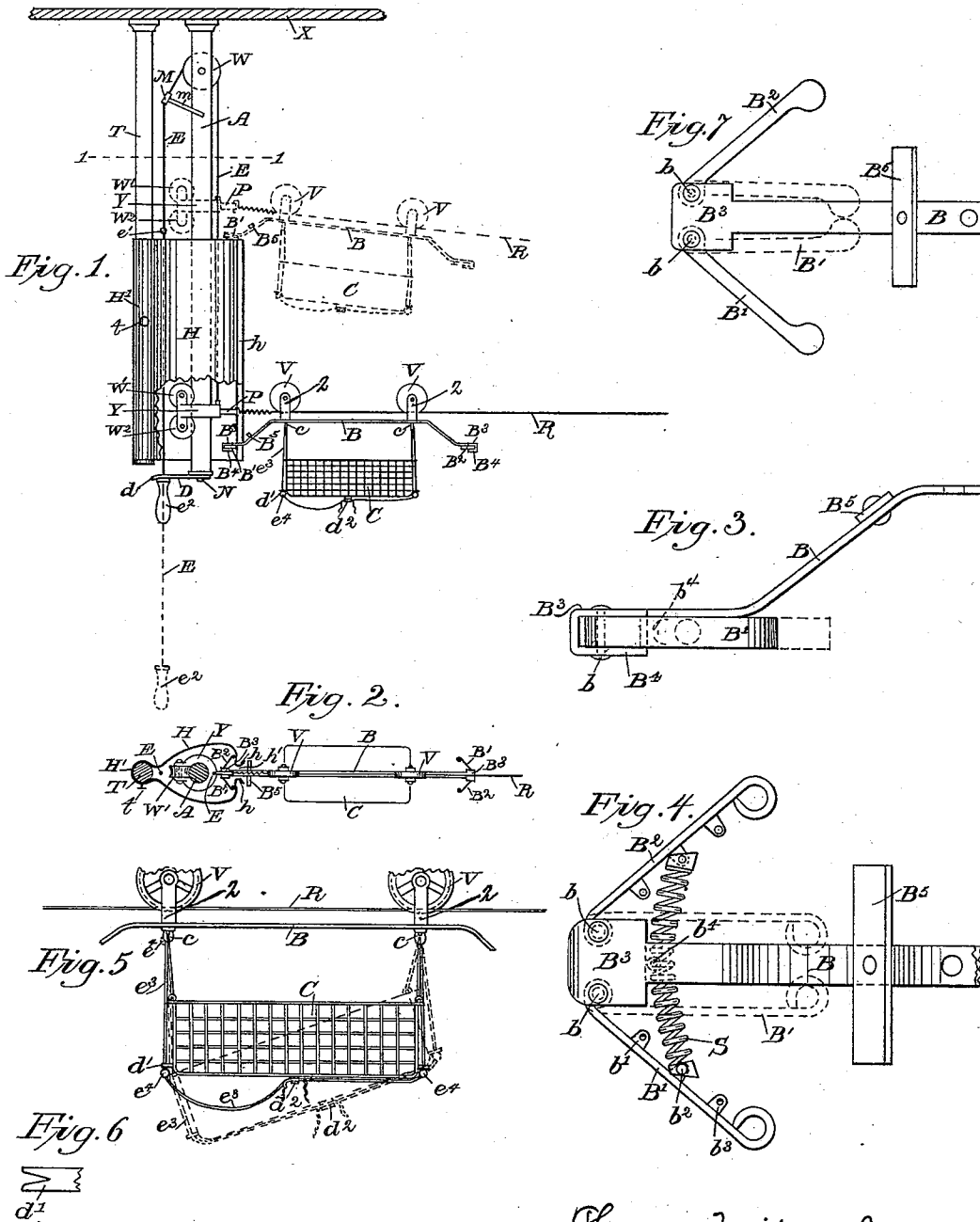


(No Model.)

T. WILSON, Jr.
CASH OR BUNDLE CARRIER.

No. 428,194.

Patented May 20, 1890.



