

(No Model.)

J. FINCK.
CASH AND PACKAGE CARRIER.

No. 471,325.

Patented Mar. 22, 1892.

Fig. 1.

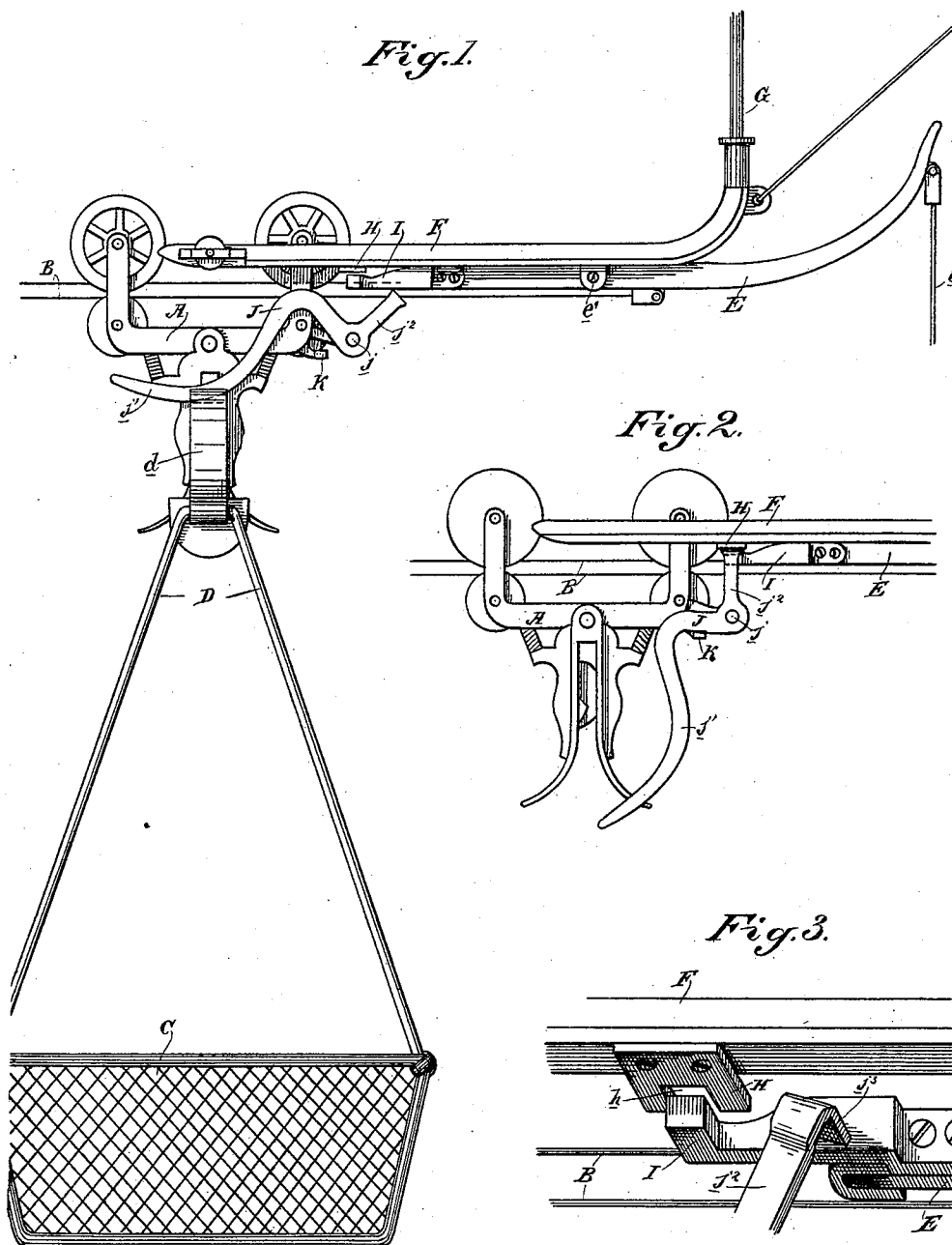


Fig. 2.

