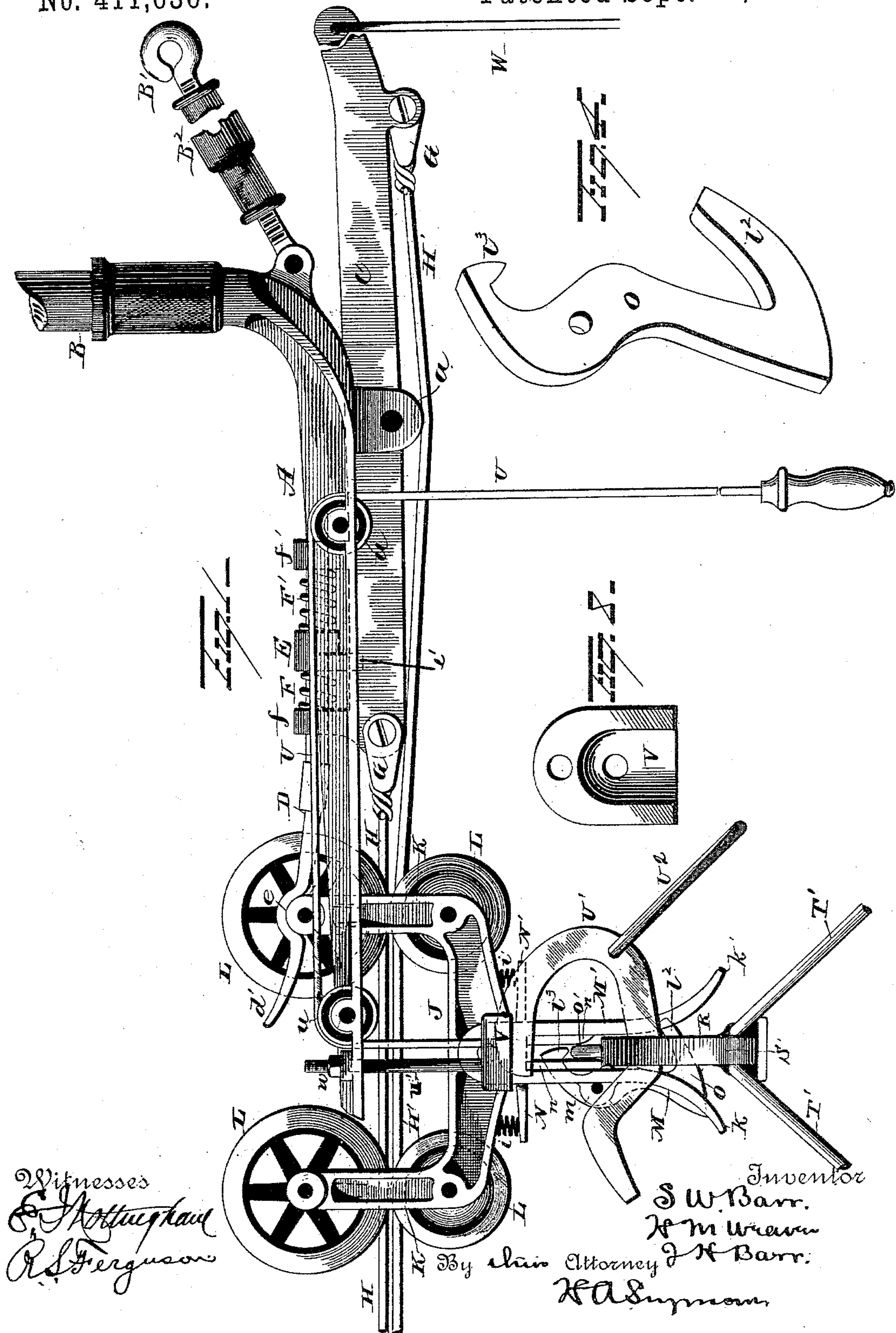


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CASH AND PACKAGE CARRIER.