WITNESSES:

John W. Fisher
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UNITED STATES PATENT OFFICE.

THOMAS WILSON, JR., OF MENAND'S, NEW YORK.

CASH OR BUNDLE CARRIER.

SPECIFICATION forming part of Letters Patent No. 428,194, dated May 20, 1890.

Application filed January 2, 1890. Serial No. 335,583. (No model.)

To all whom it may concern:

Be it known that I, THOMAS WILSON, JR., a citizen of the United States of America, residing at Menand's, in the county of Albany and State of New York, have invented a new and useful Cash and Bundle Carrier, of which the following is a specification.

My invention has relation to improvements in mechanisms for carrying cash and bundles; and the objects are to provide improved means for catching and holding the carrier and for adjusting the package-holder to inclined positions, as will be hereinafter specified.

My invention therefore consists in the novel construction of parts and their combination, as will be hereinafter described, and particularly pointed out in the claims.

I have fully illustrated my invention in the accompanying drawings, wherein—

Figure 1 is a view of my improved carrier and catch in operative arrangement. Fig. 2 is a transverse section taken on the line 1 1 of Fig. 1. Fig. 3 is a detail side view of the latches on the carrier. Fig. 4 is a plan view of one end of the latches on the carrier, showing the hinged latches open in full line and as closed in dotted lines. Fig. 5 is a view of the carrier and basket, the latter being also shown in dotted lines in a tipped or inclined position to afford convenient access thereto. Fig. 6 is a detail view of the slotted lug on the end of the basket, and Fig. 7 is a view of the hinged latches in modified construction.

A designates the round bar, having its upper end secured to a supporting means X, and arranged to maintain a vertical depending position, as shown. About this bar is arranged a yoke Y, carrying friction-pulleys W' W², bearing with their inner portions against the bar. To the inner part of the yoke Y is a staple, stem, or other fastening means P, connected to the track R, substantially as shown in Fig. 1 of the drawings.

To the yoke is fastened one end of a lifting-cord E, which is carried upward and over a sheave W, journaled in a slot in the upper end of the bar A, and thence depending is provided with a handle e². The upper end of this handle lodges against a shoe D, secured to the lower end of the bar A by a bolt or

screw N, and the free end of the shoe is slotted or forked at d to admit the cord. In the cord is fixed a button e', or other like means, which, when the car and its attachments are raised to the position indicated by the dotted lines in Fig. 1, engages or lodges under the slot in the shoe D and holds the carriage in that position. To carry the cord E free from the bar A, an arm m, formed with a sleeve M to take the cord, is secured to the bar, as shown in Fig. 1.

At the rear of the bar A is arranged and secured a vertically-depending bar T, which serves as a support for the catch H. This catch H is formed at the rear to embrace the bar T, and is secured thereto at any position of elevation by a fastening-screw t. From the connection to its supporting-bar the sides of the catch are curved outward and carried forward of the track-support, and then the free ends of the sides are bent inward, and thence rather abruptly turned upward, as seen at h, the edges of the curves forming a slot h', in which the stem of the yoke moves when the track is raised or lowered.

V designates the wheels of the carrier of the usual construction, adapted to run on a wire track and provided with the common stirrups 2, to which the basket is secured, as hereinafter specified. On the stirrups is arranged and secured a flat bar B, the opposite ends of which are bent downward, as shown in Figs. 1, 3, and 5. The ends of the flat bar B are broadened, as seen at B³, and bent back on itself, as shown at B⁴, forming a boxing, in which are hinged or pivoted the hinged latches. The nose or latch end of this bar is rounded off transversely, as seen in Fig. 4, to more easily enter the slot in the catch H when engaging that element. In the ends of the bar B are hinged or pivoted, by means of pintles b, the latches B' B², arranged on their supports to swing on a horizontal plane. Between these latches is arranged a spring S the force of which is to spread or open the latches. This spring is held in position at the middle by a hook or eye b⁴, substantially as seen in dotted lines in Figs. 3 and 4 of the drawings, and to permit the different adjustments of the spring to suit the varying conditions of velocity of the carriage the latches

are formed with a series of lugs or ears b' b^2 b^3 . On the bar B, at a proper distance from the latches, is a stop-bar B^5 , which, when the latches enter the catch, prevents them from entering therein farther than requisite. It may be faced with a yielding substance, so as to form a buffer.