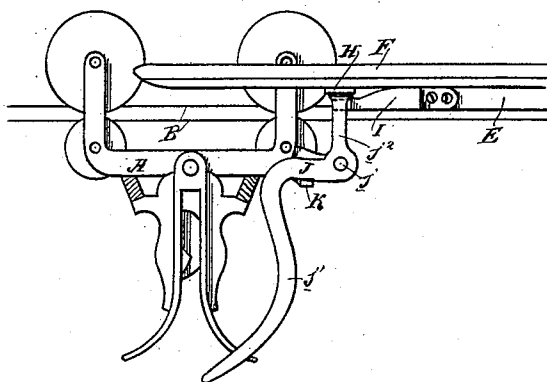
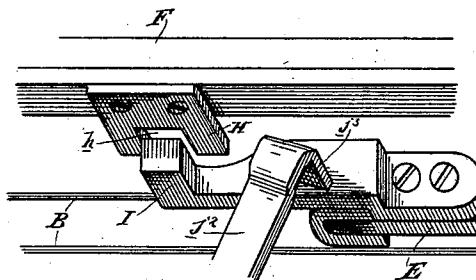


Fig. 3.



Witnesses:
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UNITED STATES PATENT OFFICE.

JULIUS FINCK, OF SAN FRANCISCO, CALIFORNIA.

CASH AND PACKAGE CARRIER.

SPECIFICATION forming part of Letters Patent No. 471,325, dated March 22, 1892.

Application filed December 7, 1891. Serial No. 414,334. (No model.)

To all whom it may concern:

Be it known that I, JULIUS FINCK, a citizen of the United States, residing in the city and county of San Francisco, State of California, have invented an Improvement in Cash and Package Carriers; and I hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to that class of cash and package carriers for store-service in which a basket is suspended from a car mounted upon an overhead track and adapted to be propelled by separating the track-wires.

My invention consists in the novel automatic locking mechanism for the car hereinafter fully described, and specifically pointed out in the claims.

In this class of devices when the basket or receptacle is detached and lowered from the car it often happens that by mistake a salesman before said basket is again attached will pull upon the lever whereby the track is raised, and will thereby start the car off without the basket. The object of my invention is to prevent this by providing an automatic locking attachment which will retain the car in place when the basket is detached by preventing the lever from raising the track and will allow the lever to act again only when the basket is attached to the car.

Referring to the accompanying drawings for a more complete explanation of my invention, Figure 1 is a side elevation of my improvement, showing the basket attached and the parts ready for the operation of the track-tilting lever E. Fig. 2 is an elevation showing the position of parts when the basket is removed, the path of the track-tilting lever E being obstructed. Fig. 3 is a perspective view looking up under the forked bracket F and showing how the path of the end I of lever E may be obstructed by the end j^3 of lever J.

A is a car of usual pattern, mounted and adapted to travel upon a track B, here shown as consisting of two wires, said car having connected with it in the usual manner the basket or receptacle C by means of the basket-bails D and their cross-heads d . The track-wires are separated to start the car by means of a lever E, to which the track-wires are secured, said lever having a pull-rope e and be-

ing pivoted at e' between the forked bracket F of the suspending rod or hanger G.

In the ordinary device as thus described when the basket is released from the car attachment the car is left standing upon the track. Now, if by mistake before the basket is reattached to the car the lever E be pulled upon, the track will be raised and the car will be started off without the basket. To prevent this accident I have the following construction: Under one of the arms of the forked bracket F, I attach a plate H, having a slotway h . The end of the lever E or the end of an arm I, attached thereto, lies directly under and is adapted to pass up through the slotway of the plate H when said lever is pulled upon. To the frame of the car A, I pivot at the point j the holding and trip lever J. This lever, though it might be acted upon by a spring, is preferably a gravity one by reason of its long arm j' . Its short arm j^2 is formed or provided with a stop end j^3 . A stop K is secured to the car-frame to limit the downward movement of the lever J.

