

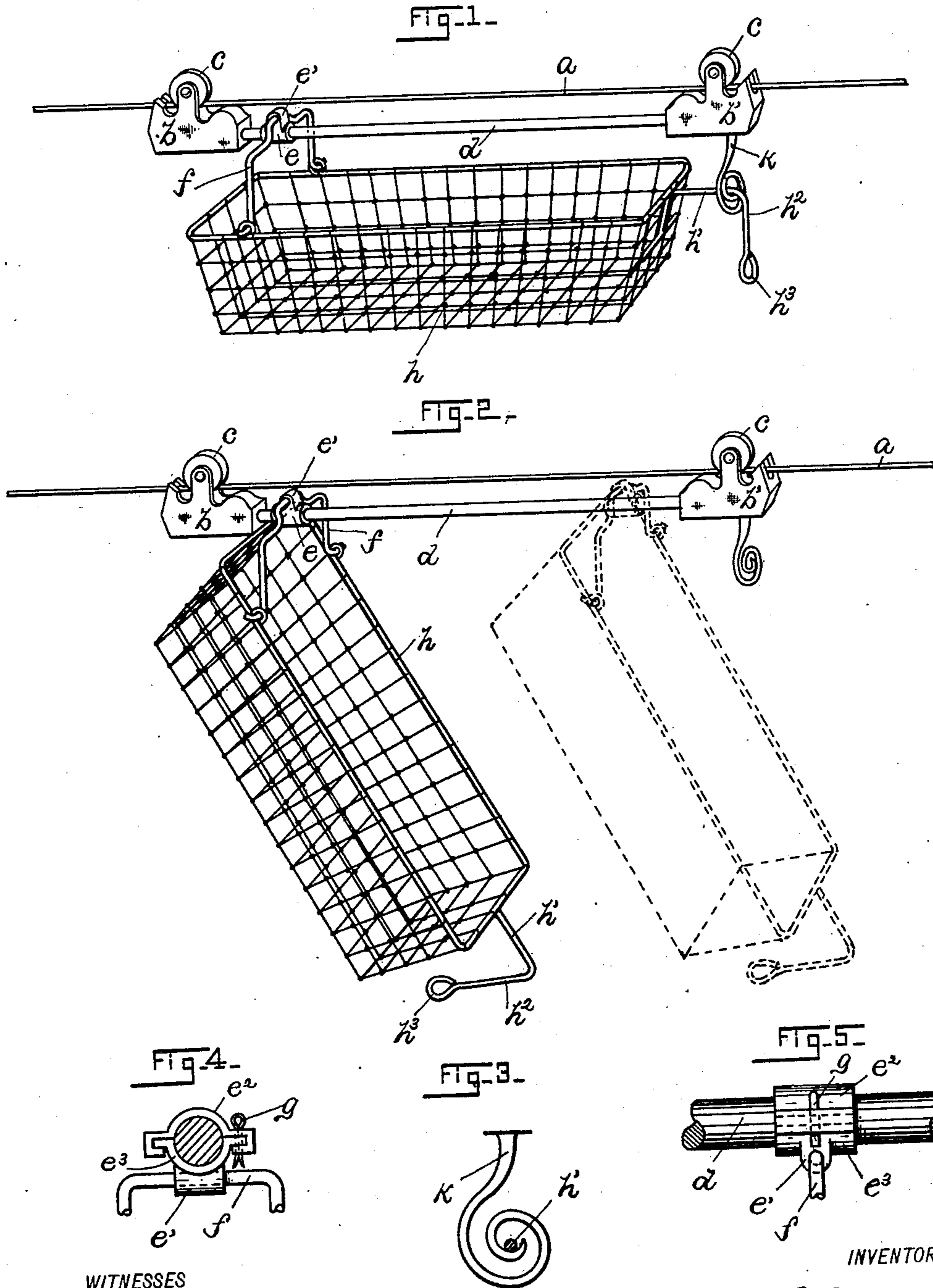
No. 677,903.

Patented July 9, 1901.

M. C. SWEZEY.  
CASH CARRIER.

(Application filed Oct. 22, 1900.)

(No Model.)



WITNESSES

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# UNITED STATES PATENT OFFICE.

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## CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 677,903, dated July 9, 1901.

Application filed October 22, 1900. Serial No. 33,843. (No model.)

*To all whom it may concern:*

Be it known that I, MOSES C. SWEZEY, a citizen of the United States, residing at New Haven, in the county of New Haven and State of Connecticut, have invented certain new and useful Improvements in Cash-Carriers, of which the following is a full, clear, and exact description.

This invention is in that class of carriers and supports for the same provided for the rapid transmission of parcels, memorandum-books, cash, and the like small articles in stores; and my immediate purpose is to simplify and render more convenient of operation that class of devices.

While my improved carrier may be propelled by springs or other mechanically-produced power, I prefer to use it as a so-called "push-car"—that is to say, I mount it to run freely on a substantially horizontal wireway, so that it may be impelled along the said way by a single push of the attendant's hand.