Patented Sept. 24, 1889.



(No Model.)

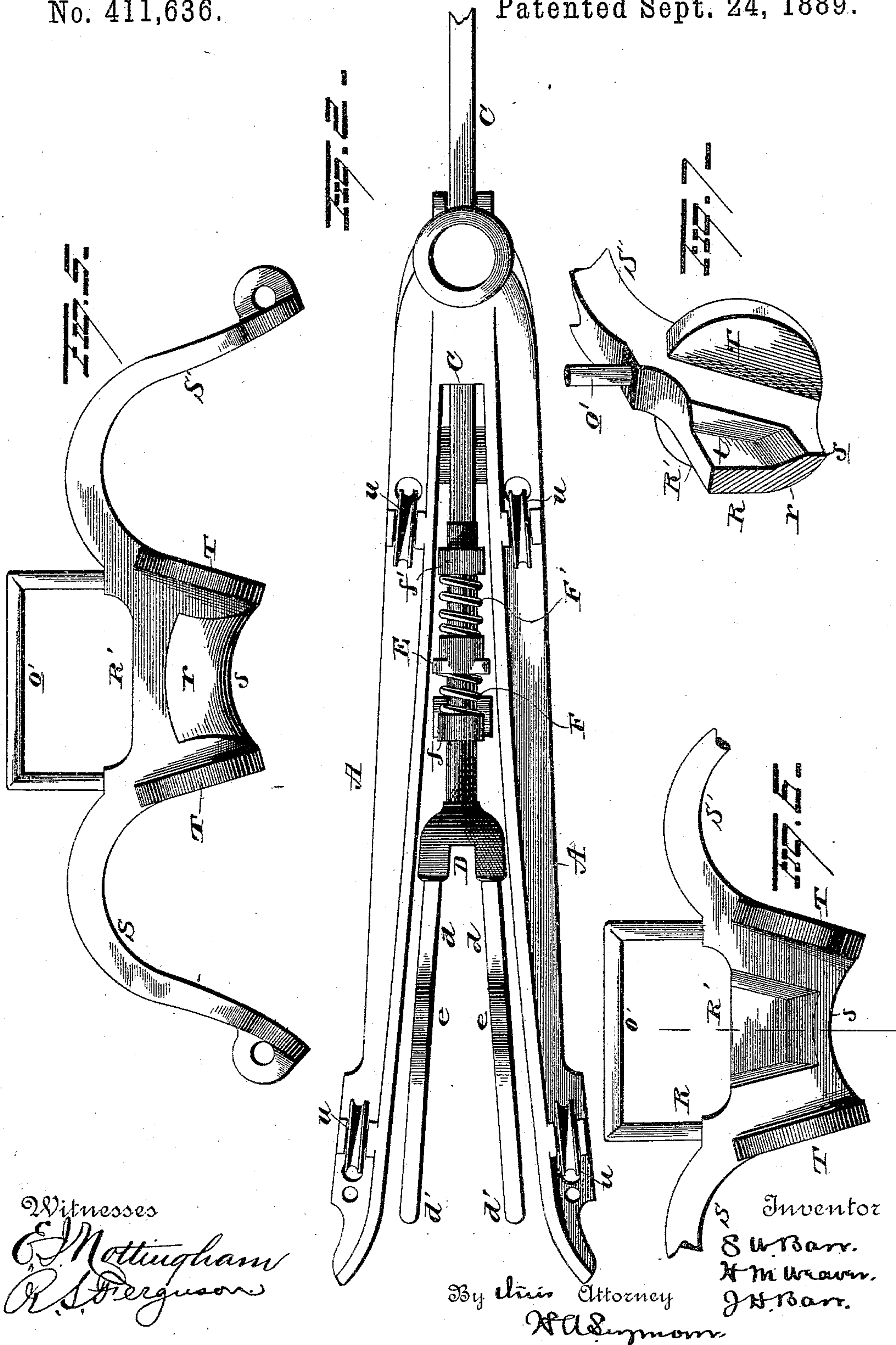
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S. W. BARR, H. M. WEAVER & J. H. BARR.

