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H. M. WEAVER & S. W. BARR.

CASH AND PACKAGE CARRIER APPARATUS.

No. 542,950. Patented July 16, 1895.

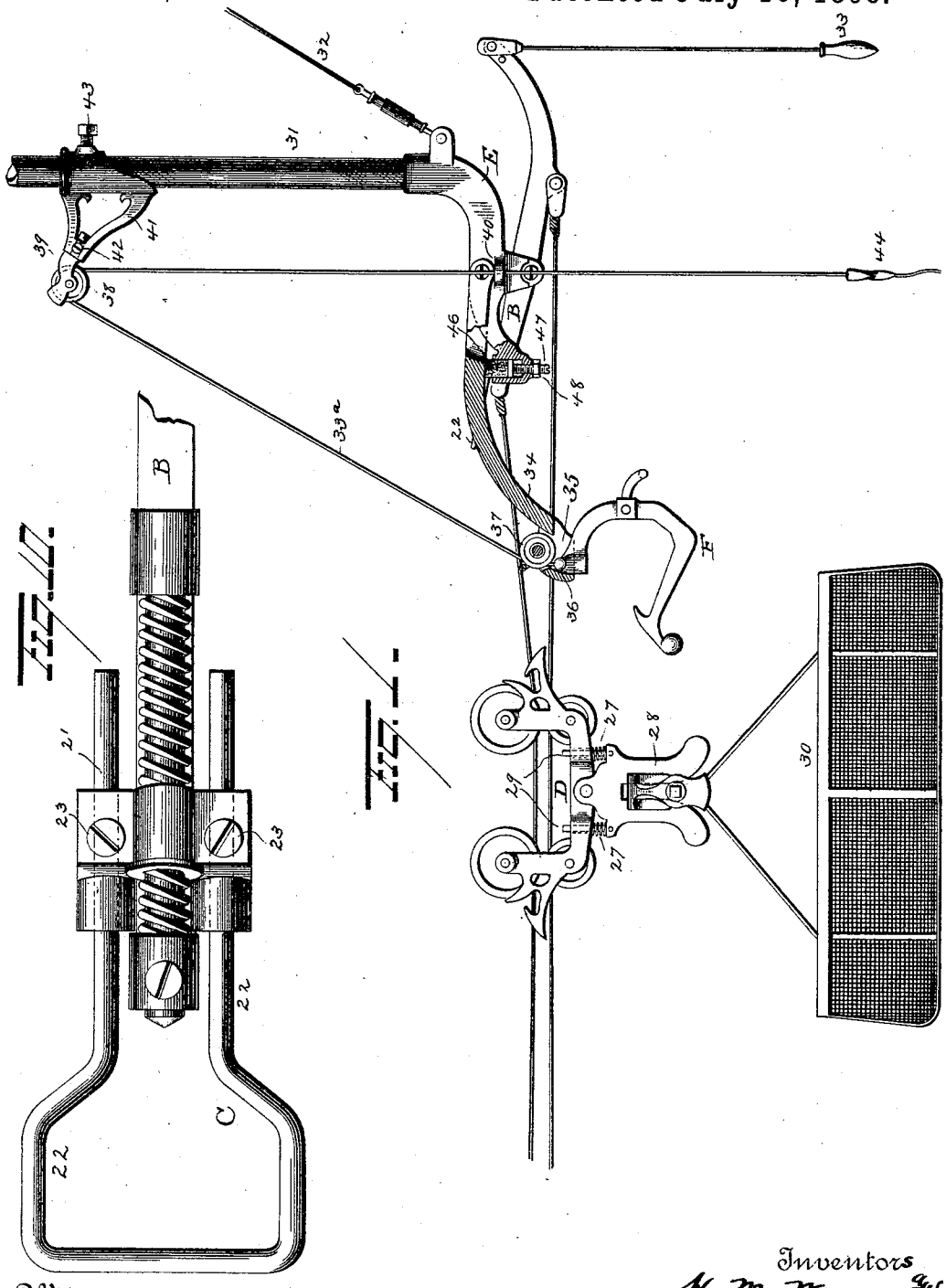

Fig. 1.

