

(No Model.)

M. CLARK & J. T. COWLEY.

CASH AND PARCEL CARRIER.

No. 309,505.

Patented Dec. 16, 1884.

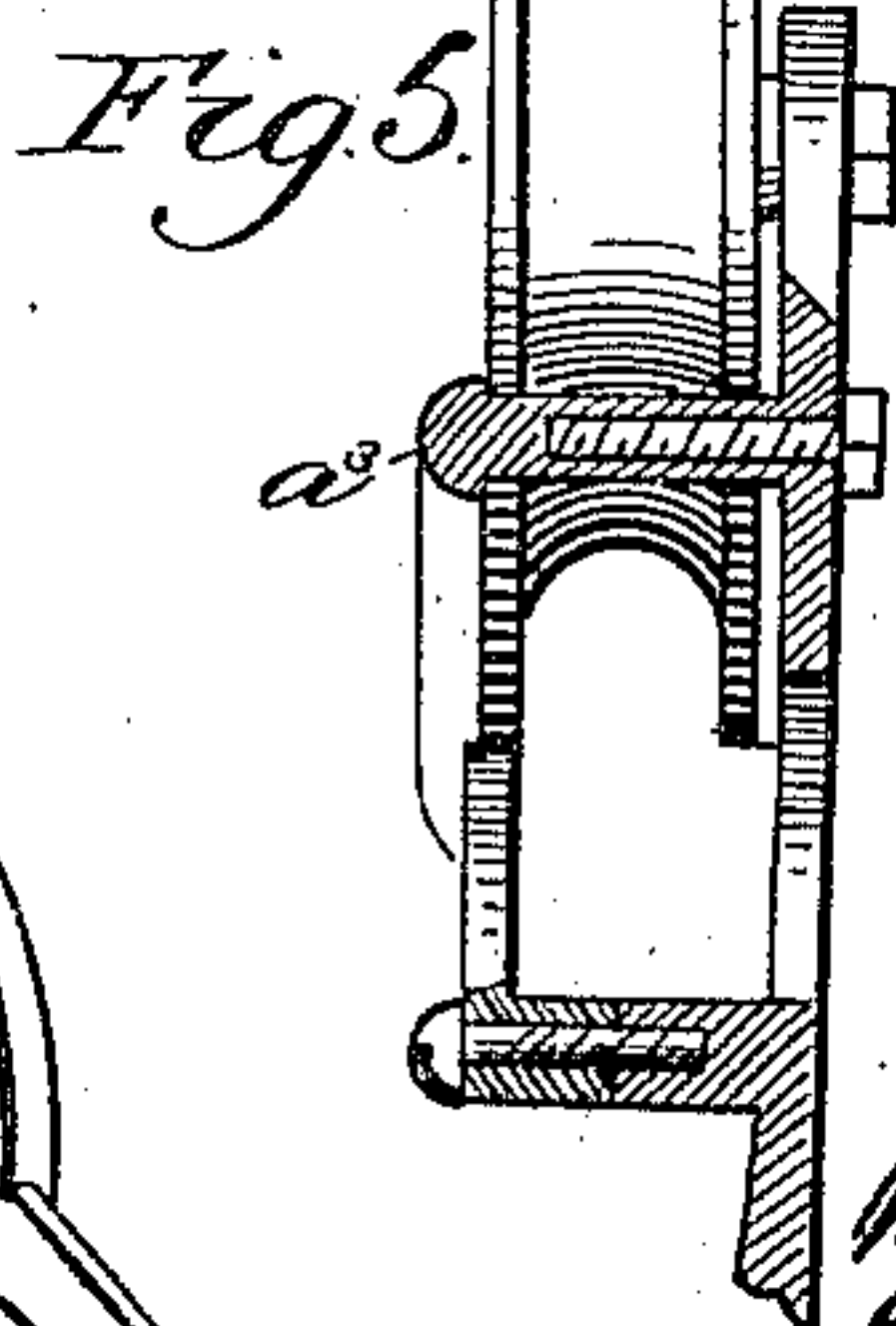
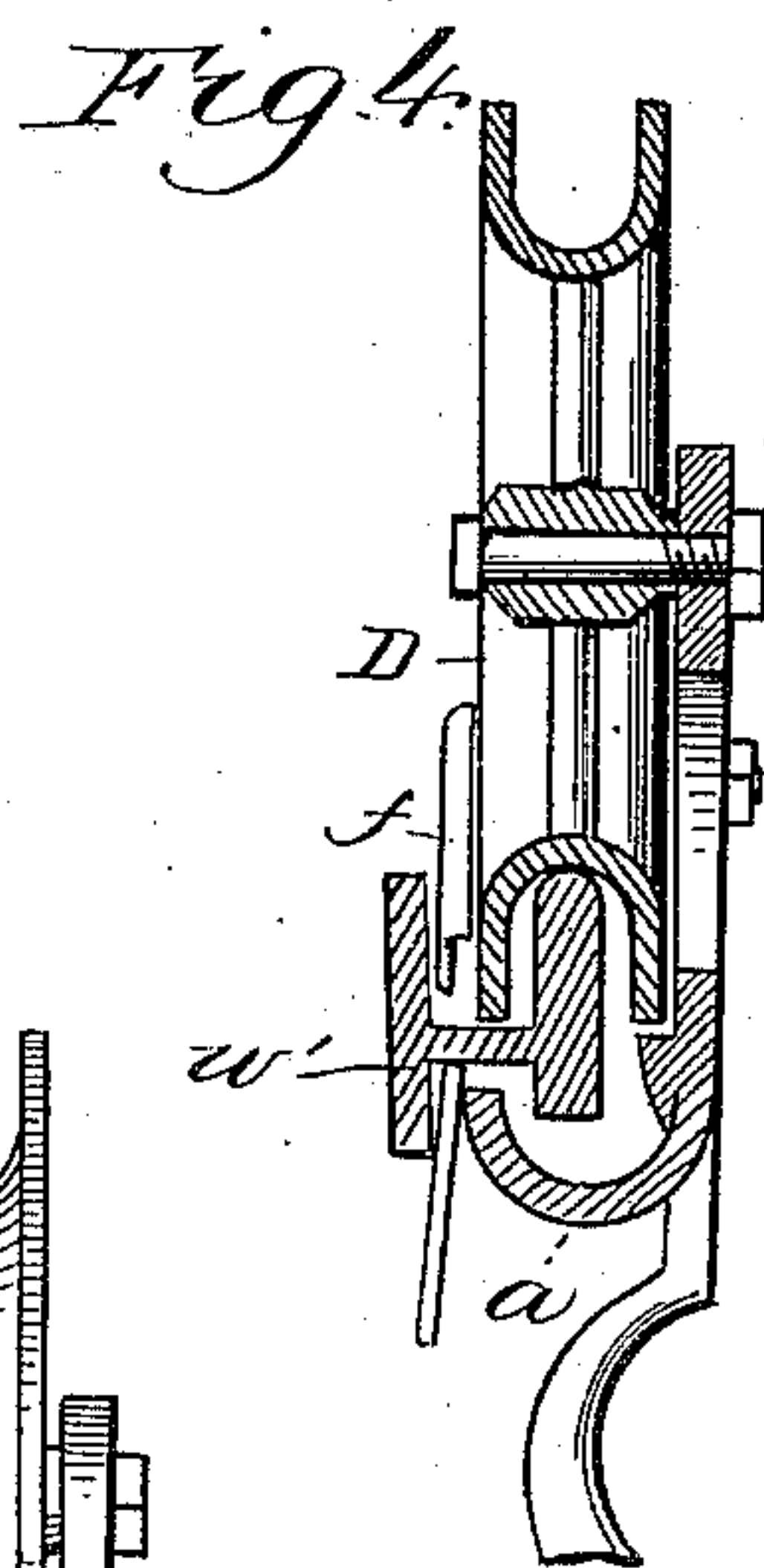
