(No Model.)

L. A. SMITH.

PARCEL CARRIER.

No. 322,329. Patented July 14, 1885.

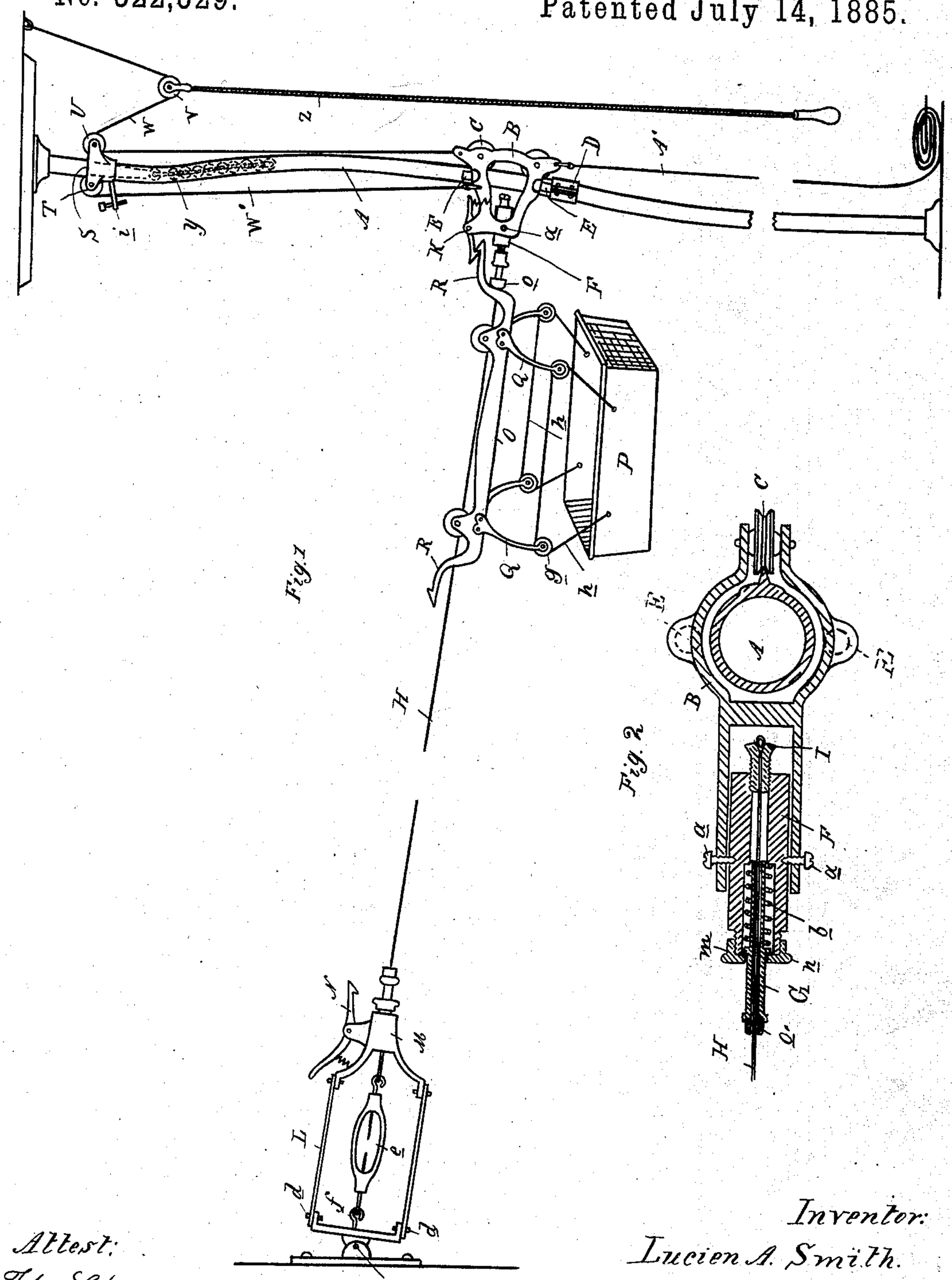

Fig. 1

Fig. 2

Attest:
John Schuman.
E. F. Scully

Inventor:
Lucien A. Smith.
by his Atty
Thos. L. Sprague

UNITED STATES PATENT OFFICE.

LUCIEN A. SMITH, OF DETROIT, MICHIGAN.

PARCEL-CARRIER.

SPECIFICATION forming part of Letters Patent No. 322,329, dated July 14, 1885.

Application filed February 18, 1885. (No model.)