Fig. 2.

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Fig. 2.

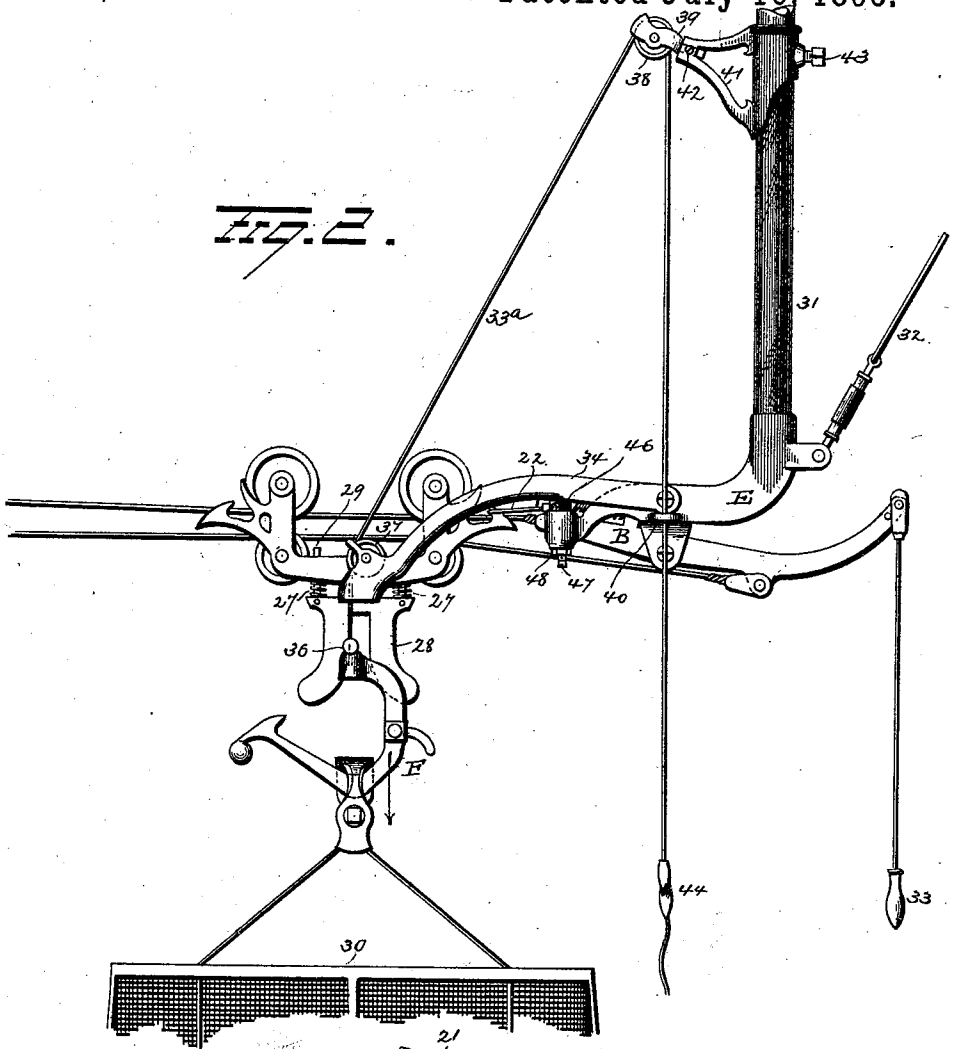
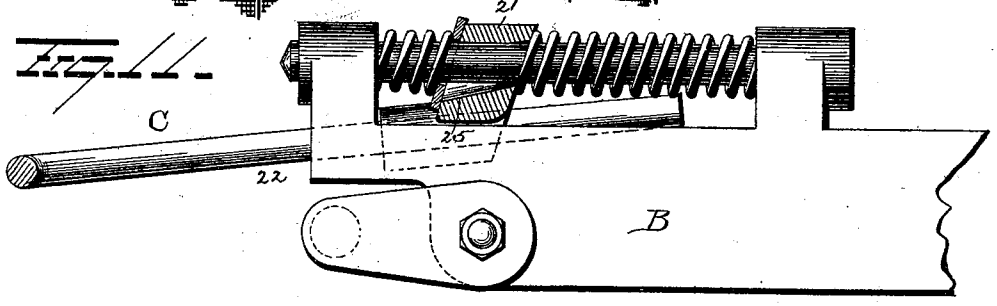


Fig. 1.