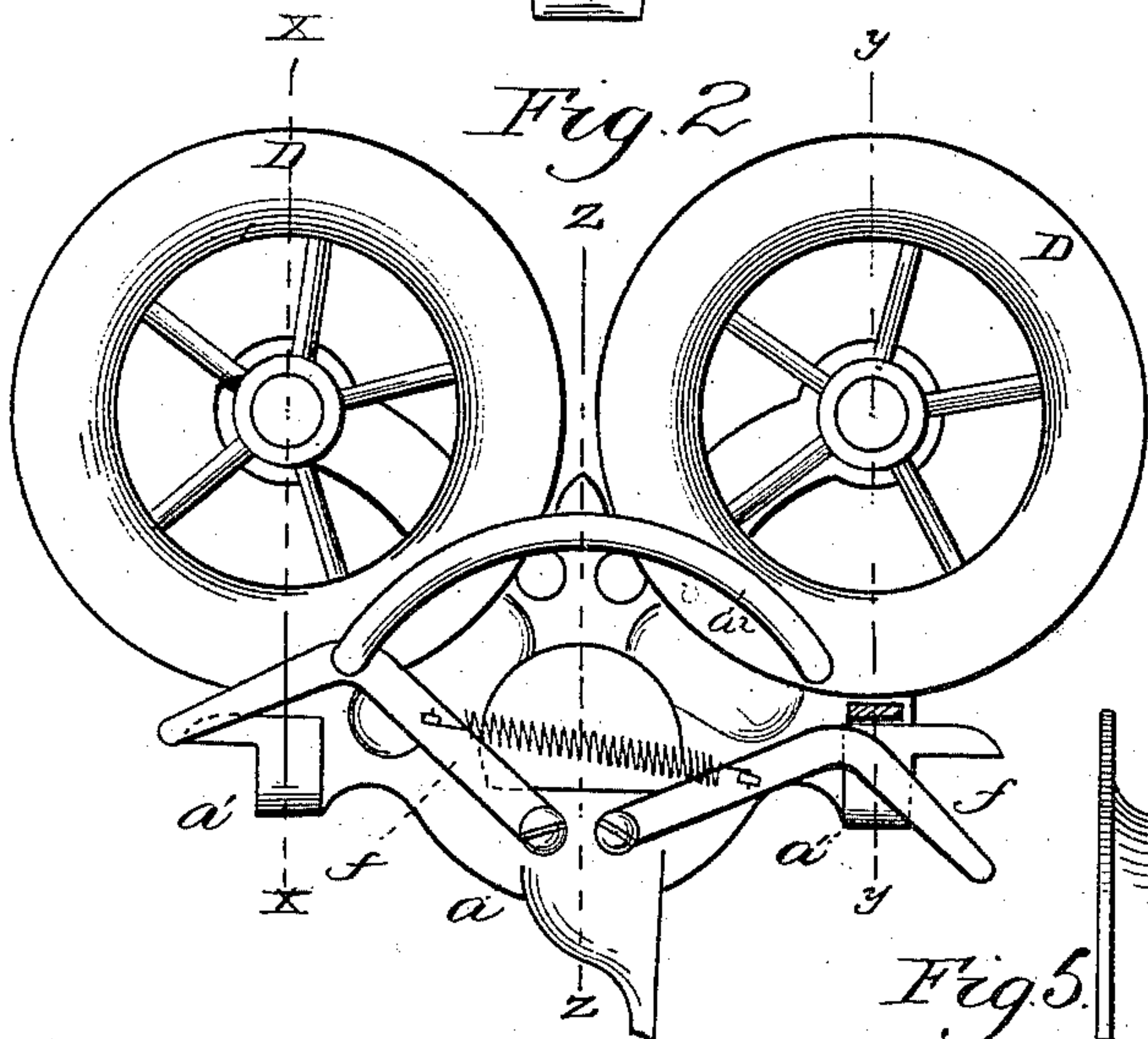
