(No Model.) 2 Sheets—Sheet 1.

W. R. DEAN & W. H. BARNETT.

CASH AND PARCEL CARRIER.

No. 421,822. Patented Feb. 18, 1890.

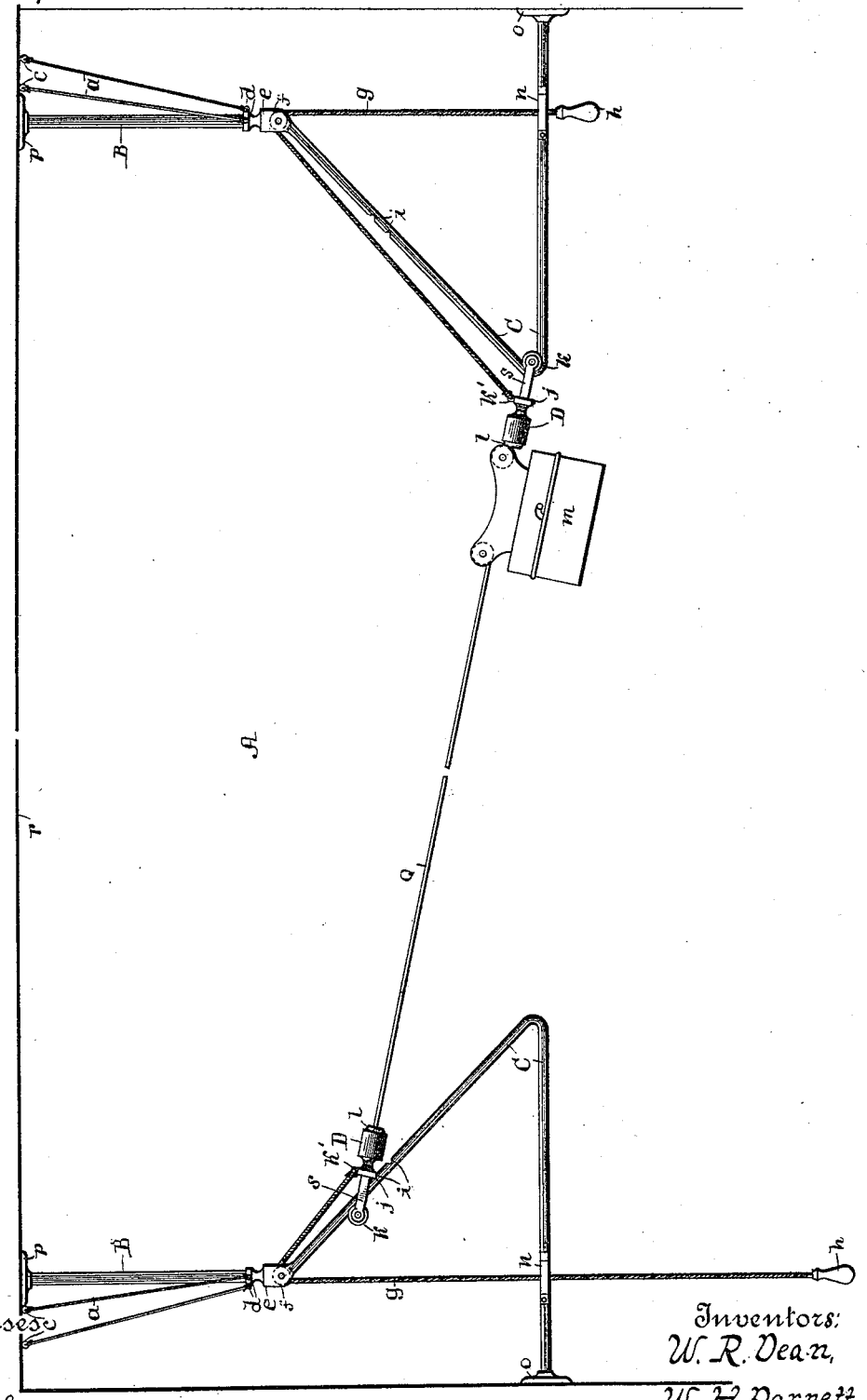

Fig. 1.