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CASH AND PACKAGE CARRIER APPARATUS.

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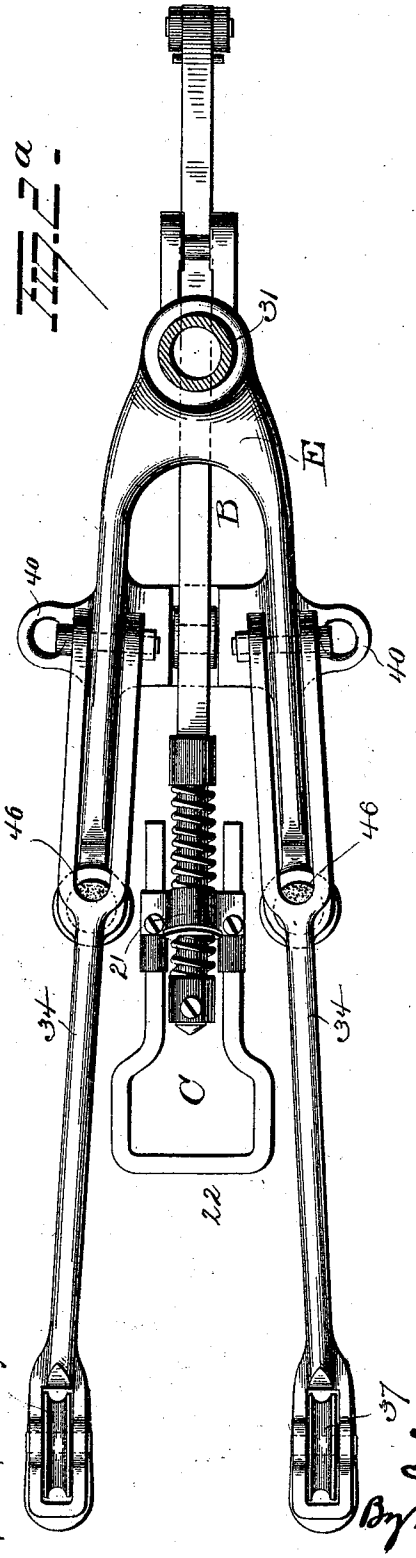

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(No Model.) 4 Sheets—Sheet 4.

H. M. WEAVER & S. W. BARR.

CASH AND PACKAGE CARRIER APPARATUS.

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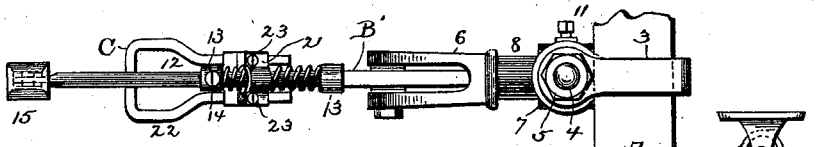

Fig. 3.

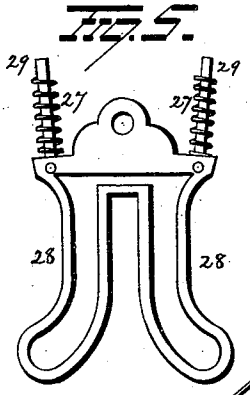

Fig. 5.

