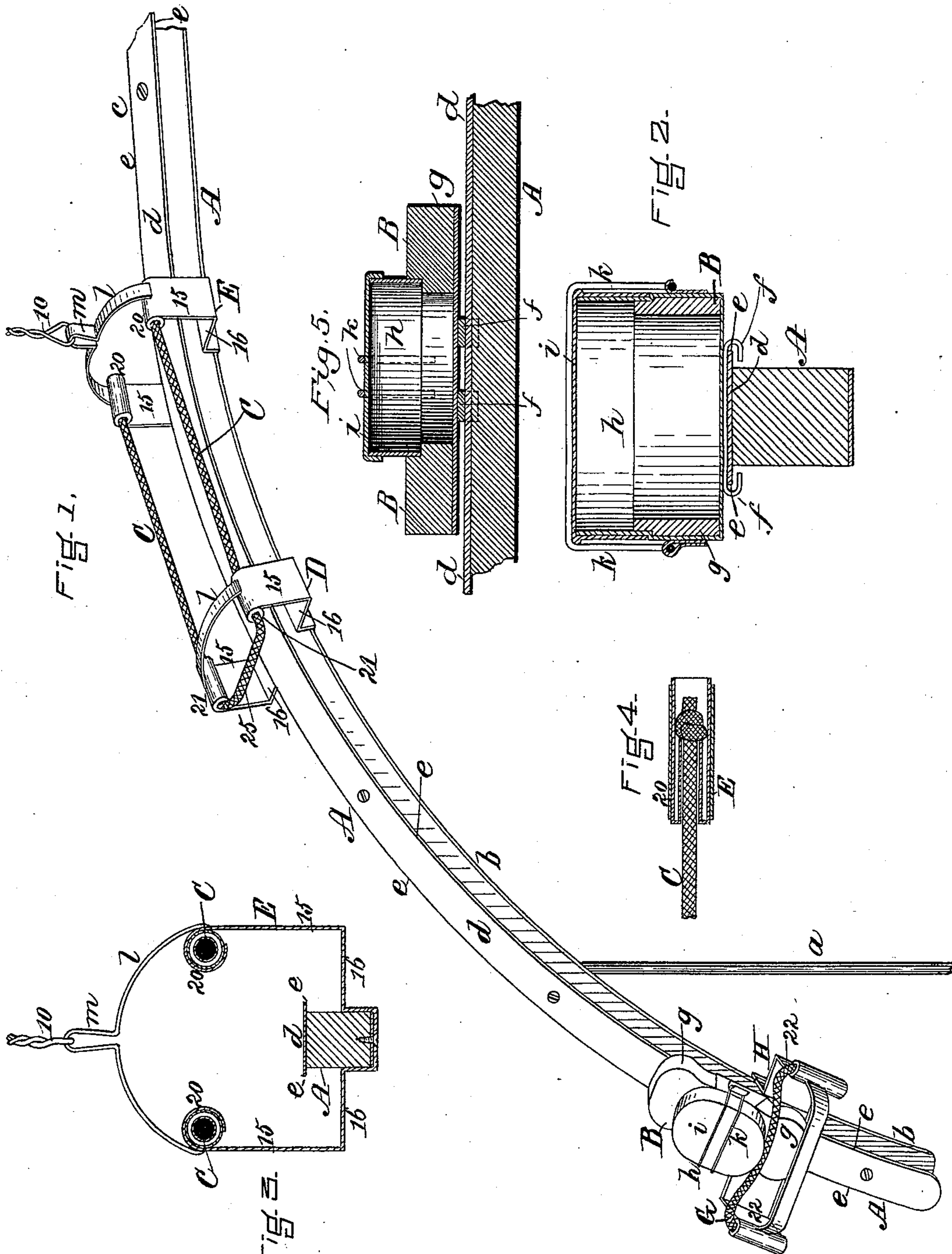


(No Model.)

D. M. SKINNER.  
CASH AND PARCEL CARRIER.

No. 518,201.