CASH AND PACKAGE CARRIER.

No. 411,636.

Patented Sept. 24, 1889.



(No Model.)

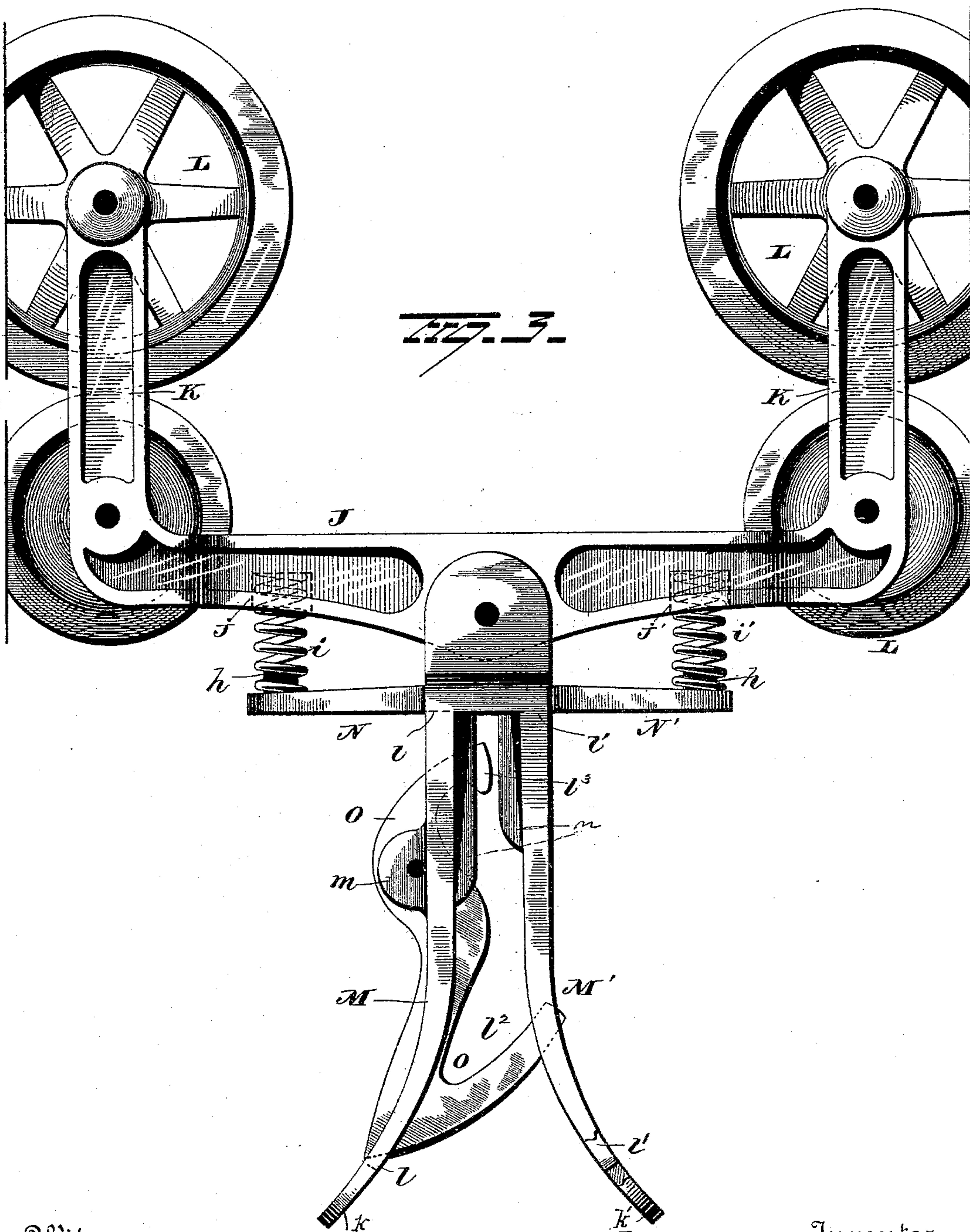
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CASH AND PACKAGE CARRIER.

