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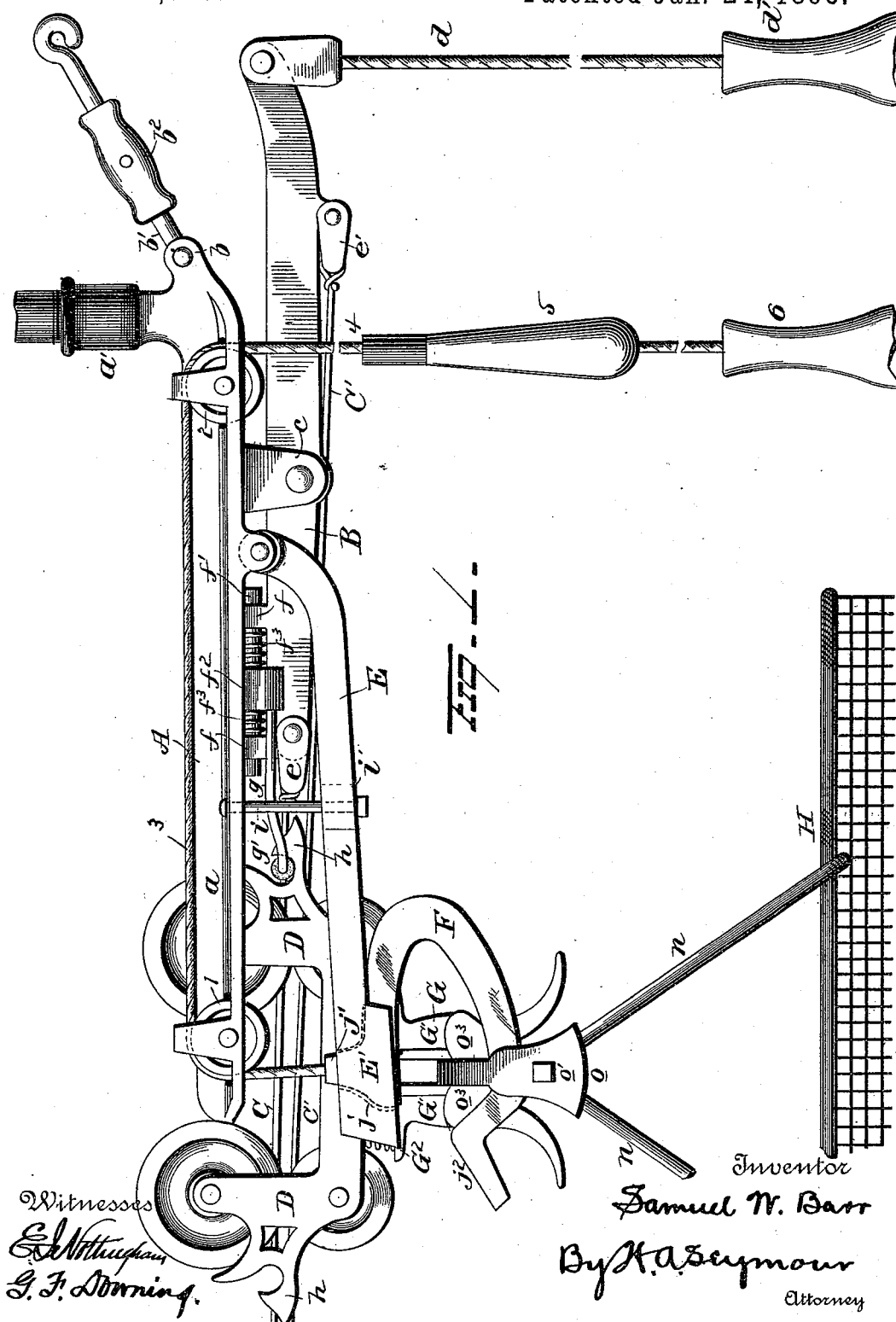
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S. W. BARR.

CASH AND PACKAGE CARRIER APPARATUS.

No. 490,533.

Patented Jan. 24, 1893.