Patented Apr. 10, 1894.



WITNESSES.

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Att'y



# UNITED STATES PATENT OFFICE.

DANIEL MOULTON SKINNER, OF CENTRE SANDWICH, NEW HAMPSHIRE.

## CASH AND PARCEL CARRIER.

SPECIFICATION forming part of Letters Patent No. 518,201, dated April 10, 1894.

Application filed December 19, 1893. Serial No. 494,069. (No model.)

*To all whom it may concern:*

Be it known that I, DANIEL MOULTON SKINNER, a citizen of the United States, residing at Centre Sandwich, in the county of Carroll and State of New Hampshire, have invented certain Improvements in Cash and Parcel Carriers, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, making  
10 part of this specification, in which—

Figure 1 is a perspective view of a cash and parcel carrier-apparatus constructed in accordance with my invention. Fig. 2 is an enlarged transverse vertical section of the same  
15 taken through the carrier. Figs. 3 and 4 are sectional details to be referred to. Fig. 5 is a section on a line at right angles to the line on which the section shown in Fig. 2 is taken.

My invention relates to that class of cash and parcel carriers in which the carrier or carriage is impelled along its track or guideway by the force of a spring; and my invention consists in certain novel combinations of parts and details of construction as hereinafter described and specifically pointed out  
20 in the claims.

In the said drawings, A represents a rigid T-shaped track preferably composed principally of wood to diminish its weight, and  
30 terminating in a downwardly curved end-portion *b* which extends from the level of the main portion *c* of the track down to a counter, desk, or other station conveniently accessible to the operator, said track being supported at the desired height by one or more  
35 rods *a* at its terminal end and cords or wires secured to stirrups or hangers arranged at suitable distances apart along the length of the track. The upper portion of the track is  
40 composed of a strip *d* of sheet-metal firmly secured in place and of greater width than the wooden portion beneath, whereby it is caused to project out upon opposite sides of the same to form lateral guides *e, e*, with which  
45 engage flat hooks *f, f*, on the under side of the carrier or carriage B, as shown in Fig. 2. This carrier B is adapted to travel upon the upper side of the track A and may be of any

suitable or approved construction to adapt it to contain either cash or other matter. The  
50 carrier B here shown consists of a base *g* upon which is mounted a metallic case or receptacle *h* for containing cash or other matter, said case being provided with a cover *i* which may be held in place by an elastic cord *k* or other  
55 suitable fastening device. The hooks *f, f*, which are secured to the bottom of the carrier, fit the guides *e, e*, of the track in such manner as to afford considerable play or loose motion, thereby permitting the carrier to  
60 travel freely upon the track, and said hooks *f, f*, are preferably placed as closely together as possible to facilitate the passage of the carrier around curved portions of the track.

C is the carrier-impelling spring which  
65 consists of a looped elastic cord supported above the level of the track by means of metallic stirrups or hangers D, E, which form supports for said cord C and are secured to the bottom of the track A, their legs or side-pieces  
70 15 extending upward above the level of the track as shown in Figs. 1 and 3. Each of said side-pieces 15 has an offset 16 whereby sufficient space is afforded between the two side-pieces of each stirrup to allow of the free passage of  
75 the carrier over the track from one station to another, the height of the side-pieces 15 being such as to permit the carrier, on entering the station, to pass under the cord C without interfering therewith. The sides of each of  
80 the stirrups D, E, are connected by a strengthening brace 1, the brace of the stirrup E being provided with an eye *m* to which is secured one of the track supporting cords or  
85 wires 10 extending up to the ceiling or other surface from which the apparatus is suspended, a series of similar cords and hangers (not shown) being arranged at suitable distances  
90 apart along the main portion of the track to hold the same in its proper position; additional bracing cords or wires being secured if desired to the stirrups to prevent lateral motion of the track. The two ends of the elastic cord C are knotted and secured within  
95 tubular sockets 20 formed at the tops of the sidepieces of the stirrup E, as shown in Fig. 4,



said spring at its looped end passing through tubular guides 21 formed at the upper ends of the sides of the stirrup D, the contraction of the spring being limited by bringing up  
5 against the said tubular guides 21.