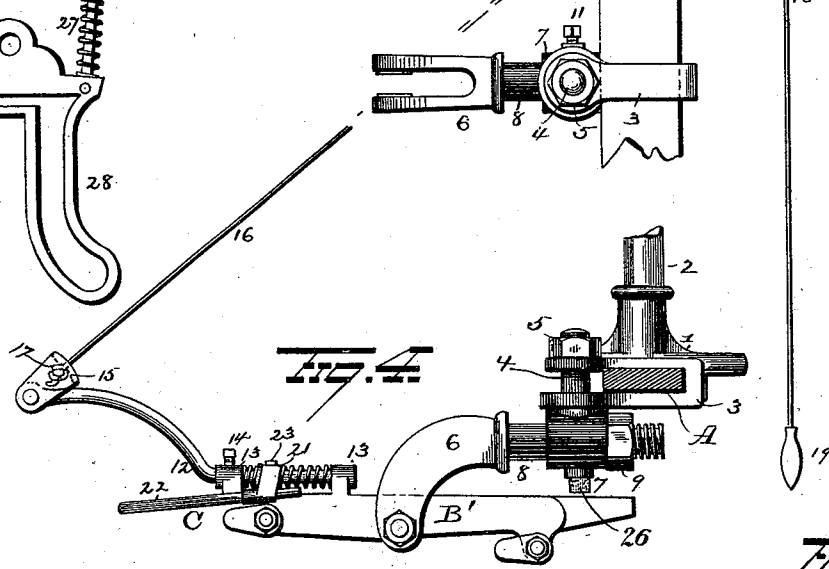

Fig. 4.

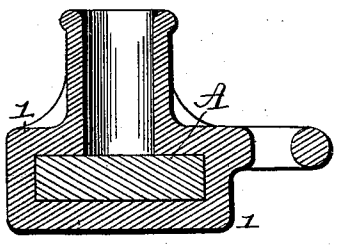

Fig. 6.

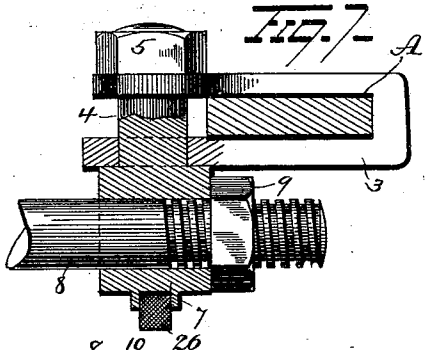

Fig. 7.

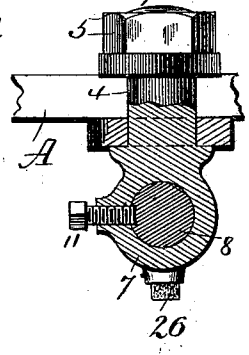

Fig. 8.

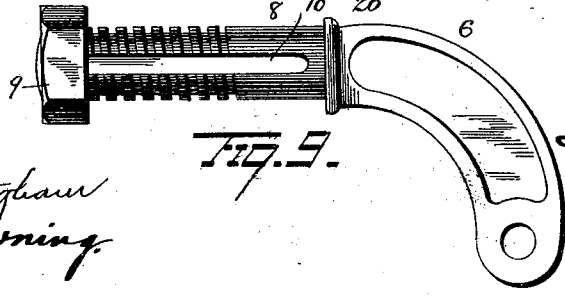

Fig. 9.

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UNITED STATES PATENT OFFICE.

HENRY M. WEAVER AND SAMUEL W. BARR, OF MANSFIELD, OHIO.

CASH AND PACKAGE CARRIER APPARATUS.

SPECIFICATION forming part of Letters Patent No. 542,950, dated July 16, 1895.

Application filed October 31, 1894. Serial No. 527,530. (No model.)

To all whom it may concern:

Be it known that we, HENRY M. WEAVER and SAMUEL W. BARR, 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 we 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.

Our invention relates to an improvement in cash and package carrier apparatus; and it consists in certain novel features of construction and combinations of parts, which will be hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in side elevation of the outer or salesman's station, showing the hooks raised in position to receive the basket to lower it. Fig. 2 is a similar view of the same, showing the car locked and the basket lowered. Fig. 2ª is a plan view. Fig. 3 is a view of the home-plate, showing a clamp and propelling mechanism attached. Fig. 4 is a view showing a home-station lever. Fig. 5 is a detail of a portion of the car. Fig. 6 is a view showing the foot for supporting the home-plate. Fig. 7 is a similar view showing the plate-clamp; and Figs. 8, 9, 10, and 11 are details.

