

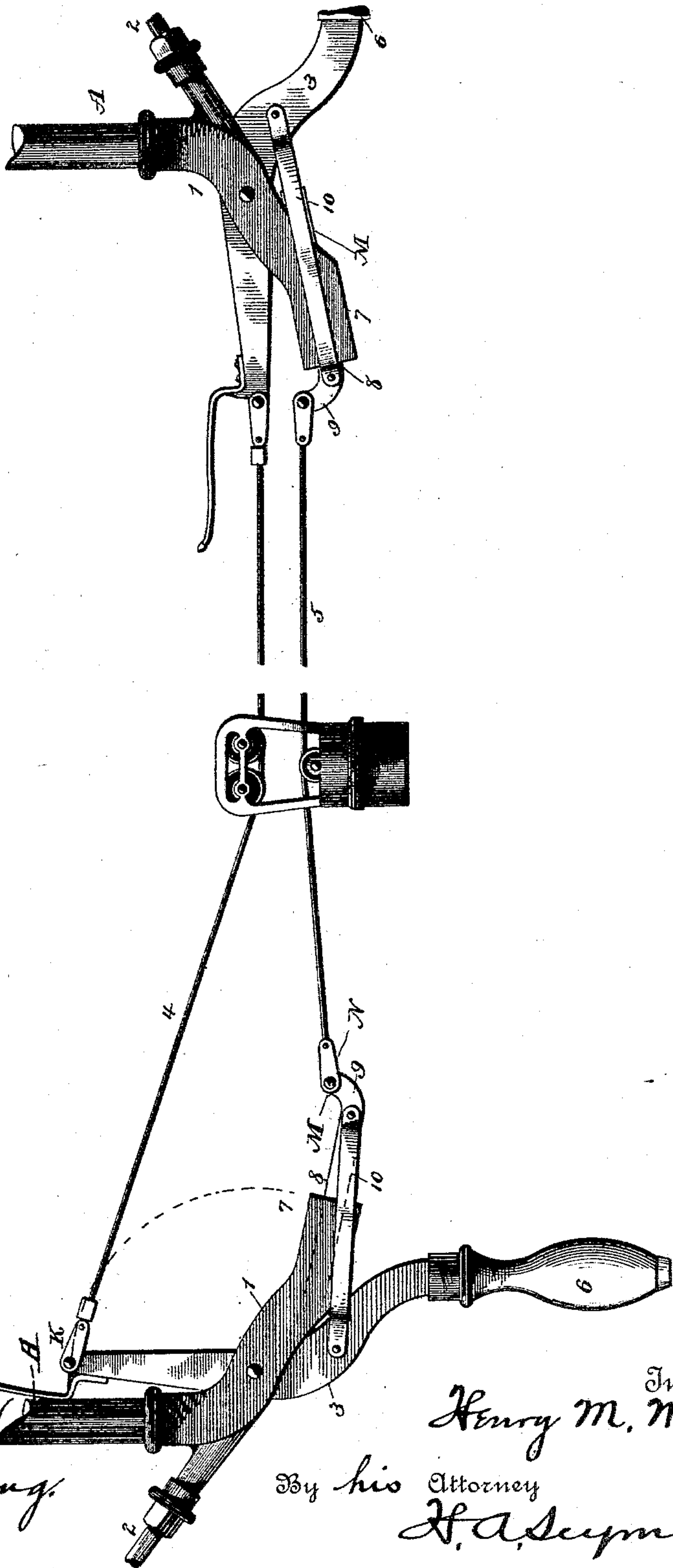
(No Model.)

H. M. WEAVER.

CASH AND PACKAGE CARRYING APPARATUS.

No. 412,143.

Patented Oct. 1, 1889.



Witnesses
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HENRY M. WEAVER, OF MANSFIELD, OHIO.

CASH AND PACKAGE CARRYING APPARATUS.

SPECIFICATION forming part of Letters Patent No. 412,143, dated October 1, 1889.

Application filed March 6, 1889. Serial No. 302,094. (No model.)

To all whom it may concern:

Be it known that I, HENRY M. WEAVER, of Mansfield, in the county of Richland and State of Ohio, have invented certain new and useful
5 Improvements in Propelling Apparatus for Cash and Package Carriers; and I 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 ap-
10 pertains to make and use the same.

My invention relates to an improvement in propelling apparatus for cash and package carriers, and, specifically, it has reference to that class of propelling apparatus in
15 which the carriers are mounted on two track-wires, and are actuated by converging or bringing parallel the wires in front of the carriers and simultaneously spreading them immediately in rear of the carrier in order to
20 impart the required impetus to the carrier by the impingement of the wires against its wheels, due to the distending of the wires.

The object of my invention is to provide mechanism for driving the carriers from one
25 station to another; and to attain this object it consists in means for operating two track-wires in such a manner that while one has the usual spreading motion the other has a slight positive endwise movement in the gen-
30 eral direction of the actuated carrier with a slight upward or downward motion.