Witnesses
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G. F. Downing

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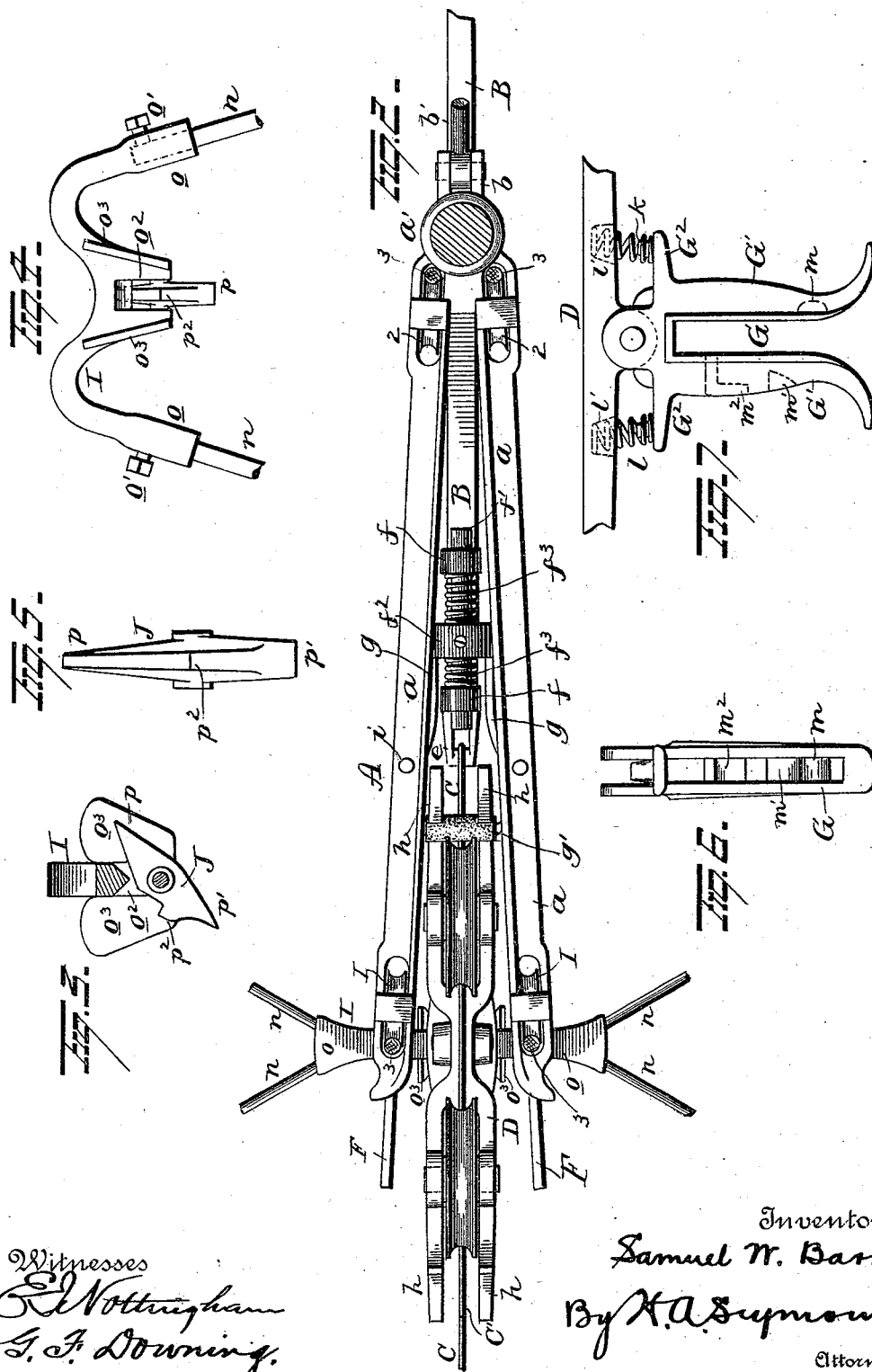
