No. 815,130. PATENTED MAR. 13, 1906.

C. L. SWEZEY.

CASH CARRIER.

APPLICATION FILED NOV. 20, 1905.

2 SHEETS—SHEET 1.

Fig. 1

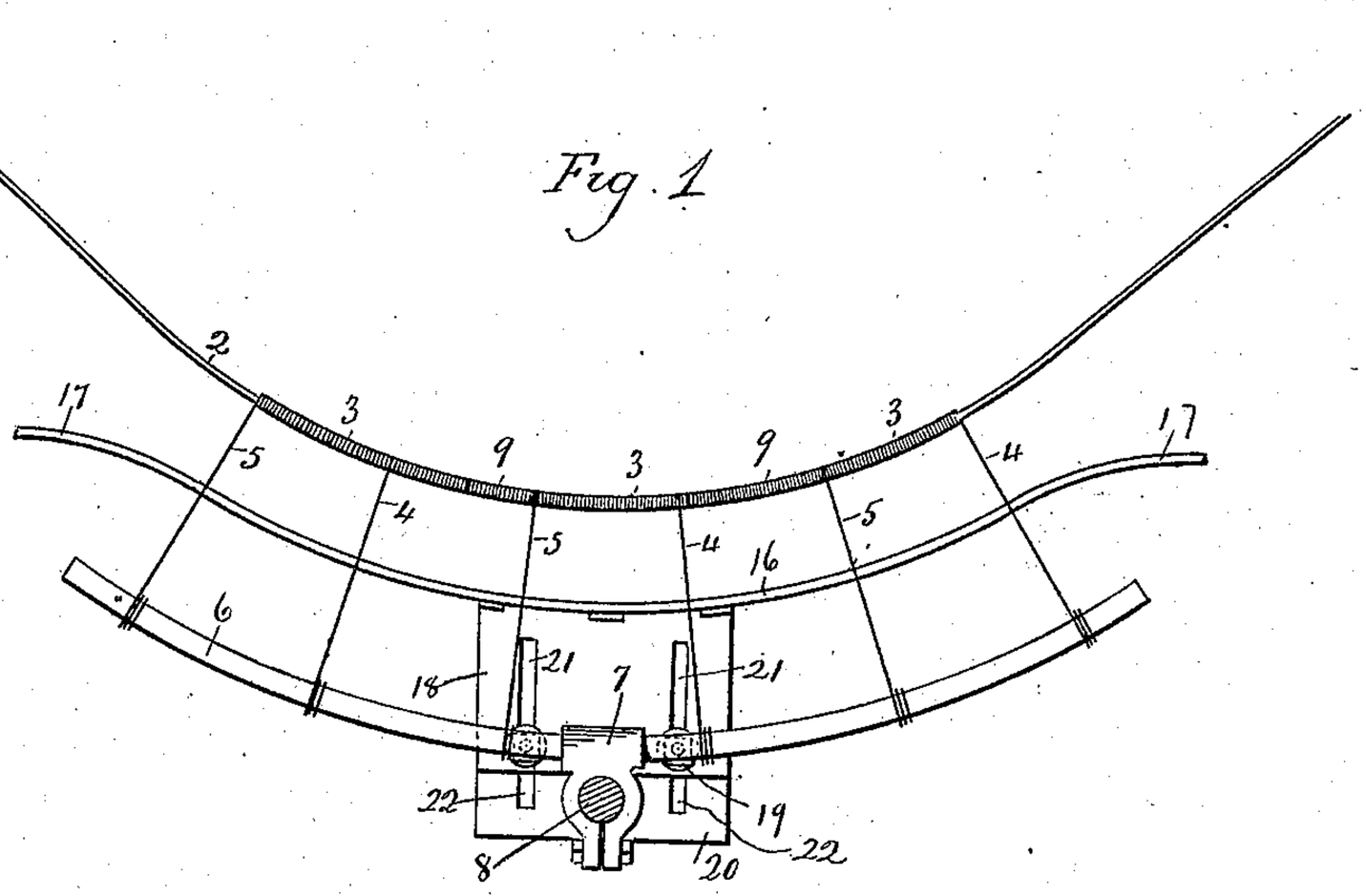



Fig. 2

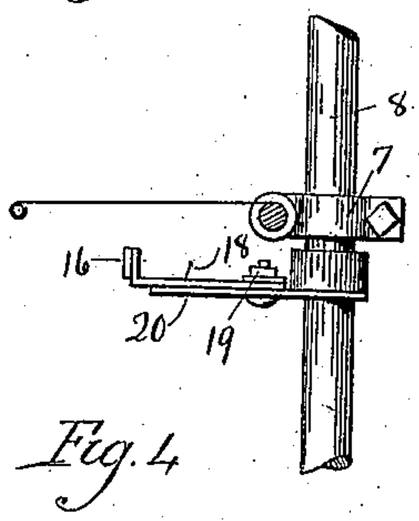



Fig. 3

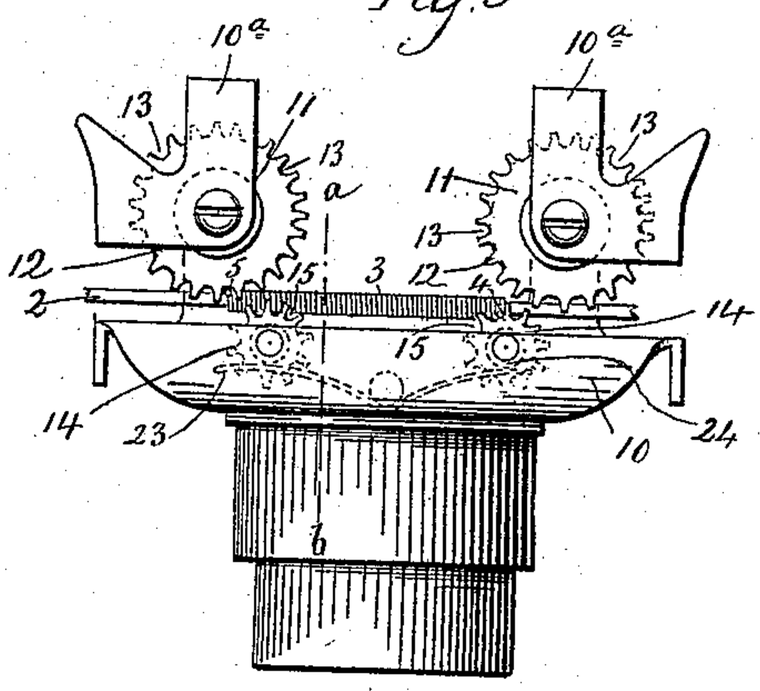