No. 411,636.

Patented Sept. 24, 1889.



Witnesses
E. Nottingham
R. S. Ferguson

Inventor
S. W. Barr.
H. M. Weaver.

By this Attorney *J. H. Barr.*
H. A. Symmon.

UNITED STATES PATENT OFFICE.

SAMUEL W. BARR, HENRY M. WEAVER, AND JACOB H. BARR, OF MANSFIELD, OHIO.

CASH AND PACKAGE CARRIER.

SPECIFICATION forming part of Letters Patent No. 411,636, dated September 24, 1889.

Application filed November 23, 1888. Serial No. 291,670. (No model.)

To all whom it may concern:

Be it known that we, SAMUEL W. BARR, HENRY M. WEAVER, and JACOB H. BARR, of Mansfield, in the county of Richland and State of Ohio, have invented certain new and useful Improvements in Cash and Package Carriers; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

Our invention relates to an improvement in cash and package carriers.

The object is to simplify the apparatus heretofore employed and at the same time provide an effective apparatus of novel construction; and with this end in view the invention consists in certain features of construction and combinations of parts, as will be hereinafter fully described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in side elevation of our improvement. Fig. 2 is a plan view of the split foot. Fig. 3 is a view in side elevation of the carrier. Fig. 4 is a view in perspective of the double hook. Figs. 5 and 6 are views showing the opposite sides of the basket-holder. Fig. 7 is a view in section through the center of the holder, and Fig. 8 is a detached view of the adjustable block.

A represents a split foot or elbow supported at its rear end by a hanger B, to which it is screwed, and braced by a rod B', which latter may be loosened or tightened at pleasure by the take-up nut B². The branches of this foot are preferably ribbed and slightly tapering and spread outwardly, as shown in Fig. 2, to receive the carrier and allow the free movement of the swinging lever, through which the carrier is actuated and upon which the cushioned latch-fork, which receives and holds the carrier and acts as a cushioned buffer therefor, is yieldingly supported.

C represents this swinging lever, and it is pivoted near its center between a pair of lugs a, one projecting from each branch in such a manner that when in its normal position it extends approximately parallel with the horizontal branches of the split foot.

D represents the latch-fork having a pair of spreading spring-tines d at the forward end, the outer ends d' of which are upwardly rounded to receive and bear gently upon a portion of the carrier and guide the latter gradually to the rounded recesses e, which are designed to receive one end of the carrier and hold it until released. The stem of the fork in this instance is round and extends loosely through a pair of eyelets f f' on the swinging lever. A guide-block E, secured to this stem between the eyelets f f', is provided with projections e' e' on its lower side, which straddle the lever, it being adapted to hold the forked catch in proper position, and also serve as an abutment for the spiral springs F F' on either side thereof, which furnish the fork with a yielding cushion in both movements. The rear spring F' is preferably at least double the length of the other, as it has to withstand greater percussive force than does the other spring. A pair of clips G are pivoted to the swinging lever, one at the forward end and the other at an equal distance from the pivot of the lever, but on the opposite side therefrom. To these clips G ends of the two track-wires H H' are secured, the tension of said wires being such that the swinging lever is held in a horizontal position and the wires consequently parallel and close to each other in order to receive the carrier.

The carrier consists of the frame-piece J, divided and spread apart at its ends and said parts upwardly turned to form four arms K, two at each end, between which the wheels L are journaled. The peripheries of these wheels are grooved to receive the track-wires, and, as they barely have clearance, the wires cannot be removed from them laterally, and hence the carrier or car cannot become accidentally derailed unless some portion of the apparatus becomes broken or disarranged.