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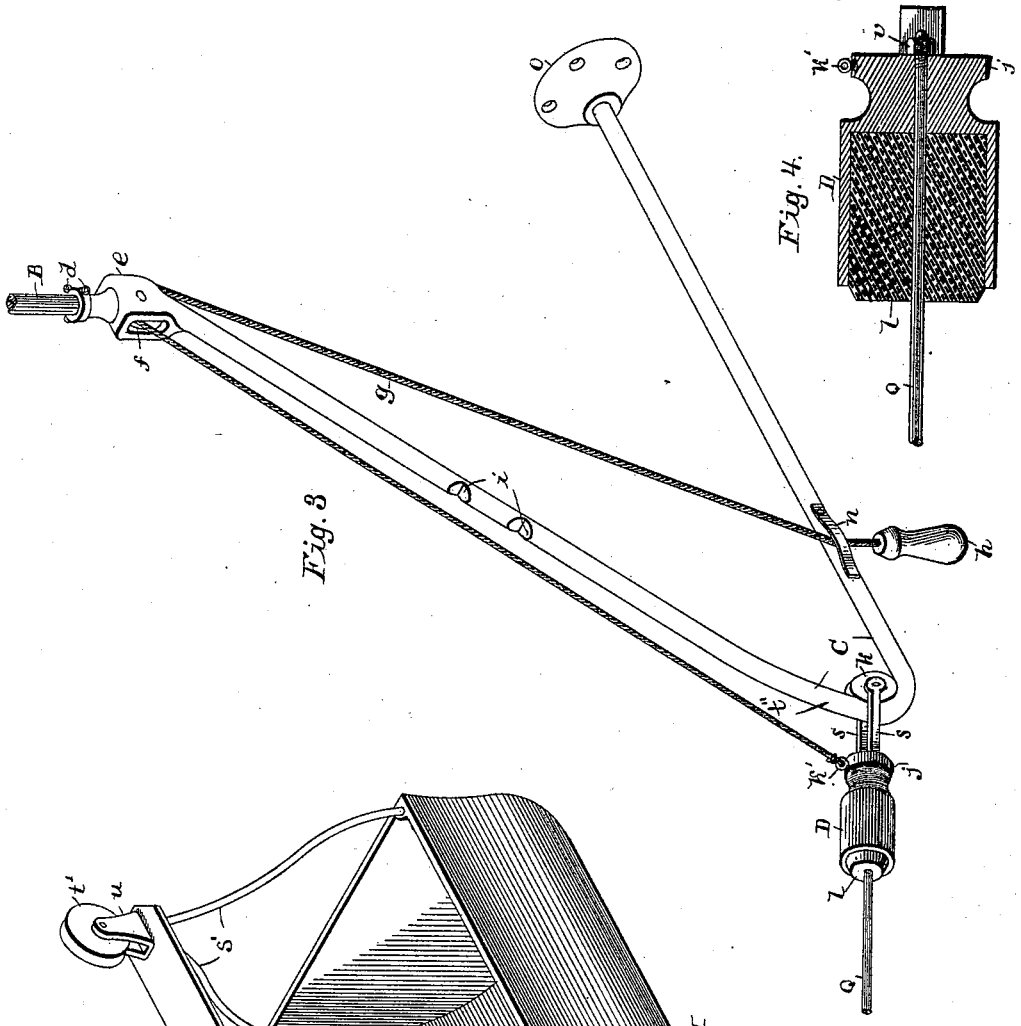

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UNITED STATES PATENT OFFICE.

WILLIAM R. DEAN AND WILLIAM H. BARNETT, OF OTTAWA, KANSAS.

CASH AND PARCEL CARRIER.

SPECIFICATION forming part of Letters Patent No. 421,822, dated February 18, 1890.

Application filed September 19, 1889. Serial No. 324,382. (No model.)

To all whom it may concern:

Be it known that we, WILLIAM R. DEAN and WILLIAM H. BARNETT, of Ottawa, Franklin county, Kansas, have invented certain new and useful Improvements in Cash and Parcel Carriers, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

Our invention relates to improvements in cash and parcel carriers; and it consists in a certain novel construction and arrangement of devices fully described hereinafter in connection with the drawings, and specifically pointed out in the claims.

In the drawings, Figure 1 is a broken side elevation of our improved apparatus in the operative position. Fig. 2 is a detail perspective view of a modified form of carrier forming a part of our invention. Fig. 3 is a detail perspective view of one of the angle-bars and its attachments, and Fig. 4 is a detail sectional view of one of the buffers.

B B represent vertical bars, which depend from the ceiling, being screwed at their upper ends into circular plates *p p*, which are secured firmly to the ceiling, which is indicated at *r* in Fig. 1. On the lower ends of said vertical bars are screwed the sheave-boxes *e*, which are provided with eyes *d*, and brace rods or wires *a* are secured at their lower ends in the said eyes, and are attached at their upper ends to eyes *c c* on the ceiling.

