

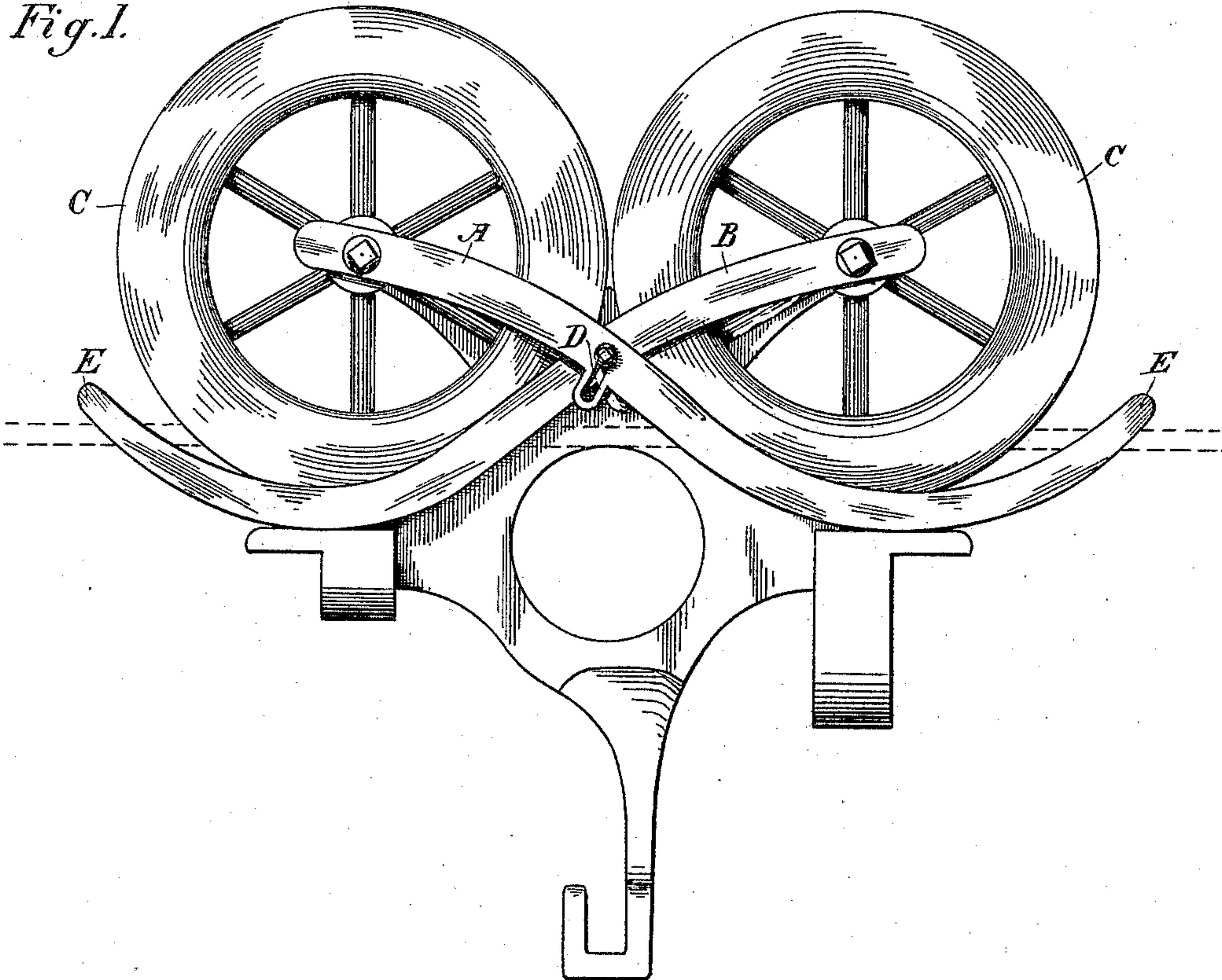
(No Model.)