The operation of the device is as follows: The long end j' of lever J normally rests upon the top of cross-head d of the basket-bail D. Now when the basket is detached and lowered from the car the cross-head, removing from under the long arm j' of lever J, allows said lever to drop until limited by the stop K, and in this position the short arm j^2 of the lever presents its stop end j^3 directly under and closes the slotway h of the plate H. Now should the salesman inadvertently pull down upon the lever E its end cannot pass up through the slotway h of the plate H, because its slotway is covered by the stop end j^3 of lever J. Therefore the track cannot be raised and the car will remain in position; but when the basket is lifted again to its connection with the car its cross-head d , coming up under the long arm j' of lever J, will raise said lever, causing it to turn its stop end j^3 away from the slotway h of plate H, and thereupon the lever E may be operated, as its end arm will then have free passage upwardly through the forked bracket F, whereby the track is raised. Thus it will be seen that when the basket is detached the track cannot be raised and the car will remain in position; but by the act of attaching the

basket to the car the locking mechanism will be released and the lever E may be operated to raise the track.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a cash and package carrier apparatus, and in combination with the traveling car, the track on which said car is mounted and the operating-lever to propel the car, a movable stop carried by the car and adapted to be thrown into and out of the path of movement of the operating-lever to prevent and permit its operation, substantially as herein described.

2. In a cash and package carrier apparatus, and in combination with the traveling car, the basket connected therewith, the track upon which the car is mounted and the operating-lever, a movable stop carried by the car and operated by the basket connections in detaching and attaching, whereby it is thrown into and out of the path of movement of the track-operating lever to prevent and permit its operation, substantially as herein described.

3. In a cash and package carrier apparatus, the combination of the car, the basket attached thereto, the track on which the car travels, the swinging lever connected with the track, and the pivoted swinging stop-lever J, mounted on the car, said lever having one end resting upon the basket connections, whereby it is operated by the detaching and attaching of said connections, and the other end adapted to be thrown into and out of the path of movement of the track-operating lever to prevent and permit its operation, substantially as herein described.

4. In a cash and package carrier apparatus, the car, the basket, the bails, and cross-head by which the basket is connected with the car, the track upon which the car is mounted, and the operating-lever, in combination with the swinging stop-lever J, pivoted to the car, one end of said lever resting upon and operated by the cross-head in detaching and attaching and the other end being adapted to be thrown into and out of the path of movement of the

track-raising lever to prevent and permit its operation, substantially as herein described.

5. In a cash and package carrier apparatus, the car, the basket, the bails, and cross-head by which the basket is connected with the car, the track upon which the car is mounted, and the operating-lever, in combination with the swinging stop-lever J, pivoted to the car, said lever having one end resting upon and operated by the cross-head and the other end adapted to be thrown into and out of the path of movement of the track-raising lever, and the fixed stop on the car for limiting the downward movement of said lever J, substantially as herein described.

6. In a cash and package carrier apparatus, the car, the basket, the basket-bails and cross-head, the track, the forked bracket F, and the pivoted lever E, carried by said bracket and connected with the track, in combination with the plate H under said bracket, having a slotway *h* in the path of the lever end, and the pivoted gravity-lever J on the car, having one end resting on the cross-head and the other end adapted to control the slotway of the plate H, substantially as herein described.

7. In a cash and package carrier apparatus, the car, the basket, the basket-bails and cross-head, the track, the track-operating lever, and the forked bracket through which the track-operating lever operates, in combination with the means for controlling the movement of said operating-lever, consisting of the plate H under the bracket, having a slotway *h* in the path of the lever end, the swinging gravity-lever J, carried by the car and having one end resting on and controlled by the cross-head and the other end adapted to close and open the slotway of the plate, and the fixed stop on the car for limiting the downward movement of the gravity-lever, substantially as herein described.

In witness whereof I have hereunto set my hand.

JULIUS FINCK.

Witnesses:

S. H. NOURSE,
H. F. ASCHECK.