In order to explain my said improvements clearly, I have provided the accompanying sheet of drawings, in which—

Figure 1 is a side elevation of a wireway having mounted thereon a basket-car embodying the several features of my invention. Fig. 2 is a similar view showing in full lines the car in the position which it assumes when it is dropped at one end to allow the removal or insertion of parcels, &c. In the same figure the said basket is shown in dotted lines as drawn forward for a purpose hereinafter explained. Fig. 3 is a detached view, somewhat enlarged, of a bracket by means of which one end of the basket is supported in its elevated position. Figs. 4 and 5 are side and end views of a modified form of the collar by means of which one end of the basket-carrier is detachably connected to the wheeled carriage.

In the drawings the letter *a* indicates a wireway, here shown as horizontal.

*b b'* denote frames, (usually of cast metal,) in each of which is journaled a grooved wheel *c*, and said frames are joined by a rod *d*, that approximates in length the car or receptacle to be used. The rod *d* and connected frames *b b'* form a single rigid structure when they are assembled ready for use.

Mounted to slide freely on the rod *d* is a collar *e*, that is formed with a transversely-bored radial portion *e'*, in which is pivoted a wire *f*, of bail form, whose opposite ends are pivoted in the side wires of a basket *h* near one end of said basket. Secured to and extending outwardly from the other end of the basket is a wire *h'*, which for convenience of operation is bent downward, as at *h<sup>2</sup>*, and terminates in an eye *h<sup>3</sup>*. The said downward bend *h<sup>2</sup>* also serves as a stop to limit the endwise movement of the basket relatively to the described wheel-carriage when the complete carrier is in service. Secured to and depending from the frame *b'* is a bracket *k*, that is preferably formed of a single piece of wire bent into the form of an openly-wound helix, the space between the coils being such as to readily receive the wire *h'* and support the same by means of the curved inner end of the said helix, as best seen in Fig. 3. This simple and inexpensive means for supporting the wire *h'* and the attached basket permits the said wire to be readily disengaged from the helical bracket whenever it is desired to drop that end of the basket, but effectually prevents the accidental separation of the wire *h'* and helix during the shock of starting or stopping the carrier, and the bent-wire portion *h<sup>2</sup>*, coacting with the helical bracket, serves to limit the endwise displacement of the basket, as I have stated above.

When it is desired to use my described carrier, (assuming that it is in the position of Fig. 1,) the wire eye *h<sup>3</sup>* is grasped and moved with a helical movement, so as to remove the wire *h'* from the bracket *k*. The basket is then preferably drawn forward, during which movement the collar *e* slides along the fixed rod *d* and the end of the basket is lowered, as in dotted lines in Fig. 2, thus placing the basket in such position that parcels and other articles may be conveniently placed therein or removed therefrom. This arrangement of wheeled carrier and basket makes it possible to slide the basket from underneath the wheeled carrier, thereby affording unobstructed access to the entire basket. Heretofore basket-carriers of this general class have sometimes been spring-cushioned in such manner that a very limited endwise movement of the basket relatively to

the wheeled carrier is possible, provision being thus made for cushioning and relieving the otherwise sudden shock when the car is stopped. Such constructions should not, however, be confounded with my described present improvement, which seeks to allow the basket to be freely moved along its support and removed from underneath said support for the purpose explained. The free end of the basket is then raised, the collar *c* is slid back to its normal position on rod *d*, and the wire *h'* is entered in bracket *k*, when the complete carrier is ready to be again impelled along the wireway.

When it is desired to entirely detach the basket *h* from the rod *d*, it may be readily accomplished in the form of carrier illustrated in Figs. 1 and 2 by springing the free ends of the bail *f* out of the side wires of the basket, or, if preferred, the collar may be formed of two interlocked separable sections *e<sup>2</sup>* *e<sup>3</sup>*, as seen in Figs. 4 and 5, in which case the bail *f* would be hung in the lower of said sections, and in order to prevent the accidental separation of said sections they may be locked together by a cotter-pin *g*, as illustrated.

My described improvements are of extremely simple construction. They are easily understood and readily operated, and I find in practice that they add materially to the convenience of this class of devices.

Having thus described my invention, I claim—

1. In a carrier of the class referred to, in combination, a wheeled carriage, a parcel-receptacle suspended from said carriage, and means for connecting the receptacle and carriage whereby the former may be freely moved longitudinally relatively to the latter,

in order that articles may be readily placed in and removed from said receptacle.

2. In combination, a carriage consisting of wheeled frames connected by a rod as set forth, a collar mounted to slide on said rod, and a receptacle suspended from the said collar.

3. In combination, a carriage consisting of wheeled frames connected by a rod as set forth, a two-part separable collar mounted to slide on said rod, and a receptacle suspended from the said collar.

4. In combination, a carriage consisting of wheeled frames connected by a rod, as set forth, a collar mounted to slide on said rod, a parcel-receptacle, and means for suspending the said receptacle consisting of a bail that is hinged to the collar and to the sides of the receptacle, substantially as set forth.

5. In combination, a carriage consisting of wheeled frames connected by a rod, a collar mounted to slide on said rod, a receptacle of basket form suspended at one end from the said collar, and means for detachably supporting the other end of the said basket.

6. In combination, a wheeled carriage including a rod *d*, a collar mounted to slide on said rod, a receptacle suspended at one end from said collar, and means consisting of a wire extending from the free end of the basket, and a coacting helical bracket secured to the said wheeled carriage, for supporting the said free end of the basket in its elevated position.

Signed at New Haven, Connecticut, this 16th day of October, 1900.

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Witnesses:

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