To all whom it may concern:

Be it known that I, LUCIEN A. SMITH, of Detroit, in the county of Wayne and State of Michigan, have invented new and useful Improvements in Parcel-Carriers; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, which form a part of this specification.

This invention relates to new and useful improvements in parcel-carriers.

The invention consists in the peculiar construction of the parts, and their various combinations and operation, as more fully hereinafter described.

Figure 1 is a perspective view of my improved parcel-carrier. Fig. 2 is a vertical longitudinal section on the line *x x* in Fig. 1.

In the accompanying drawings, which form a part of this specification, A is a post or standard vertically secured at top and bottom, and this is made preferably of gas-pipe of a suitable size for the purpose.

B is a sliding bracket, adapted to embrace the standard, and it has anti-friction wheels C journaled therein, and adapted to allow the bracket to freely travel up and down upon the standard, being actuated thereto by the devices hereinafter described.

D is an adjustable thimble or stop, secured upon the standard to limit the drop of the bracket, there being rubber burrs E provided on opposite sides of the standard to render the drop of the bracket as noiseless as possible, and similar burrs are secured to the upper side of the bracket, so that when the same is thrown to its highest position the upper burrs will cause a noiseless impact against the stop at the upper end of the standard.

F is a buffer-box, pivotally secured between the ends of the bracket, on the opposite side of the standard to that portion of the same over which the anti-friction wheels travel, by means of the set-screws *a*.

G is a tube, which enters the enlarged portion of the bore of the buffer-box, and is provided with a collar, *m*, adapted to act as a follower in the compression of the coil-springs *b*, and these parts are held in place by means of a screw-cap, *n*.

H is a wire which passes through and is secured to a screw-plug, I, which is screwed into the opposite end of the buffer-box, and this wire passes through such buffer-box, through the coil-spring, and through the tube G to a central station, which will be hereinafter described. The projecting end of the tube G may have secured thereon a rubber buffer, *o*, in order to render the impact of the parts, when they come together, nearly noiseless.

K is a spring-latch pivotally secured to the bracket immediately above the buffer-box.

O is a carrier-frame provided with travelers, adapted to run down the wire H, and hangers Q, secured to this frame, carry in their lower ends rollers or pulleys *g*, over which cords *h* pass and support the basket or car P. At each end of this carrier-frame there are provided fixed hooks R.

The wire H running over the bracket, as already described, extends to a fixed station, and passes through the spring-buffer M, which is constructed precisely like the spring-buffer F hereinbefore described, and is secured to the front end of a frame, L, the sides and ends of such frame being pivoted together by the pins *d*, so as to be slightly flexible at the joints, and the rear end of this box L is pivotally secured, as at *c*, to a fixed support. N is a spring-latch secured to the buffer-box M.

Fig. 1 shows the device as ready for operation, the basket or car P being at its lowest point and within easy reach of the clerk in charge of the station or the counter near which the standard A is secured. The clerk puts the goods sold into the basket P, and by means of the hoisting-cord Z, pulley V, cord W, and pulley U, which latter is secured to an adjustable collar, S, which embraces the standard A, and the cord W, passing over such pulley U, connected to the upper end of the sliding bracket B, slides the bracket up the standard until the buffer E strikes the collar-bracket S, thereby elevating the wire to the highest point, and when the bracket B reaches that point, a stop, *i*, secured to the collar-bracket S, impinges against the spring end of the spring-latch K, compelling the same to disengage from the hook R, when the basket P will travel down the then inclined plane toward the fixed station; and as the traveler impinges against the buffer M,

compressing the spring in the box by its forcible impact, the sping-latch M engages with the hook R upon the opposite end of such traveler, and detains the box or basket P, holding the buffer-spring under compression. As soon as the basket has arrived at this fixed station, the selling-clerk pulls upon the cord A′, which is secured to the lower end of the sliding bracket B, and brings it down to its original position, thereby reversing the inclination of the wire H. When the goods have been removed from the basket P, and done up in a parcel at the fixed station, the parcel is replaced in the basket, and the operator trips the spring-latch N, and the expansion of the buffer-spring immediately starts the basket down the inclined plane to its original station, where the carrier-frame strikes the buffer connected with the sliding bracket B, and by this impact compresses the same until the spring-latch K engages with the hook R at that end of the traveler.

In order to facilitate the elevation of the sliding bracket and leave but little, if any, more than the weight of the goods in the basket P to be elevated by the power exerted by the clerk upon the hoisting-cord Z, I attach a cord, W′, to the bracket, as shown, which cord passes over a pulley, T, secured to the stop-bracket S, and this cord has pendent upon it a counter-balance, Y, designed to counterbalance the weight of the sliding bracket. If the standard A is hollow or made of piping, then this counter-balance may be made of a series of articulated weights, as shown, adapted to travel within the standard; but if the standard is solid, of course such counterbalance-weight must travel outside it.