The invention further consists in certain novel features of construction and combina-
35 tions of parts, as will be hereinafter described, and pointed out in the claims.

The accompanying drawing is a view in elevation of my improved propelling appara-
tus, with connected track-wires and carrier thereon.

40 Before proceeding with a detailed description it should be made plain that as every part of the propelling apparatus has its counterpart at the opposite end of the line it is hardly deemed necessary to refer to the vari-
45 ous parts in the plural, for corresponding parts are lettered alike, and any reference to one will apply equally to the other.

A represents a hanger depending in the customary manner from the ceiling or other
50 overhead support, and an elbow 1 is secured to the lower end of the hanger, the parts being braced to withstand the weight and ten-

sion of the track-wires by means of a rod 2, extending obliquely from the elbow to the support. A lever 3 is pivoted to the elbow 55 near its bend, and one of the track-wires 4 extends from one of its ends to the end of a corresponding lever at the next station. Handle 6 is formed on the opposite end of the lever, and by means of it the lever is swung by the
60 operator when it is necessary to move it. A sleeve 7 is formed in the lower end of elbow 1, and this sleeve is slightly inclined from a horizontal line. Within it a rod 8 is located and adapted to be slid forward and backward. 65 The forward end 9 of this rod is by preference bent upward, so as to be in proximity to the end of lever 3 when closed, or in its horizontal or approximately horizontal position. From this end 9 the other track-wire 5 ex- 70 tends over to the corresponding part at the other end of the line. This sliding rod 8 is connected to the lower end of lever 3 by means of a connecting-bar 10, pivotally se-
75 cured to each.

It is obvious that in this construction the lower wire has a motion slightly downward or upward as the lever 3 is swung, but other-
wise the wire has a motion in the general di-
80 rection of the track. It may be mentioned, however, in this connection that the position of the wires can be reversed—i. e., the wire which in the drawing is the bottom wire could as well be the upper wire. The tensions of
85 the two wires are always in balance, so that one is always pulling against the other, and as a result of this the parts at the ends of the line always assume exactly opposite positions; or, to be more exact, when one lever 3 is in
90 horizontal or closed position the corresponding lever at the opposite end is in a vertical position or open, and when the rod 8 is drawn in at one end it is shoved out at the other, the
95 result being that when the wires 4 and 5 are farthest apart at one end in the act of starting a carrier they are nearest together at the
other end for the purpose of affording the least possible resistance for the approaching
100 wheels of the carrier. So to operate the device and force the carrier the handle 6 is pulled down, thus raising or spreading the
wire 4, connected with its opposite end, in a circular direction, as indicated by line K L, and the rod 8 is slid outward, giving the con-

nected end of wire 5 a forward and slightly downward movement in the straight line M N.

At the other end, as explained, just the opposite effect is felt, and the parts relax into proper position to receive and stop the carrier, suitable buffers and holding devices being provided to stop and retain the carrier.

It is evident that slight changes might be resorted to in the form and arrangement of the several parts described without departing from the spirit and scope of my invention, and hence I do not wish to limit myself to the particular construction herein set forth; but,

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

1. The combination, with track-wires and supports therefor, of pivoted levers to which the ends of one wire are connected and reciprocating rods connected with the levers and having the ends of the other wire attached thereto.

2. The combination, with track-wires and supports therefor, of pivoted levers to which the ends of one wire are attached and reciprocating rods mounted in inclined bearings and connected to the ends of the other wire.

3. The combination, with a pair of track-wires and supports therefor, of pivoted levers to which the ends of one wire are connected and obliquely-reciprocating rods connected with the levers and having the ends of the other wire connected therewith, substantially as set forth.

4. The combination, with a pair of track-wires and supports therefor, of pivoted levers to which the ends of one wire are connected, reciprocating rods to which the ends of the other wire are secured, and connecting-bars

pivotally connecting these rods to the levers, substantially as set forth.

5. The combination, with a pair of track-wires and carrier, of hangers having elbows thereon, levers pivoted to the elbows, to which the ends of one wire are secured, rods or sliding bars loosely connected with the elbow and having the ends of one wire connected thereto, and connecting-bars pivotally joining the sliding bars and levers, substantially as set forth.

6. The combination, substantially as hereinbefore set forth, in a store-service system, of the supporting-brackets at the in and out stations, the reciprocating bars sliding therein, the track-wire secured to said reciprocating bars, spreading-levers connected mediately or immediately to said reciprocating bars, whereby the levers and bars are moved concurrently, and a wire stretched between the ends of the spreading-levers.

7. The combination, substantially as hereinbefore set forth, in a store-service system, of supporting-brackets at each station, reciprocating bars mounted in said brackets, the track-wire stretched between said bars, spreading-levers connected mediately or immediately with said bars, whereby the movement of one will operate the other, a wire stretched between the ends of said levers, and hand-levers whereby said bars are reciprocated and the spreading-levers moved.

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

HENRY M. WEAVER.

Witnesses:

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