P. BOLAND.  
CASH AND PARCEL CARRIER.

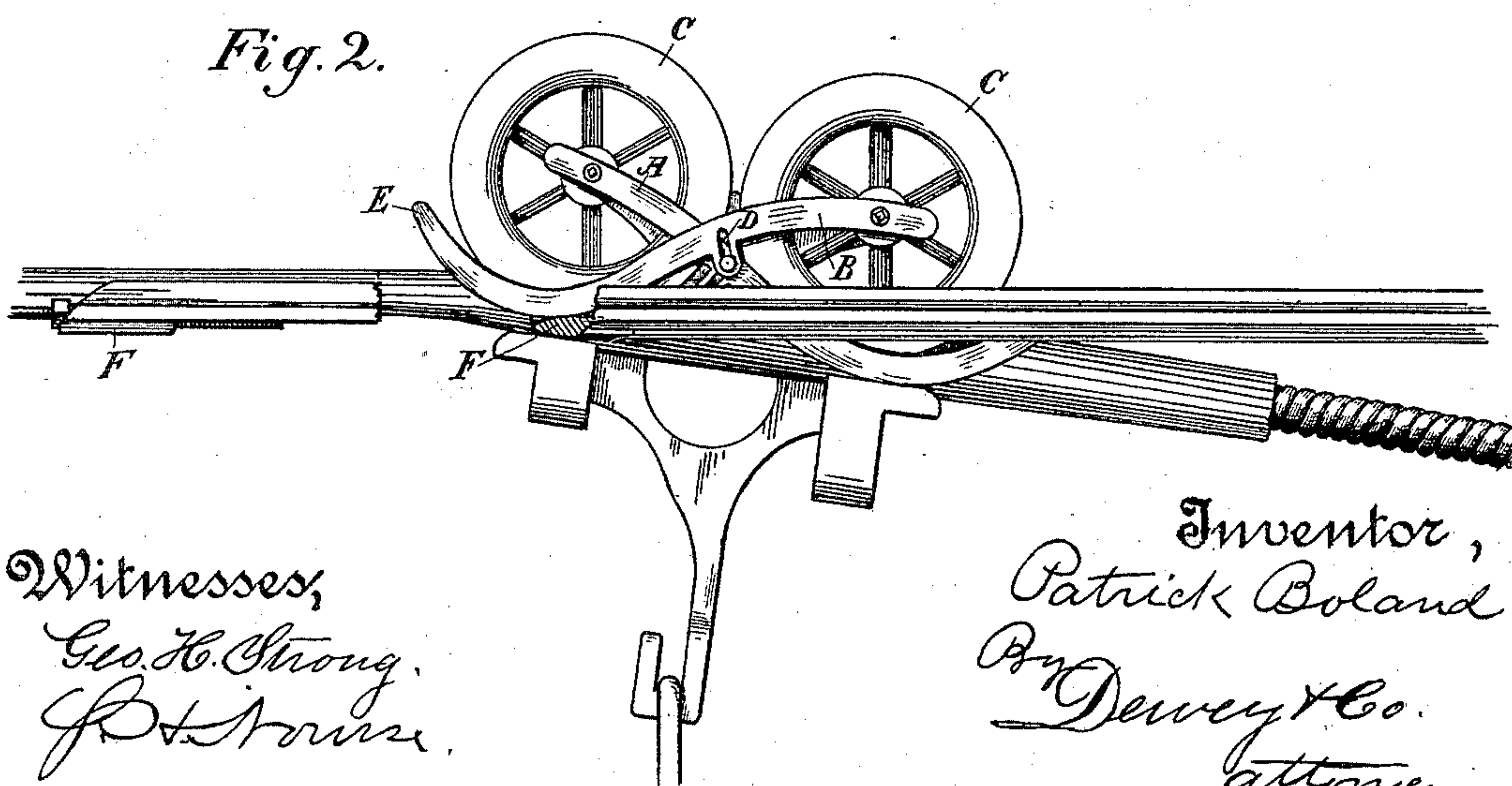
No. 341,725.

Patented May 11, 1886.

*Fig. 1.*



*Fig. 2.*



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Geo. H. Strong,  
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# UNITED STATES PATENT OFFICE.

PATRICK BOLAND, OF SAN FRANCISCO, CALIFORNIA.

## CASH AND PARCEL CARRIER.

SPECIFICATION forming part of Letters Patent No. 341,725, dated May 11, 1886.

Application filed December 31, 1885. Serial No. 187,316. (No model.)

*To all whom it may concern:*

Be it known that I, PATRICK BOLAND, of the city and county of San Francisco, State of California, have invented an Improvement in Cash and Parcel Carriers; and I hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to certain improvements in cash and parcel carriers, such as are used in store service.