A basket-holder, composed of a pair of integral rigid jaws M M', is pivotally secured at its upper end to the frame-piece J. Arms N N' project laterally from this holder beneath the frame-piece J, and these arms are provided on their ends with upwardly-projecting lugs h, which constitute seats for the spiral

springs *i*, the other ends of said springs being inserted in holes *j j'* in the frame-piece. By means of these springs the holder is yieldingly held in a position at right angles to the frame-piece, and although this position of parts is maintained while the carrier is traveling from one place to another the springs relieve the sudden jar which would otherwise result to the basket and its contents with the sudden and almost instantaneous stoppage of the carrier when it reached its destination. The jaws *M M'* are similar in shape and at their lower ends are curved outwardly to form the open lips *k k'*. These jaws are provided with elongated slots *l l'*, the former extending farther into the lip *k* than the other, and a double latch-hook *O* is pivoted between lugs *m* on the jaw *M* and adapted to swing in the slot *l*. The double latch is of peculiar form, the larger hook *l²* being at the bottom and so weighted and proportioned that it normally extends across from one slot *l* to the other *l'*, with its lower end rounded upward, so that anything striking this hook from below at any point between the lips *k k'* will force it back momentarily. At the same time this larger hook extends across from jaw to jaw the smaller hook *l³* on the other end also projects across the space between the guide-ribs *n* on the upper ends of the inner faces of the jaws and in readiness, owing to its being formed on the other side of the pivot from the larger hook, to extend still farther across the space as the larger hook is pushed aside. So it is obvious from the very fact that there is a hook on each end or on either side of the pivot that one hook recedes while the other moves forward, and vice versa.

The basket-holder *R* consists of a saddle-plate *R'* in the center, having a pair of upwardly-curved spreading-arms *S S'* projecting therefrom, and to the outer ends of which the bails *T'*, which support the basket, are pivoted. The saddle-plate is rounded at *r*, on one side tapering down to a sharp edge *s* and hollowed out on the other side *t*. Ears *T* on each side give the holder a finish and prevent the basket from swinging too far laterally. Cables *U* are strung over pulleys *u* in the branches of the split shoe *A*, and hooks *U'* are suspended from said cables and connected by bales *U²* to hold them in position to take under the arms *S S'* of the basket-holder. Blocks *V*, having cavities therein to receive the hooks *U'*, are held by rods *u'*, loosely mounted in the outer ends of the split shoe, the nuts *w* being provided, whereby the blocks are adjusted up and down to receive and stop the hooks *U'* at the proper elevation, as shown in Fig. 1, to catch the arms of the basket-holder.

The operation is as follows: Suppose the carrier to be held on the track-wires between the branches of the split foot *A* by the fork *D*. The hooks *U'* are lowered to the counter or within reach of the operator, and the

basket-holder is placed on them. The cable *U* is then pulled until the staple *o'* and saddle-plate *R'* have forced the lower end of the double hook aside and the former has struck the upper hook *l³*, which prevents it from being elevated too far. The holder is then allowed to drop, the rounded portion *r* forcing the hook *l²* forward beneath it and the upper hook back out of the way. Now to start the carrier, the cable *W* is pulled, thus vibrating the lever *C*, spreading the track-wires *H H'*, and elevating the fork *D*. This starts the carrier, and the spreading apart of the wires behind the wheels of the carrier forces the latter to the cash-counter. When it returns, it is caught by hooks *U'*; but it cannot be removed from the jaws *M M'* unless the cable *U* is again pulled and until the staple *o'* has passed above the small hook *l³* of the double hook. The hook now assuming its normal position, as previously described, throws the smaller hook across the opening *m*, so that by dropping the hooks *U'* the staple *o'* forces the smaller hook of the double hook *O* down and the larger end out, thus opening the passage and leaving an unobstructed path for the saddle-plate to pass out from between the jaws *M M'*. This completes the operation, which is repeated every time cash or packages are sent to the cashier or bundle-clerk.