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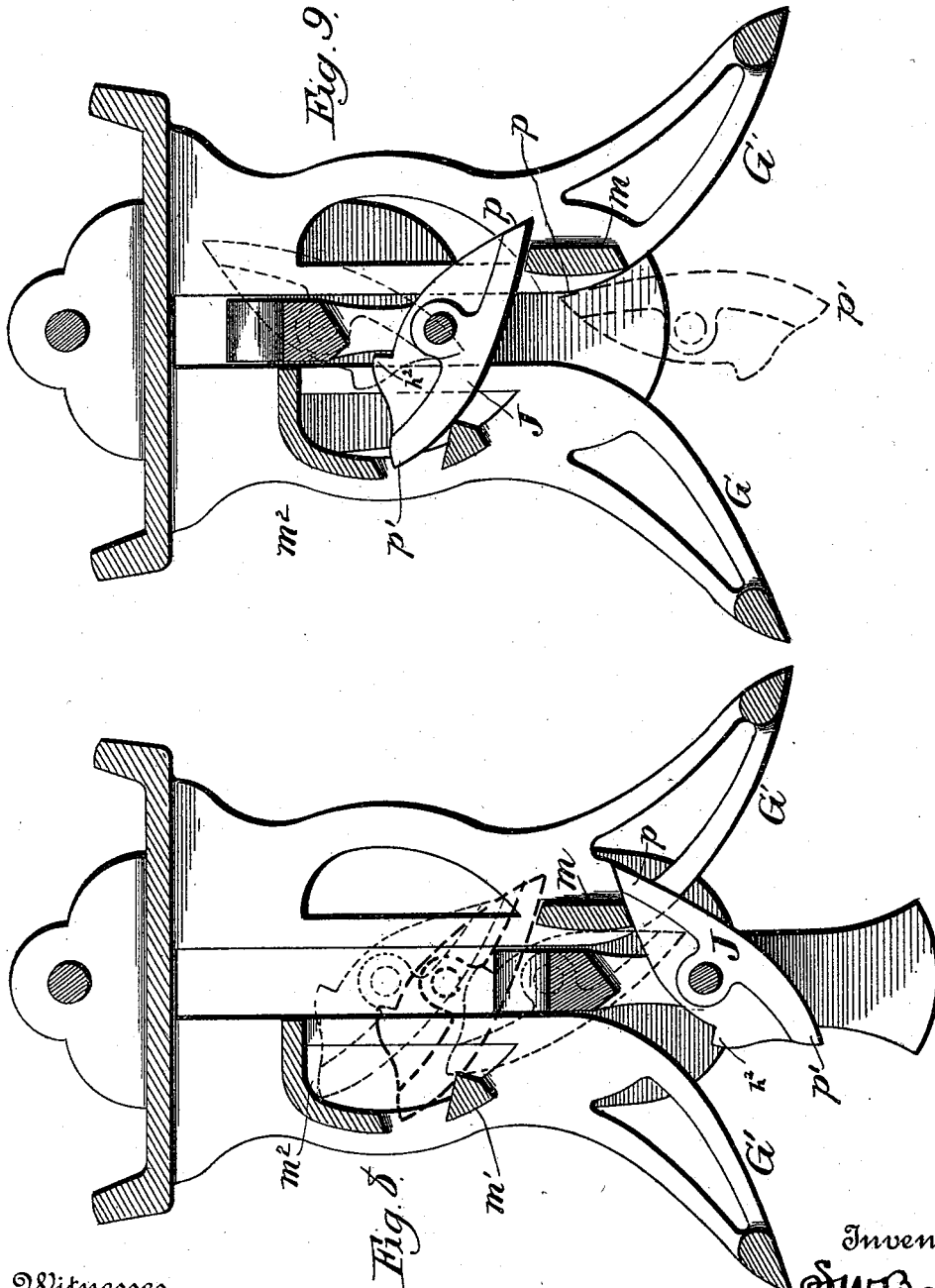
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UNITED STATES PATENT OFFICE.