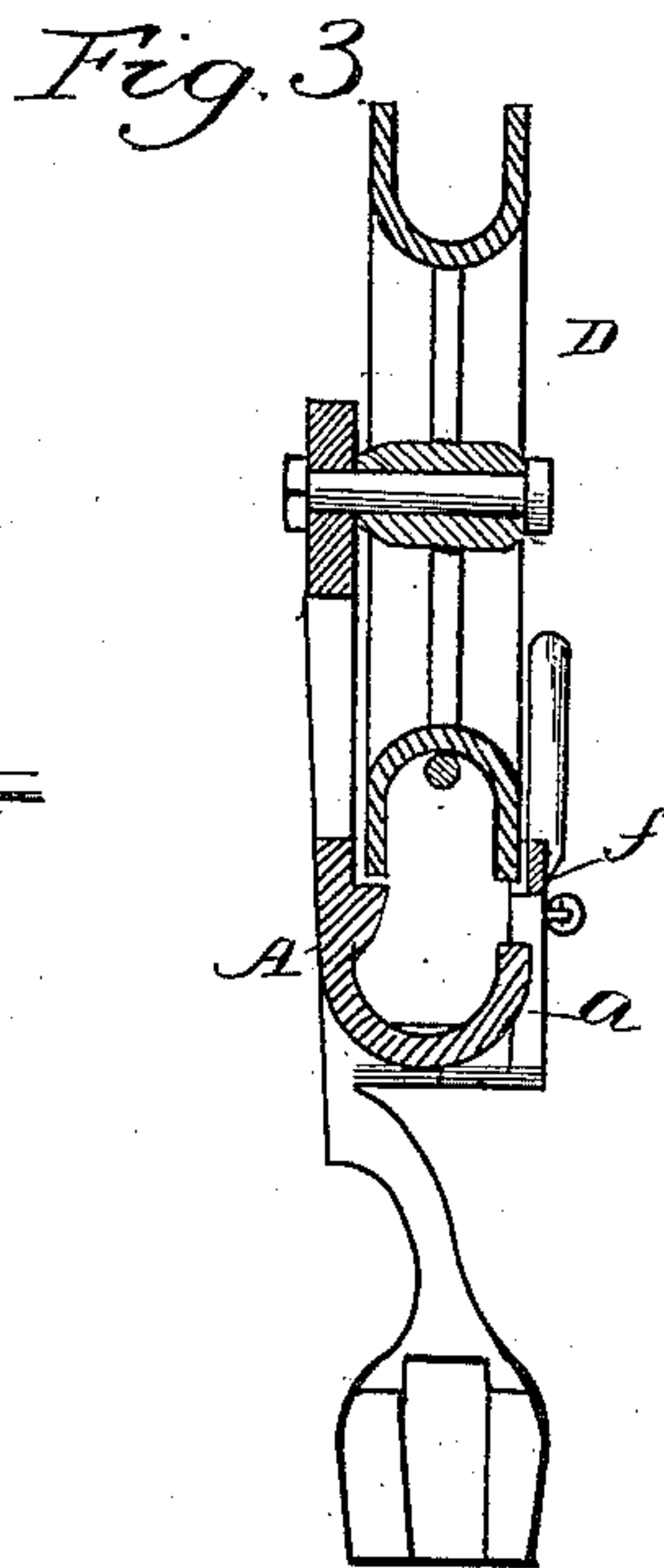
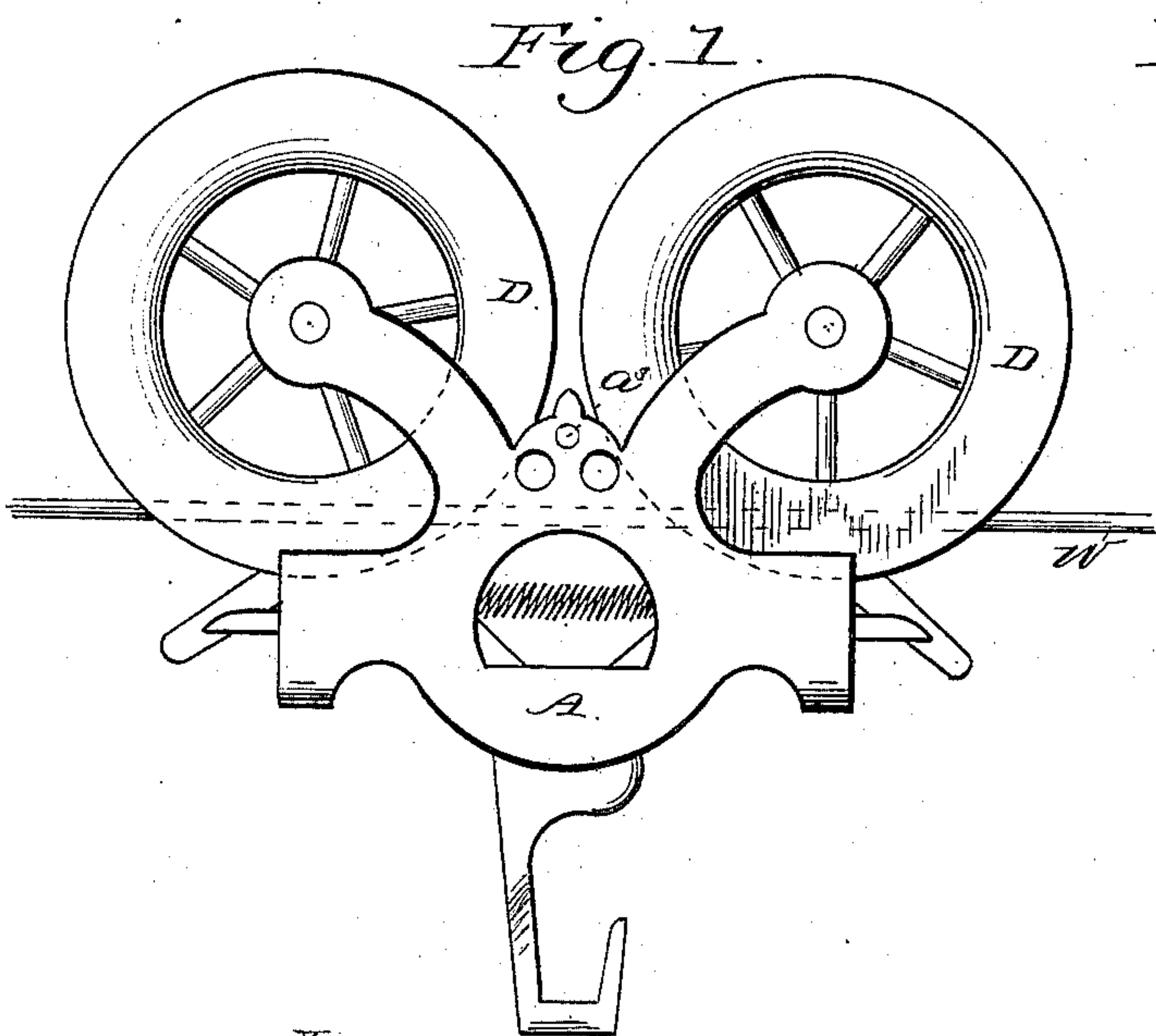