A represents the home-plate of the apparatus, it being located at the home-station or package-counter. This plate is disposed horizontally and it is supported by a foot 1 on the lower end of a hanger-rod 2, extending downward from the ceiling or other point of support, and to this plate are attached the several propelling-levers. Heretofore a plate with holes at various intervals has been employed for this purpose adapted to receive a bolt or similar means for securing the lever-sustaining arms in place. As the location of the holes is not always altogether suitable, it has been found wise to dispense with them and use the plain imperforate plate A and provide means for attachment at any point. This attachment is effected by means of a clamp 3, which simply receives the home-plate between its members and is tightened upon it by a bolt 4, which passes through holes in its free ends, and a nut 5, adapted to be screwed down tightly upon the screw to regulate the pressure upon the clamp. The bolt 4 has another function—namely, to adjustably support the lever-sustaining arm 6. For this purpose its lower end is enlarged to form a sleeve 7, to the bore of which the shank 8 of arm 6 is fitted. The extreme outer end of this arm is screw-threaded, and a nut 9 thereon is screwed up tight against the outer end of the sleeve to pull the arm outward when it is desired to tighten the track-wires, should they from any cause become loose. To prevent this arm 6 from turning axially as it is adjusted it is furnished with a longitudinal groove 10, and the inner end of a set-screw 11 projects into it and thus acts as a guide for it in its movement. This set-screw 11 may also serve to lock the arm after it has been adjusted to the right position to tighten the wires.

B′ is the home propelling-lever, pivoted in the usual manner at or near its center between the bifurcated inner end of lever-sustaining arm 6. To this lever the two track-wires are connected in the accustomed way, one to each end. Hitherto it has been the practice to provide the outer end of this lever at the home-station with a handle, but injury to the operator has frequently been the result. To obviate this difficulty the handle has been dispensed with in the present instance and the lever has been operated from the opposite end. This may be done effectually by attaching a cord directly to the inner end of the lever B′, or, better still, if preferred to obtain better leverage, to an extension 12. This extension is a rod held in the collars 13 13 on the lever by a set-screw 14. To the outer end of this extension the loop 15 is preferably pivoted, and a cord 16 is passed through this loop having a knot 17 on its end. The cord is then passed upwardly over a pulley 18 and thence downward, where it is provided with a handle 19, which hangs within reach of the operator at the home or package station. To vibrate the lever this cord is pulled downward just as the handle on the outer end of the lever was heretofore, the lever remaining in that position until returned to its horizontal position by the spreading of the wires at the outer or salesman's end in sending a car home as heretofore.

C indicates a catch, which consists of a block 21, loosely mounted to slide on that portion of the extension-rod 12 located between the collars 13 13. This block is constructed to straddle the upper edge of the lever, whereby it is guided in its sliding movement and prevented from tilting laterally. It also consists in a bail 22, the ends of which are held in holes in the lower ends of this block, where they are locked by set-screws 23 23, which admit of the bail being adjusted to different positions. This block itself is interposed between two spiral springs on the horizontal portion of the extension-rod, the inner ends of the springs abutting against the block and the outer ends against the collars 13 13. In this way the catch is yieldingly sustained and permitted to receive and allay the severity of shock incident to the sudden contact of the car. Heretofore these catches have simply had a sliding connection with the lever, without any provision for lateral play, the result of which has been that the impetus of the car has frequently been so far spent that the catch on the car would not force the catch on the lever upward far enough to cause an engagement of the two, but just enough to cause a rebound and a return for a short distance along the track-wires, out of the reach of the operator. To prevent this a plan has now been devised by which the catch may be raised by the slightest pressure from the car and always insure an engagement therewith. This consists in a conical hole 25 in the block instead of a cylindrical hole, and in order to give the catch a downward impulse, to counteract the effect of its being raised, the front and rear faces of the block, where the springs bear, are inclined or beveled, as shown. This insures a downward vibration and with the cone-shaped hole produces the most satisfactory results.

A rubber stop 26 is placed at some convenient point on the support to be struck by the lever when the latter is made to assume its horizontal position.