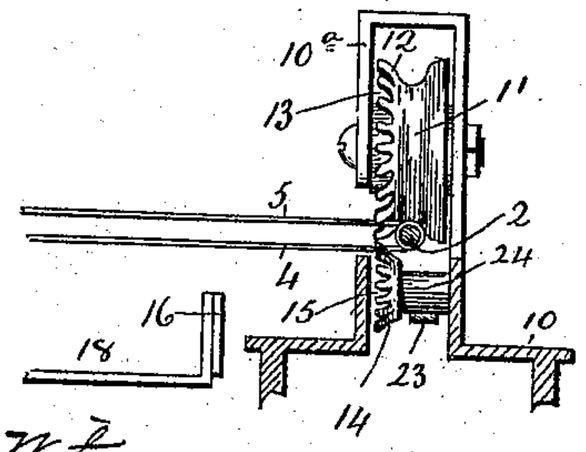



Fig. 4




Witnesses.
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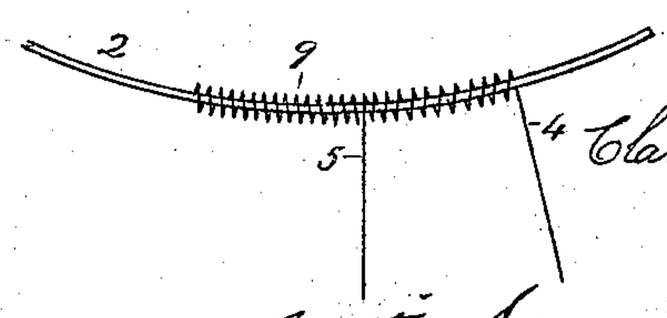
Fig. 5

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2 SHEETS—SHEET 2.