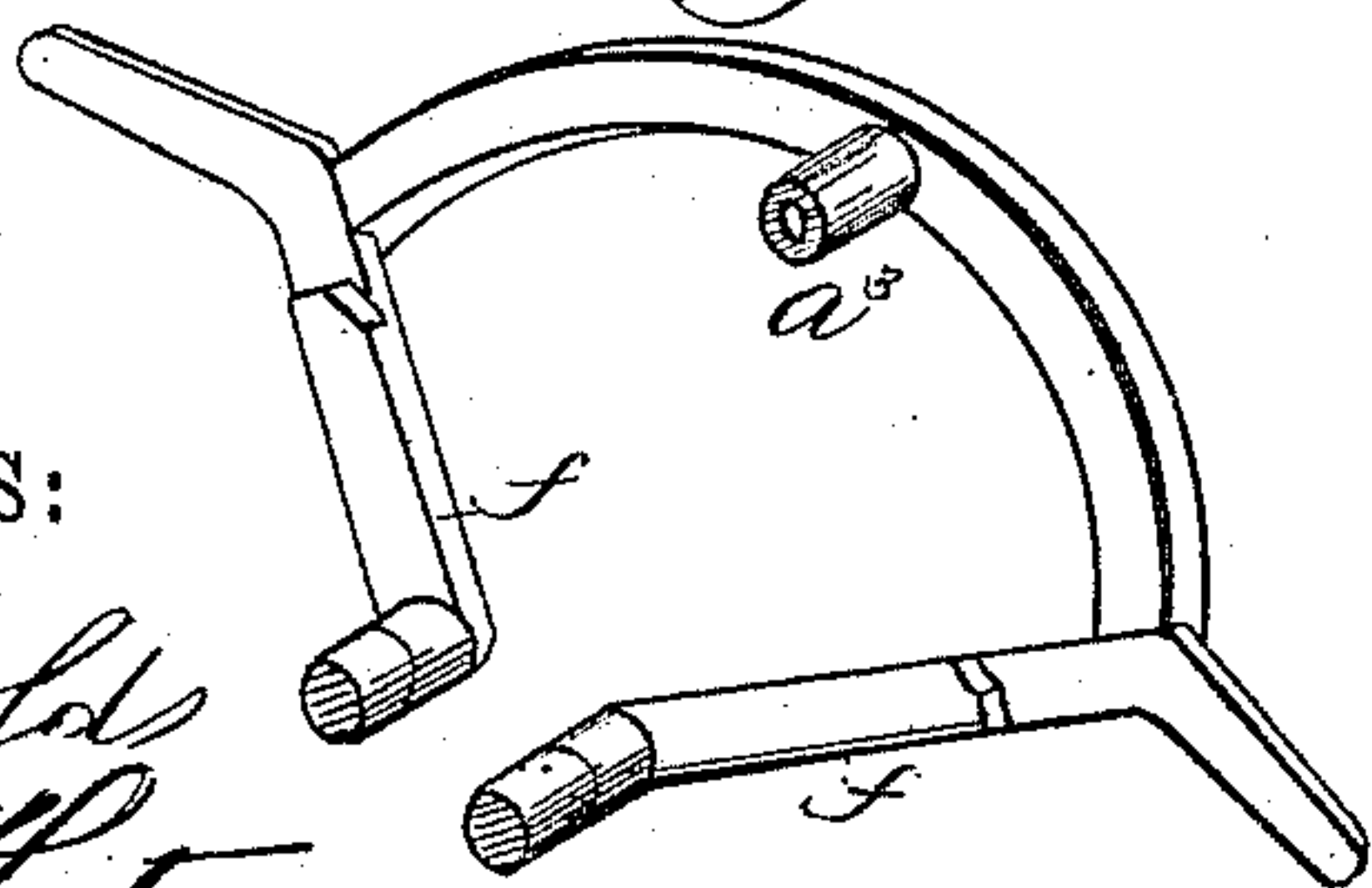