C designates the basket, provided with means at both ends, to which the sustaining-cords e^3 are fastened. These cords are carried up and through perforations in the heads of thumb-screws c in the stirrups on the car, and thence brought down and arranged in the slot of lugs d' , and then carried to a button d^2 on the bottom of the basket. On the cords e^3 are buttons e^4 , which also engage lugs d' when the basket is tipped, and serve to hold the basket in that position. When it is desired to gain more convenient access to the basket, it is moved to an inclined position by disengaging the button e^4 from the slot and allowing the cord e^3 to run out until the button e^4 lodges in the slot d' , which will hold the basket in its assumed inclined position.

In Fig. 7 of the drawings I have illustrated a modified construction of the latches. In this construction the latches themselves are made of some resilient or elastic material, whereby when they are swung inward and strike their ends together, as indicated in the dotted lines, they will rebound after their free ends pass clear of the edges of the catch.

The operation as to inclining the basket has already been sufficiently specified. That of the carriage may be stated as follows: When the carriage is at rest at a station and it is necessary to release it from engagement with the catch and start it forward to the other station, the carriage is lifted by means of the lifting-cord until it assumes the position shown in dotted lines in Fig. 1 of the drawings, in which position the latches are lifted above and freed from the catch, and the carriage is free to move by gravity in the direction of the other station. On arriving at the other station the force of the carriage drives the latch end of the bar B into the slot of the catch with sufficient force to carry the latches inward, and continue the forward movement until the free ends of the latches are beyond the slot and within the catch, when they spring outward and beyond the slot, and thus hold the carriage. After the carriage reaches its station, the yoke, with the track at the station from which sent, may be lowered to the normal position.

Having thus described my invention, what I claim is—

1. In a cash and bundle carrier, the combi-

nation, with the track and carrier support, of a depending catch-supporting bar arranged and secured at the rear of the track and carrier support, and a catch H, secured to the catch-supporting bar arranged with its latch end to extend beyond the track-support and forming a slot to engage a latch on the carriage, substantially as and for the purpose specified.

2. In a cash and bundle carrier, the combination, with the track-support and track, of the catch-supporting bar T, the catch H, secured to said bar and arranged with its catches in advance of the track-support, a carriage on the track, provided with a bar B, secured to the stirrups of the carriage-wheels, and spring-latches hinged to the ends of the bar to engage the catch, substantially as and for the purpose specified.

3. In a cash and bundle carrier, the combination, with the track-support and track vertically movable thereon, of a catch-supporting bar at the rear of the track-support, a latch H, secured to the said catch-support, with its catch edges arranged in advance of the track-support, a carriage on the track, a bar B, secured below the carriage and formed with enlarged projecting ends, latches B' B^2 , hinged to the enlarged ends of the bar, and a spring S to throw the said latches open after they have entered the catch, substantially as and for the purpose specified.

4. In a cash and bundle carrier, the combination, with a track-support and a vertically-movable track, of a catch supported at the rear of the track-support and extending in advance thereof, a carriage on the track, a bar secured below the carriage and formed with boxings B^3 B^4 , and stop-pieces B^5 , latches B' B^2 , hinged in the boxings and formed with a series of lugs b' b^2 b^3 , and a spreading-spring S between said latches, substantially as and for the purpose specified.

5. In a cash and bundle carrier, the combination, with the carriage, of a basket C, provided with slotted lugs d' and fastening-button d^2 on its bottom, and the cords e^3 , having one end secured to the basket and carried through eyes in the stirrups of the carriage, and thence through the slotted lugs d' to the fastening-button d^2 , substantially as and for the purpose specified.

In witness whereof I have hereunto set my hand this 14th day of December, 1889.

THOMAS WILSON, JR.

Witnesses:

CHAS. H. MILLS,
GEO. W. GIBBONS.