Fig. 6

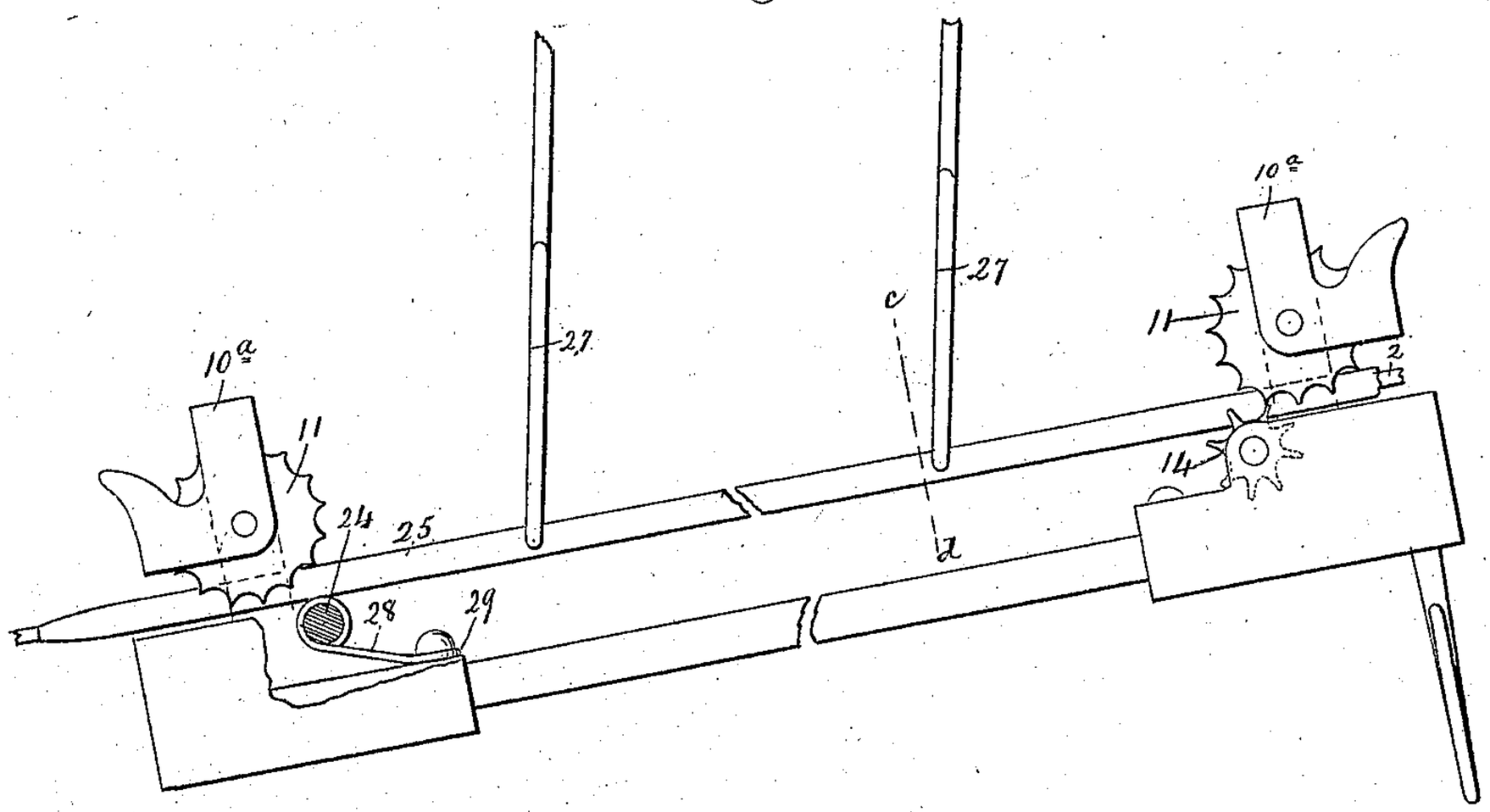
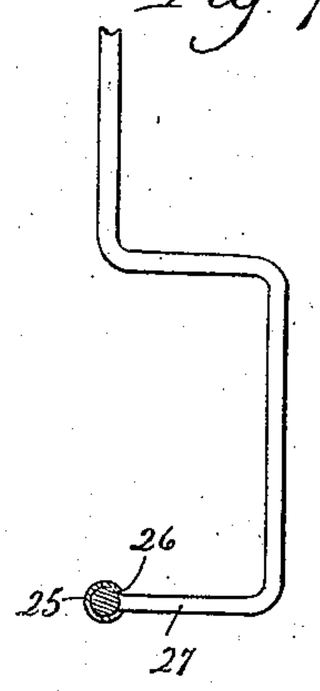