To the lower ends of the sheave-boxes *e* are welded or otherwise secured the upper inclined arms of the supports C, the lower horizontal arms of said supports being provided at their free ends with disks *o*, which are secured firmly to the wall or a vertical post, thereby bracing and strengthening the angle-bar and the vertical bar B. The disks *o* are screwed on the horizontal arms of the supports before they are attached to the wall or post.

Within the sheave-boxes *e* are mounted the sheaves *f*, over which pass the operating-cords *g*, the ends of which are attached to the opposite ends of the track-rod Q, which is shown in Figs. 1 and 3, said track being provided at its ends with buffers D, carrying eyes *k'*, to which said cords are attached. These buffers consist of a hollow cylindrical casing or shell, in which is fitted a rubber or similar elastic cushion *l*, against which the end of the car is adapted to strike to prevent jar, and the end of the track-rod passes through the center of said cushion, and also through a registering-opening in the solid end of the casing or shell, and is engaged by a tightening-nut *v*, whereby any slack in the track-rod may be taken up.

To the rear solid ends of the buffer-casings are secured pairs of parallel arms *s*, which pass, respectively, on opposite sides of the inclined arms of the supports and carry grooved rollers *k*, which bear on the rear sides of the said inclined arms and travel thereon when either end of the track-rod is elevated by means of the operating-cord. The inclined arms of the supports are provided with notches *i* to engage the ends of the buffers when raised, to hold them in the desired elevated position, the rear solid ends of the same being provided with an angular detent *j* to fit in said notches. It will be seen that when one end of the track-rod is elevated by means of the operating-cord the other end thereof is disengaged from the notches *i* and slides down the inclined arm to which it is connected, thereby changing the direction of the inclination of the track and causing the car, a common form of which is shown at *m* in Fig. 1, to run along the track toward the depressed end of the track.

To prevent the track from becoming slack when its inclination is changed, we preferably bend the lower ends of the inclined arms rearwardly, as shown at *t''*, and to prevent that end of the track which is being depressed from sliding down too rapidly when the other end is elevated, the free end of the operating-cord, which is provided with a handle *h*, is passed under a spring-clip *n*, which is secured to the horizontal arm of the angle-bar. This spring presses on the cord and holds it in contact with the horizontal arm, and thereby prevents it from slipping too freely. This spring may be placed so as to allow the cord to hang vertically from the sheave *f*, as shown in Fig. 1; but it may also, if preferred, be arranged close to the angle of the angle-bar, so as to form an acute angle between the portions of the cord which are on opposite sides of the sheave *f*.

The metallic basket H is provided with four

curved rods s', secured, respectively, at their lower ends to the upper corners of the basket, and firmly attached at their upper ends to a plate t, which is provided at its opposite ends with brackets u, bearing track-wheels t'.

Having thus described our invention, we claim—

1. In a cash and parcel carrier apparatus, the combination of the supports provided with inclined arms having notches in their front sides, the track provided at its ends with buffer-casings having detents j to engage said notches, and parallel arms carrying guide-rollers to travel on the rear sides of said inclined arms, and the operating-cords connected to said casings, substantially as specified.

2. In a cash and parcel carrier, the supports having inclined upper arms and horizontal lower arms, the sheave-casing located at the upper ends of the inclined arms and inclosing sheaves, and the spring-clips secured to said horizontal arms, in combination with the track provided at its ends with guide-rollers to travel on said inclined arms, and the operating-cord attached to the ends of the track, passing over said sheaves and engaged by said spring-clips, substantially as specified.

3. In a cash and parcel carrier, the combination of the depending bars B, provided with brace rods or wires a, the sheave-casings e, fitted on the lower ends of said bars and carrying sheaves f, the supports C, having inclined arms secured to said sheave-casings and horizontal arms carrying spring-clips n and secured to stationary disks o, the track provided with guide-rollers traveling on said inclined arms and carrying detents j to engage notches i in the inclined arms, and the operating-cords secured to the ends of the track passing over sheave f and engaged by the spring-clips n, substantially as specified.

4. In a cash and parcel carrier, the combination of the supports C, having inclined and horizontal arms, sheaves at the upper ends of the inclined arms, and clips secured to the horizontal arms adjacent to the angles, the tilting track provided with guide-rollers to travel on said inclined arms, and the operating-cords secured to the ends of the track, passing over said sheaves and engaged by said clips, whereby an acute angle is formed between the portion of said cords on opposite sides of the sheaves, substantially as described.

In testimony whereof we affix our signatures in presence of two witnesses.

WILLIAM R. DEAN.
WILLIAM H. BARNETT.

Witnesses:
C. B. MASON,
R. F. MASON.