Having fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. In a cash and package carrier, the combination, with track-wires, of a carrier with wheels adapted to travel on such wires, mechanism for spreading the wires to actuate the carrier, and a longitudinally-movable spring-cushioned locking device connected with said mechanism for holding the carrier, substantially as set forth.

2. In a cash and package carrier, the combination, with track-wires, and a carrier with wheels adapted to travel on such track-wires, of mechanism for spreading the wires to actuate the carrier, a longitudinally-movable spring-cushioned locking device connected with said mechanism for holding the carrier, and means for simultaneously liberating and actuating the carrier, substantially as set forth.

3. In a cash and package carrier, the combination, with track-wires and a carrier adapted to ride thereon, of a swinging lever to which the ends of the wires are fastened, a latch-fork having sliding contact with the lever, and springs for cushioning said fork in each direction, substantially as set forth.

4. In a cash and package carrier, the combination, with track-wires and a carrier adapted to ride thereon, of a swinging lever to which the ends of the wires are pivotally secured, and a fork having sliding contact with the lever, said fork having recesses in its tines to receive and hold the carrier, a guide-block on its stem, said block having lugs

straddling the lever, and springs mounted on the stem on each side of the guide-block, substantially as set forth.

5 In a cash and package carrier, a frame having a double hook both members of which are located in positions to be engaged by the basket-bail, one member being adapted to support the basket, while the other member operates when engaged by the bail to move
10 the basket-supporting member from under the basket-carrying bail.

6. In a cash and package carrier, the combination, with a frame and basket elevating and lowering devices, of a double hook attached to the carrier, both members of the
15 hook being in positions to be engaged by the basket-bail, one member being adapted to support the basket, while the other member when engaged by the bail operates to move
20 the basket-supporting member from under the basket-carrying bail, substantially as set forth.

7. In a cash and package carrier, the combination, with a frame-piece having wheels
25 journaled therein, a pair of integral jaws pivoted to the said frame-piece, and springs interposed between the jaws and frame-piece, of a double hook pivoted in one of said jaws, substantially as set forth.

30 8. In a cash and package carrier, the combination, with a frame-piece having wheels journaled therein, of a pair of integral slotted jaws pivoted to the frame-piece, said jaws having outwardly-spreading lips and integral
35 ribs, springs interposed between the jaws and frame-piece, and a double latch-hook pivoted to one jaw and adapted to swing in the slot, substantially as set forth.

9. In a cash and package carrier, the combination, with a carrier having a pair of jaws
40 pivoted thereto, and a double latch-hook pivoted in one of said jaws, of a basket and basket-holder, said holder having a trip or staple thereon adapted to engage the upper member of the double hook, substantially as
45 and for the purpose set forth.

10. In a cash and package carrier, the combination, with a carrier having a pair of integral jaws pivoted thereto, and a double latch-hook pivoted to one of the jaws, of a basket
50 having bails and holder, the latter having a trip or bail thereon, and a rounded face for operating the double latch-hook, substantially as set forth.

11. In a cash and package carrier, the combination, with a carrier-frame and devices for
55 supporting a basket, of adjustable blocks, and hooks located below the adjustable blocks for elevating the basket to the basket-supporting devices.
60

12. In a cash and package carrier, the combination, with a frame mounted on wheels and having basket-supporting devices depending therefrom, of a split foot, a block adjustably secured thereto, and hooks located be-
65 low the blocks, substantially as set forth.

In testimony whereof we have signed this specification in the presence of two subscribing witnesses.

SAMUEL W. BARR.
HENRY M. WEAVER.
JACOB H. BARR.

Witnesses:

HOWARD B. DIRLAM,
ED. R. STILSON.