Fig. 7

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# UNITED STATES PATENT OFFICE.

CLARK L. SWEZEY, OF WEST HAVEN, CONNECTICUT.

## CASH-CARRIER.

No. 815,130. Specification of Letters Patent. Patented March 13, 1906.

Application filed November 20, 1905. Serial No. 288,211.

*To all whom it may concern:*

Be it known that I, CLARK L. SWEZEY, a citizen of the United States, residing at West Haven, in the county of New Haven and State of Connecticut, have invented a new and useful Improvement in Cash-Carriers; and I do hereby declare the following, when taken in connection with the accompanying drawings and the numerals of reference marked thereon, to be a full, clear, and exact description of the same, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a top or plan view of a portion of a carrier-track, showing the means for holding the same out of a straight line; Fig. 2, a side view of the same; Fig. 3, a side view of a carrier constructed in accordance with my invention and shown as located upon a track-wire; Fig. 4, a sectional view on line *a b* of Fig. 3. Fig. 5 illustrates a portion of a track-wire, showing one of the coils 3 and one of the coils 9 mounted thereon; Fig. 6, a broken side view of a car on the track supported from above, whereby a section of the track may be inclined to a greater extent than the main portion; Fig. 7, a side view of one of the track-supports adapted for overhead suspension.

This invention relates to an improvement in cash-carriers or parcel-carriers, or, in other words, a device comprising a holder having a wheel or wheels mounted therein and adapted to run upon a wire or other suitable track. As usually arranged, the track for these cash or parcel carriers must be arranged in a straight line; but it is frequently desirable to turn the tracks around corners or at times to elevate the track at certain points.

The object of this invention is to arrange the track so that corners may be turned or the track curved, and to construct a car so as to ride upon the said track and pass the necessary supports; and the invention consists in the construction hereinafter described, and particularly recited in the claims.

In illustrating my invention I show a short section 2 of the usual track-wire extending from one station to another. Usually the track between the stations has to be in a straight line; but to make a turn transversely I place coils of wire 3 upon the track-wire and connect the ends 4 and 5 of these coils, which form transverse supports, with a bar 6, which may be curved, as shown, or straight, the said bar passing through a clip 7, which may be clamped to the upright post 8 or other convenient point. Between the coils 3 I place coils 9, so as to form an even surface upon the track-wire. The car 10, which may be of any approved construction and adapted for use as a cash or parcel carrier, is provided with grooved wheels 11 in the usual manner, except that the flanges 12 at the outside are formed with a series of notches 13, which permit the wheels to pass over the end wires 4 and 5. The supports $10^a$ at one side of the car are separated at their lower ends from the main portion 10, so as to leave a clearance-space for the transverse supporting-wires. It will be seen that the end wire 4 extends over the lower edge of the wire 2, while the end wire 5 extends over the upper edge of the wire 2. In many cases the end wires 4 would not interfere with the passage of the wheels 11, and in order to insure holding the wheels upon the track I mount small rollers 14, having notches 15, which receive the end wires 4 as the car passes over them, so that as the car passes over the track-wire 2 the end wires 4 enter the notches 15 in the rollers 14 and the end wires 5 enter the notches 13 in the wheels 11, thus permitting the car to pass over the end wires without interference and assuring the retention of the car upon the track-wire. In connection with this formation of a corner I employ a guard 16, which throughout its main portion is bowed corresponding to the curvature of the track-wire and having ends 17 flaring outward from the track-wire. This guard is connected to the outer edge of a plate 18, which is connected by bolts 19 with a plate 20, adapted to be clamped to the post 8 below the clip 7. The bolts 19 extend through slots 21 and 22 in the respective plates, so that the plate 18 can be moved toward or from the track-wire, according to the swing of the car, it being intended that the car shall ride against the surface of the guard, so as to prevent the car from tipping as it passes around the corner and prevent the car coming in contact with the transverse supporting-wires.