It will be noticed that the standard is curved to the rear from the fixed station. At the highest point which the bracket B reaches the curvature is such as to hold the wires taut, the opposite end of such wire being connected with a swivel, *e*, which in turn is secured to an anchor and hook, *f*, within the frame L, at the fixed station, and the curvature from the highest point to the lowest is such that in the travel of the sliding bracket the wire is always kept taut, or nearly so.

The advantage of the use of this device, which is simple, comparatively inexpensive, and not easily got out of order, will be so apparent to all who have use for such a device that a further description is not deemed necessary, except to say that as many of these devices may be employed as there are departments in a store, be the same more or less, but all leading toward a central fixed station, where the parcels are to be done up for delivery.

What I claim as my invention is—

1. In a parcel-carrier between two stations, and in combination with a curved standard, a sliding bracket embracing said standard, and having a buffer-box and a spring-buffer and an anchor-screw between the two ends of the connecting-wire between the two stations constructed and arranged to tighten the same without changing the position of the support, substantially as described.

2. In a parcel-carrier between two stations, the curved standard and the lifting-bracket, in combination with a counterbalance-weight, and the means, substantially as described, for elevating and lowering said sliding bracket, substantially as and for the purposes specified.

3. The combination, with the standard A, having a rib formed integral therewith, of the vertical sliding bracket B, embracing said standard, and provided with grooved rollers C, running on said rib, substantially as and for the purposes specified.

4. In a parcel-carrier between two stations, a standard and a sliding bracket embracing said standard and adapted to slide thereon, and provided with buffers E, as shown, in combination with stops or collars on said standard, to limit the travel of said sliding bracket, substantially as described.

5. In a parcel-carrier between two stations, a carrier-frame provided with travelers adapted to run upon a wire connecting said stations, said frame having hangers Q, carrying rollers *g*, in combination with the basket P and the flexible cords *h*, passing over said rollers, and having both their ends attached to said basket, substantially as described.

6. In a parcel-carrier, the combination, with a standard and a sliding bracket, of a collar, S, carrying rollers T and U, of the cord W′, one end secured to said bracket, and the other passing over said roller T and carrying a weight, and the cord W, one end attached to the bracket and passing over the roller U and connected with the hoisting-cord, substantially as and for the purpose specified.

7. In a parcel-carrier between two stations, a curved hollow standard, in combination with a sliding bracket, and the means, substantially as described, for elevating and lowering said bracket, in combination with an articulated counter-weight traveling within the bore of the standard and connected with such sliding bracket, substantially as and for the purposes described.

8. In a parcel-carrier between two stations, a curved standard and sliding bracket, in combination with an adjustable bracket embracing and secured to said standard near its upper end, and having a stop for the purpose of tripping the spring-latch of said sliding bracket, substantially as and for the purposes specified.

9. In a parcel-carrier between two stations, a frame, L, constructed substantially as described, and pivotally secured to a proper support, and having a buffer-box, spring-buffer, spring-latch, and a suitable swivel for the purpose of securing the end of the wire connection between such stations, the opposite end of the wire being secured to a sliding bracket traversing a curved standard, substantially as and for the purposes described.

10. In a parcel-carrier between two stations, a post or standard, A, a sliding bracket, B, having anti-friction rollers C, rubber buffers E, and buffer-box F, buffer G, buffer-spring *b*, and wire track H, one end of which is secured to an anchor-screw, I, spring-latch K, frame L, spring-buffer M, spring-latch N, and a turn-buckle, *e*, by means of which the opposite end of the wire track is secured, in combination with a carrier-frame, O, provided with travelers and carrying a basket, P, such carrier-frame having hooks at either end thereof, the adjustable collar-bracket S, and adjustable stop-collar D, the parts being constructed, combined, and operating substantially as and for the purposes set forth.

11. In a parcel-carrier between two stations, and in combination with a curved standard having a sliding bracket traveling thereon, and the stops to limit the travel of such bracket, the pulleys U V, cord W, hoisting-cord Z, and lowering-cord A′, substantially as and for the purposes set forth.

12. In a parcel-carrier between two stations, a vertical hollow standard and a lifting-bracket, in combination with a counterbalance-weight traveling within said standard, and the means, substantially as described, for elevating and lowering said bracket, as and for the purpose specified.

LUCIEN A. SMITH.

Witnesses:
H. S. SPRAGUE,
E. J. SCULLY.