G is a buffer composed of a piece of elastic cord extending transversely across the track A and having its opposite ends secured to the side pieces 22 of a stirrup H, which form supports for said cord G, said stirrup H being of substantially similar construction to the stirrup E and likewise secured to the under side of the track A, said buffer-cord G being thus  
10 located in a position to intercept the carrier B on its arrival from a station at the opposite end of the track and prevent any undue shock or concussion.

In operating the apparatus, the looped end 25 of the cord C is placed over the rear end of the casing *h* of the carrier B which is then drawn back by the hand until a sufficient tension has been put upon the spring C, which on being released suddenly contracts with great force, causing the carrier with its contents to be impelled or shot forward to the  
25 opposite end of the track where it brings up against a buffer similar to that G above described, after which it may be sent back to its first position by means of another impelling spring at that end of the track similar to the one above described. By raising the  
30 buffer cord G out of the path of the carrier B, the latter will be free to be drawn off from the lower end of the track A, and again placed in position upon the same, the facility with which the carrier can thus be removed from and replaced upon the track presenting many advantages over apparatus in which the carrier runs upon a wire track, as in the latter case  
35 the carrier cannot be removed from the track without unfastening one end of the same. If desired the buffer may be removed and the carrier caused to run off the foot or lower end of the track into a basket or other receptacle placed to receive it. By thus constructing a  
40 rigid track for the carrier with a downwardly curved end-portion forming a terminal or station, it will be obvious that the carrier when arrested by the buffer G at the end of its traverse, will be below the level of the main portion of the track, and in a convenient position to be received by the operator and again started on its forward course to the opposite end of the track without the trouble and inconvenience of reaching up the arms.  
55

Another advantage resulting from the use of my rigid track is, that it never stretches or sags, thereby always maintaining its proper level and avoiding the necessity of straining

or tightening it up as is required with a wire track.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In a cash and parcel-carrier-apparatus, the combination of a carrier, a rigid track for  
65 the same provided with guides for said carrier, whereby it is adapted to travel upon the surface of the track, said track terminating in a downwardly curved end-portion, the impelling spring C consisting of an elastic cord,  
70 and supports for the same secured to the track, substantially as and for the purpose set forth.

2. In a cash and parcel-carrier-apparatus, the combination of a carrier, a rigid track for the same provided with guides for said carrier and terminating in a downwardly curved  
75 end-portion, a carrier-impelling spring consisting of an elastic cord and supports for the same secured to the track, and a buffer consisting of an elastic cord G having its opposite ends secured to supports secured to the track, said carrier being free to run off the  
80 lower end of the downwardly curved end-portion of the track when said buffer is removed out of the way, substantially as set forth. 85

3. In a cash and parcel-carrier-apparatus, the combination, with the carrier, and the rigid track for the same provided with suitable guides for said carrier, and terminating in a downwardly curved end-portion, of the  
90 impelling spring C and its supporting stirrups D, E, secured to the track, said spring C consisting of a looped elastic cord passing through tubular guides at the ends of the stirrup D and having its ends secured to the stirrup E, all arranged to operate substantially in the manner and for the purpose set forth. 95

4. In a cash and parcel-carrier-apparatus, the combination of the rigid track A provided on its edges with guide-flanges *e*, the carrier  
100 B having the hooks *f* adapted to engage the flanges *e*, the impelling spring C consisting of an elastic cord adapted to engage said carrier, the spring-supporting stirrups D, E, secured to the track and having tubular guides  
105 21 and sockets 20 at their ends to receive and support the spring C, and the spring buffer G and its supporting stirrup H secured to the track, all constructed and arranged to operate substantially as and for the purpose set forth. 110

Witness my hand this 14th day of December, A. D. 1893.

DANIEL MOULTON SKINNER.

In presence of—

P. E. TESCHEMACHER,  
HARRY W. AIKEN.