SAMUEL W. BARR, OF MANSFIELD, OHIO.

CASH AND PACKAGE CARRIER APPARATUS.

SPECIFICATION forming part of Letters Patent No. 490,533, dated January 24, 1893.

Application filed August 4, 1892. Serial No. 442,183. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL W. BARR, a citizen of Mansfield, in the county of Richland and State of Ohio, have invented certain new and useful Improvements in Cash and Package Carrier Apparatus; 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 appertains to make and use the same.

My invention relates to an improvement in cash and package carriers,—the object being to so construct an apparatus such as employs a basket for carrying goods, that the attachment and detachment of the basket to and from the car can be easily, quickly and efficiently effected.

A further object is to provide simple and efficient means for maintaining the hooks for receiving the basket, in proper position.

A further object is to so improve the construction of cash and package carrier apparatus that shall be simple and easy to operate and which shall be effectual in the performance of its functions.

With these objects in view the invention consists in certain novel features of construction and combinations and arrangements of parts as hereinafter set forth and pointed out in the claims.

In the accompanying drawings: Figure 1 is a side view of my improved apparatus, showing the attachment of the car and basket at the clerks' station. Fig. 2 is a plan view. Figs. 3, 4, 5, 6, 7, 8 and 9 are detail views.

A represents a foot piece which is preferably bifurcated to produce two arms *a, a*. At the junction of the two arms comprising the foot piece, a socket piece *a'* projects upwardly for the reception of a rod, whereby to support the apparatus from the ceiling of the room in which it is located. An ear *b* projects from the foot piece at its rear end for the reception of a brace rod *b'*, having an interposed turn-buckle *b²*, whereby to regulate the tension of the track wires attached to the apparatus as hereinafter described.

Lugs or ears *c* project downwardly from the foot piece A, and between said lugs a lever B is pivoted,—an operating cord *d* being

connected with the rear end of said lever and to the free end of said cord a handle *d'* is attached. A clip *e* is attached to the forward end of the lever B and has secured to it, one end of the main track wire C, a spreading wire C' being secured to a clip *e'* attached to the lever B at the opposite side of its pivotal connection, preferably at a point in proximity to the rear end of said lever as shown in Fig. 1.

Projecting from the upper edge of the lever B in proximity to the forward end thereof, are perforated bosses *f, f*, for the reception of a rod or bar *f'*, which carries, at a point between its ends, ear or enlargement *f²*. Springs *f³* are coiled about the rod or bar *f'* and bear at their inner ends against the ear or enlargement *f²* and at their outer ends, respectively against the bosses *f, f*. A bail *g* is attached at its ends to the ear or enlargement *f²* and projects forwardly beyond the forward end of the lever B. The cross bar of the bail *g* is preferably provided with an elastic sleeve *g'* and is adapted to be engaged by a hook *h* projecting from the car D,—each end of the car being provided with such a hook.

Pivotally connected at their rear ends to the arms of the foot piece A, are arms E one on each side, each having an enlarged or weighted forward end E'. The weighted arms E are supported at points between their ends by means of rods *i* secured to the arms *a* of the foot piece A, said rods or bars passing through elongated slots *i'* in the arms E, whereby to afford a proper amount of play when said arms E are vibrated. Each weighted head E' of the arms E, is made with a perforation *j* through which the shanks *j'* of hooks F, are adapted to pass, the free end of each of said hooks being preferably bent to produce an inclined face *j²*, whereby to insure the engagement of the basket therewith.

Mounted in suitable brackets at the ends of the arms *a* of the foot piece A, are wheels or pulleys 1, 2,—over which ropes or cords 3 pass, said ropes or cords being attached to the hooks F. The two ropes or cords 3 are preferably connected together at 4 and provided with handles 5, 6. Instead of two handles 5, 6, a single handle may be employed if desired.

By means of the ropes or cords 3 and the handle or handles attached thereto, the hooks may be raised from the counter to the weighted arms E, carrying with them the basket H, as shown in Fig. 1. When the parts are in the positions shown in Fig. 1, the hooks F will be maintained in the proper position to receive a basket when it arrives on the track, by means of the weighted arms E.

Pivotally connected to the car D and depending therefrom, is a fork or bracket G, which comprises two depending arms G', which, at their lower ends are curved outwardly as clearly shown in Fig. 7, and two laterally projecting arms G², at the upper ends of the arms G'. From the ends of the arms G², lugs *l* project in an upward direction and receive the lower ends of coiled springs *l*,—the upper ends of said spring being inserted in sockets *l'* in the car frame. From this construction and arrangement of parts it will be seen that when the bail of the basket H strikes the fork or bracket G, the latter will yield and thus serve as a cushion for the basket.

