided
15 with a trip so arranged that by means of arched switch-stands the car or carriage may be directed to the point desired. The object of my improvement is to afford facilities for carrying cash, parcels, &c., by carriage and switches
20 which work automatically, which would otherwise be carried by messengers or porters, and is especially adapted for stores and warehouses. I attain this object by the mechanism illustrated in the accompanying drawings, in
25 which—

Figure 1 is an isometric view of the track-switch and elevator. Fig. 2 is an isometric view of the carriage. Fig. 3 is an end view of the carriage and switch-stand. Fig. 4 is a
30 top view of switch, showing switch thrown for branch. Fig. 5 is a side view of switch and carriage, showing the action of releasing the switch. Fig. 6 is an isometric view of the under side of the elevator-car, showing bolt.

35 Similar letters refer to similar parts in all the views.

A is the main track; A', switch-track; A², notch; A³, upper track; B, switch; B', switch-stand; B², holes in switch-stand; B³, notch in
40 switch-hinge; B⁴, switch-hinge; C, elevator-track; C', elevator-base; C², elevator-guide; D, wall-bracket; D', hanger from ceiling; E, bell-crank; e, pivot of crank; e', wrist-pin; e², slot in wrist-pin; F, elevating-rope; G, lowering-
45 rope; g, eye; H, cam-lever; h, spring; H', pivot; H², catch; h', pin; a, spring; b, pin; b', lever; b², connecting-rod; h², pin; I, elevator-standard; I', groove; J, pulley; K, spring-bolt; k, notch in standard; M, frame of car; M',
50 hanger from car; m, pin for moving switch;

N N, wheels; N', axle; O, arc; O', pivot; O², poles; P, trip; p, pin; Q, cash-box; Q', pivot; R, hook; S, switch-frame.

To illustrate the use of my invention in a store, suppose the carriage to be at the cash-
55 ier's desk loaded with parcels suspended from the hook R, which it is intended shall go to the counter at the end of the switch A'. The car is placed on an elevator-track and raised to proper height—that is, the height of main
60 track A. The track is so inclined that the car is impelled toward the switch A'. The trip P has been set in the arc O to strike the lever b', connected by the connecting-rod b² and the bell-crank E with the switch A'; consequently
65 the trip P passes all switch-stands until it reaches the stand B', when it strikes the lever b', and the bell-crank E forces the switch B outward until the notch A² is in the hole B², where it is held by the catch H² of the cam-
70 lever H. The car then passes onto the switch A', while the pin m presses up the cam-lever H, turning on the pivot H', until the switch B is loosed from the catch H² and is drawn by the spring a to its place in the line of the
75 track A. The car then runs to the end of the switch A', where it can be lowered to the counter by an elevator. When it is desired to raise the car to the track A³, the grooved wheels N N are fitted on the elevator-track C.
80 The elevator is raised by means of the rope F and the pulley J to the level of the upper or return track, A³. After the car passes onto this track the elevator-track is lowered by the rope G to the level of the main track A and held
85 there by the spring-bolt K. The pivot Q' allows the cash-box Q, together with the weight suspended from the hook R, to swing freely, so that the weight may not throw the wheels from the track.

90 The mechanism above described—track, switches, &c.—may be sustained by wall-brackets, such as D, or by hangers, such as D'.

I claim as my invention and desire Letters
95 Patent to secure—

1. The combination, in cash or parcel carriers, of the hanger M', the arc O, with the movable trip P, and the pivot O', with the holes O², all substantially as set forth.

2. The combination of the switch-stand B', 100

the adjustable lever b' , the adjustable connecting-rod b^2 , the bell-crank E , and the spring a , with the horizontal movable section of the main track A , used to operate switches for
5 tracks for cash and parcel carriers, substantially as set forth.

3. The combination of the cam-lever H , the pivot H' , the spring h , the pin h' , and the catch

H^2 , with the pin m , used in connection with cash and parcel carriers, substantially as set forth.

GEO. W. BALDRIGE.

Witnesses:

J. A. MODICA,

LOUIS A. STEBER.