Preferably, and as herein shown, I arrange a friction-spring 23 to bear upon the axles 24 of the rollers 14. This spring is not absolutely necessary and may be omitted, if desired, as, in fact, may also the rollers 14. If preferred, the notches in the wheels 11 may be omitted, in which case the notched rollers 14 will be necessary. It will also be apparent that instead of employing the coils of wire and extending the ends therefrom to form a

curve the wires may be secured directly to the track and extended transversely therefrom; but, as above stated, coils are preferable, as they form an even surface at the curve, and the strain on the end wires of the coil tighten the coils upon the track.

If it is desired to incline the track at any point to a greater extent than the main portion of the line, a section of the track may be supported from above, and for this purpose I place upon the track a sleeve 25, tapered at the ends so as to merge into the track, and provide this sleeve with holes 26 on one side to receive stiff supporting-wires 27, which extend transversely from the sleeve so as to clear the wheel-supports $10^a$, thence upward to a point above the line of the top of the car, thence inward into the plane of the track, and thence upward to any convenient point of attachment, the car being free to pass these supports in the same way as it did the transversely-arranged end wires before described.

In Fig. 6 of the drawings I have represented the form of car as usually employed for a parcel-carrier, and in such cars it may be desirable that the teeth of the rollers 14 should be held in proper position to receive the supporting-wires between them, so that instead of employing a flat spring 22, as before described, I may mount a coiled spring 28 upon the axles 24, securing one end to the axle and the other end 29 to the body of the car, so that while the rollers 14 are free to turn to pass the transverse supports they will at once return again to such position as to insure the transverse supporting-wires entering between the teeth.

I claim—

1. The combination with a carrier-track, of coils of wire mounted thereon at a point where a bend or support is to be made, the ends of said coils connected with a fixed point, substantially as described.

2. The combination with a carrier-track, of a series of coils of wire arranged thereon, the ends of said coils extending to a fixed point whereby the track is supported, said coils separated from each other, and intermediate coils located between the coils first mentioned, whereby a track of uniform diameter is produced at the point of support, substantially as described.

3. The combination with a carrier-track having coils of wire arranged thereon, the ends of said coils extending to a fixed point whereby the track may be supported, and a carrier having a wheel arranged to ride on said track, the flange of said wheel having notches permitting the wheel to pass said end wires, substantially as described.

4. The combination with a carrier-track having coils of wire arranged thereon, the ends of said coils extending to a fixed point whereby the track may be supported, a carrier having a wheel arranged to ride on said track, the flange of said wheel having notches permitting it to pass said end wires, and guide-rollers arranged below said wheel and having notches to receive said end wires, substantially as described.

5. The combination with a carrier-track, supports connected therewith and extending to one side thereof, whereby the track is held in a curved line, a car having a notched wheel adapted to ride on said track-wire, and a guard arranged substantially parallel with the curved portion of the track-wire in a plane below the same, substantially as described.

6. The combination with a carrier-track, supports connected therewith and extending transversely therefrom, a car adapted to ride on said track and having a notched wheel whereby the wheel may pass the transverse supports, substantially as described.

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

CLARK L. SWEZEY.

Witnesses:
FREDERIC C. EARLE,
CLARA L. WEED.