Each arm G' of the bracket or fork G is recessed. In the recess of one of the arms G' and in proximity to the lower end thereof, is a block or rest *m*. In the recess of the other arm G' at a point more elevated than the block or rest *m*, is a rest or block *m'*, preferably having an inclined inner edge. Above the block or rest *m'* is located an angular block or plate *m*², and the purpose of these blocks will presently appear. The rods *n* carried by the basket H are inserted in sockets in the free ends of the curved arms *o* of a yoke I and retained therein by means of set screws *o'*. The yoke I is provided at its center with a recess *o*², and projecting from each face of the yoke at opposite sides of the recess *o*², are wings or guides *o*³. Pivotally connected in the recess *o'*, is a dog J, having a pointed end *p*, a heel *p'* and a hook *p*², said dog being so constructed and pivoted as to remain normally disposed at an angle of about forty-five degrees as shown in Figs. 5 and 7. The operation of this dog is the purpose of the blocks *m*, *m'*, *m*² above alluded to.

From the construction and arrangement of parts as above described it will be seen that the yoke I constitutes a part of the bail of the basket; that it will be held to the car by the dog J (in a manner presently explained); and that the yoke is at right angles to the car and track. When the basket is raised by the hooks F in the manner above explained to attach it to the car, the portion of the yoke I between guides *o*³ *o*³ enters between the forks G' G'. The point *p* of the dog J projects far enough to one side as shown in the drawings to strike the lower face of the web or block *m*. This rocks the dog on its axis as the bail ascends and in this way the opposite end *p'* of the dog is made to just escape the web or block *m'*. As the end *p'* passes the web *m'*

the other end *p* follows the inner face of the web or block *m*. When this end leaves the block the end *p'* enters the angular bar *m*². This forms a stop for the upward movement of the bail. The operator then releases his grasp on the handle or handles, the dog J dropping across the space between the forks and resting upon the webs *m* and *m'*. In this way the bail and its weight are supported until it is desired to again lower the basket. Then the operator pulls downward again on the handle or handles. With this movement the weight of the end *p'* is sufficient to keep that end of the dog down upon the block or web *m'* until the bail is raised as far as it will go when the end *p'* of the dog is removed from block or web *m'*. Now by lowering the bail no obstructions are presented for the dog to strike and the bail passes freely from between the jaws. In this way the load is lowered.

The apparatus is simple in construction, easy to operate and effectual in the performance of its functions.

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

1. In a package carrier apparatus, the combination with a car and a basket, of a fork or bracket pivotally connected to the car, a yoke carried by the basket, a dog carried by the yoke, and blocks carried by the fork or bracket and adapted to be engaged by said dog, whereby said dog is manipulated and locked to the fork or bracket, substantially as set forth.

2. In a package carrier apparatus, the combination with a car and a basket, of a fork or bracket connected to the car, a yoke carried by the basket, a dog carried by the yoke and so constructed and supported as to be normally disposed in an inclined position, and blocks carried by the fork or bracket and adapted to be engaged by said dog, whereby said dog is manipulated and locked to or unlocked from the fork or basket, substantially as set forth.

3. In a package carrier apparatus, the combination with a car and a basket, of a fork or bracket connected to said car, each arm of said fork or bracket being made with an elongated slot or opening, blocks located in said slots or openings and a dog carried by the yoke and adapted to engage said blocks and be operated by them to lock the yoke to or unlock it from said fork or bracket, substantially as set forth.

4. In a package carrier apparatus, the combination with a car and a basket, of a fork or bracket attached to the car and provided in each arm with slots or openings, a block in the slot or opening of one arm of the fork or bracket in proximity to the lower end thereof, a block in the slot of the other arm located at a higher elevation than the block in the slot or opening of the other arm and an angle

block or plate located in proximity to the upper end of the slot or opening in one of said arms, and a dog carried by said yoke and adapted to engage and be operated by said
5 blocks, substantially as set forth.

5. In a package carrier apparatus, the combination with a basket and wires, of a yoke having sockets in the ends of its arms for the reception of the wires forming the bail of the
10 basket and set screws for securing said wires

in the sockets of the yoke, substantially as set forth.

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

SAMUEL W. BARR.

Witnesses:

R. B. MAGILL,
SAMUEL MARRIOTT.