It consists of a peculiarly arranged guard or latch, by which the supporting-wheels of the device are prevented from leaving the rope or wire track.

Referring to the accompanying drawings for a more complete explanation of my invention, Figure 1 shows a side elevation of the pulleys and frame with my invention attached. Fig. 2 shows the operation of the device.

In the construction of this particular class of apparatus two deeply-grooved rollers or pulleys are journaled upon a frame, one in front of the other, and the parcel-carrying basket is suspended from the lower part of the frame. The wire or cord upon which the apparatus travels has one end attached at the receiving-desk, and the other is connected with a vertical post at the counter end, so that it may be raised or lowered to change the inclination and cause the car to run either to or from the desk or counter. At the counter end the car runs from the wire into the bight of a rope or cord, which is so arranged that the car and basket may be lowered to a point within reach of the salesman. This end of the wire is supported by an arm or trap, which is bent sufficiently to one side to allow the carriage to pass by it upon leaving the wire and onto the rope. In order to allow the car to pass this trap, it is necessary to have the fixed guard or lower part of the frame which is curved around beneath the pulleys left open upon one side sufficiently to allow the bent arm to pass between this guard and the pulleys, and from this cause there is danger that the car will leave the wire and fall off. In order to prevent this, spring arms or gates have been connected with the frame.

My invention consists of two bent arms, A and B, having one end pivoted to the axles of the wheels C or the frame of the carriage.

These arms cross each other at a central point, and are both slotted at this point with vertical slots D, so that a pin fastened to the back portion of the frame may pass through these slots. The post or pin is thus above the line of the rope, and would catch upon it or the wire and prevent the basket falling in case of accident. The arms are bent downward in a curve, and the outer ends are curved upward, as shown at E, so as to be above the line of the trap which they are to pass, and their lower edges form inclines rising each way from the lowest point, so that when they strike the trap it will raise the ends of the guards high enough to lift them above the slots in the frame, so as to allow the car to pass the trap, after which they drop back into position by their own weight or by gravitation.

It will be manifest that the same result might be obtained by having the fixed pivot at D, instead of slotting the arm at this point, in which case the arms would be slotted where they fitted the pins or ends of the journals of the wheels C, which would allow the lower ends to rise as before when they came in contact with the trap which they are to pass. By this construction I avoid the use of springs, and by the peculiar downward curve, ending in an upward one at the outer ends of the arms, which extend considerably beyond the wheels, I provide a guard which perfectly covers the opening at the side of the frame, and through which it is impossible for the rope to escape. If the apparatus could by any means be thrown off the wire, the central post or pin, about which the arms move, would catch it and prevent the basket from falling. At the same time the upwardly-curved ends allow the trap to lift them easily whenever they strike it, on account of the gradual incline of their lower surfaces.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In combination with the wheels and the frame of the carrier having a side opening, as shown, a gate or guard suspended so as to close the opening in the frame from above, substantially as herein described.

2. The guard suspended from above the opening of the wheeled frame, so that its outer end may be depressed, and having an inclined



surface, which serves to raise it when it comes in contact with the trap, substantially as herein described.

3. The carriage or frame with wheels jour-  
5 naled to it, and with an opening at one side of the frame below the wheels, in combination with an arm or arms having one end jour-  
naled so that the opposite end shall fall by  
gravitation and cover said open lug, said op-  
10 posite end having its lower surface inclined so that the arm may be lifted when passing the trap in either direction, substantially as here-  
in described.

4. The carriage or frame having wheels jour-  
15 naled to it, and a slot or opening at the side below the wheels, so as to pass the trap, in combination with an arm or arms suspended or journaled above the plane of the opening, and extending down so as to cover said open-

ing, said extensions having a double-inclined 20  
lower surface, and projecting beyond the line of the wheels upon each side, substantially as herein described.

5. The carriage or frame having wheels jour-  
naled to it and a slot or opening at the side 25  
below the plane of the wheels to pass the trap, in combination with arms pivoted to the frame, extending in a curve downward, outward, and upward, so as to cover the opening and extend  
beyond the wheels, and a central post or pin, 30  
about which the arms move, substantially as herein described.

In witness whereof I have hereunto set my hand.

PATRICK BOLAND.

Witnesses:

W. P. SULLIVAN, Jr.,  
JAMES E. COYLE.