Fig. 6.



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UNITED STATES PATENT OFFICE.

MILTON CLARK, OF NEW YORK, N. Y., AND JAMES T. COWLEY, OF BALTIMORE, MD.; SAID COWLEY ASSIGNOR TO SAID CLARK.

CASH AND PARCEL CARRIER.

SPECIFICATION forming part of Letters Patent No. 309,505, dated December 16, 1884.

Application filed November 22, 1884. (No model.)

To all whom it may concern:

Be it known that we, MILTON CLARK, of New York, in the county of New York and State of New York, and JAMES T. COWLEY, of Baltimore, in the county of Baltimore and State of Maryland, have invented certain new and useful Improvements in Cash and Parcel Carriers; and we do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification.

Our invention relates to that class of wheeled carriers in which the wheel or wheels are above the track and the frame of the carrier extends past one side only of the track, as shown in the accompanying drawings, in which—

Figure 1 is a side view of a common form of carrier, showing that side along which the frame A extends below track *w'*. Fig. 2 is a view of the other side of this carrier, showing our invention, the yielding gate *f*. Fig. 3 is a section on line *x x*, Fig. 2; Fig. 4, a section on line *y y*, Fig. 2; Fig. 5, a section on line *z z*, Fig. 2. Fig. 6 is an inverted perspective detail of the arms and gates.

It has long been common to extend a part of the frame marked *a* under the groove of the wheel; but where the track is supported by a bracket or arm, *w*, an opening must be left between the wheel and the frame, as shown in Fig. 4, which is a cross-section of our carrier, showing this opening as occupied by the bracket or arm marked *w'*, which supports the track *w*.

It will be clear from the drawings that that part of the frame A marked *a'* and that part of the frame marked *a* will together make it impossible for the car to leave track *w* except by means of the opening between the wheel D and that part of the frame marked *a*; and it will also be clear that there must be such an opening when the carrier is to be used on a track, *w*, supported by brackets or arms *w'*.

In practice, especially when a wire track is

used, it occasionally happens that a car falls from the track even when this opening is made as small as it can be made practically. We have therefore invented the yielding gate *f*, shown on the left of Fig. 2 and in Figs. 3, 4 as closed, and on the right of Fig. 2 and in Fig. 4 as open.

Fig. 3 shows that when gate *f* is closed the track *w* is surrounded by the frame A, gate *f*, and periphery of wheel D, just as if gate *f* were in one piece with frame A; and Figs. 2 and 4 show clearly the operation of the gate when the carrier passes bracket *w'*.

It will be obvious that the gate *f* may be largely varied in form, and we have tested many forms, but on the whole prefer that form shown in the drawings for two-wheel carriers on a wire track. The guard-piece *a'*, while not essential, is yet desirable, as it serves as a convenient stop for the gates. It is held to the frame A by the stud *a'*.

Gravity may be used instead of a spring to return the gate to place after the carrier has passed bracket *w'*, and a single gate, *f*, will answer well instead of two gates, as shown in the drawings. When but one gate is used with a two-wheeled carrier, we have found it better to arrange it nearly midway between the wheels; but when two gates are used, as in the drawings, it is better to arrange one near each wheel.

We have shown the gate as journaled on a stud fast to a part of the frame below the track *w*, but it may obviously slide on ways or be attached to a part of the frame above the track *w*; but in the latter case the gate will be raised by contact with bracket *w'* instead of being lowered, as shown in the drawings, for it is clear that our invention does not relate to the details of construction, but consists in a movable piece, *f*, which yields readily when it is brought in contact with bracket *w'* by the motion of the carrier and returns to place after the carrier passes by bracket *w'*.

What we claim as our invention is—

1. A yielding gate, in combination with the wheel and frame of the carrier, substantially as described.

2. The combination, with the car-body partly surrounding the under periphery of

the wheels, whereby a space is formed to permit passage of the track, of the gates *f* and their connecting-spring, substantially as described.

5 3. The combination, with the car body or frame, of the guard, the gates *f*, and their connecting-spring, substantially as described.

10 4. The combination, with the car-body constructed as described, of the gates *f*, having a shoulder, their connecting-spring, and the guard having a shoulder or stop formed at

each end, whereby said gates are prevented from having too great an upward and inward movement, substantially as described.

In testimony that we claim the foregoing as our own we affix our signatures in presence of two witnesses.

MILTON CLARK.

JAMES T. COWLEY.

Witnesses:

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