The car referred to is represented by the letter D, and has one feature of novelty which consists of the buffer-springs 27 27, interposed between the front and rear ends of the fork 28 and the car proper, the idea of which is to ease the swinging movement of the attached basket when the car is brought to a sudden standstill upon reaching its destination. This fork is pivoted at its center to the car, and has rods 29 29 pivoted to the fork and passed through holes in the car, and upon which the spiral springs are supported, the latter abutting at their ends upon the fork and upon the car, respectively. The car carries the basket 30.

The outer or salesman's station is illustrated in Figs. 1 and 2.

E is the main casting or foot, supported from the ceiling by hanger-rod 31 and suitably braced by brace-rod 32. The propelling or track-wire-spreading lever B is pivoted to this foot in the usual manner, and the lever has the track-wires connected with it and is provided with a handle at its outer end, or with a pull 33, as shown. On its opposite end this lever has a catch and necessary connected mechanism, with the exception of the extension-arm, as in the previously-described mechanism.

F F are a pair of basket-hooks normally suspended by means of cords 33^a 33^a in position to receive the basket-handle when the car arrives at the station. A pair of cord-weights 34 34 are hinged to the foot E, their weight being sufficient to lower the hooks into position to receive the basket and they being constructed to hold the hooks at the desired point. Sockets 35 35 are formed in the outer ends of these cord-weights, which form bearings for the knuckles 36 36, formed on the upper ends of the hooks, and permit the hooks to swing backwardly to a limited extent as the latter are struck by the basket-handle. The cords 33^a 33^a pass upwardly from these knuckles through the outer ends of the cord-weights, over pulleys 37 37, and thence upwardly over the pulleys 38 38 in the yoke 39, and then downwardly through the eyes 40 40 on the sides of the foot E. The yoke 39 is removably and adjustably supported on the bracket 41 by means of a set-screw 42, and the bracket 41 is adjustably held on the hanger-rod 31 by a set-screw 43. The cord has a weighted handle 44 on its lower end, which is sufficiently heavy to counterbalance the weight of the hooks and thereby keep the knuckles of the hooks normally in the sockets 35 35.

Adjustable cushions 46 46 are located at the outer ends of the foot E to receive the cord-weights as they are dropped to deaden the sound and prevent jar. A screw-follower 47 in the sockets in which these cushions are placed is adapted to raise them when turned in one direction and nuts 48 48 on the screws lock them.

To release the basket from the car it is simply necessary to raise the hooks as far as they will go, after the handle or bail of the basket has entered them, the cord-weights rising out of the way as far as necessary. Then the basket is lowered. It is raised again by a reverse motion—that is, by pulling down on the cord until the bail has passed up into the fork on the car as far as it will go and then releasing the parts.

Having fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. In a cash and package carrier apparatus, the combination, with a home plate, of a clamp fitted to the plate, and a bolt passed through the ends of the clamp to secure the latter fast upon the plate, an arm support attached to said bolt and a propelling lever pivoted to the support, substantially as set forth.

2. In a cash and package carrier apparatus, the combination with a home plate, of a

clamp fitted to the plate, and a bolt passed through the ends of the clamp to secure the latter fast upon the plate, the head of the bolt having an opening constructed to receive the arm support for one of the propelling levers of the apparatus, substantially as set forth.

3. The combination with a sleeve, of a lever sustaining arm the shank of which passes through said sleeve, and means for adjusting said arm endwise in the sleeve whereby to tighten the track wires, substantially as set forth.

4. The combination with a sleeve, of a lever sustaining arm, the shank of which passes through the sleeve, said shank screw threaded a nut thereon for moving the arm endwise to tighten the track wires, the shank having a longitudinal groove, and a set screw in the sleeve adapted to enter the groove, substantially as set forth.

5. The combination with a suitable sustaining arm, of a lever pivotally connected thereto, track wires connected to the lever, said lever having collars thereon, an extension arm removably held in said collars and means attached to the outer end of the extension arm for raising the latter, substantially as set forth.

6. The combination with a suitable sustaining device, of a catch having sliding connection with the sustaining device, said catch constructed to have up and down vibrating movement in its bearings, substantially as set forth.

7. The combination with a suitable sustaining device, of a catch comprising a bail and block, the block having a conical opening whereby the bail may vibrate, substantially as set forth.

8. The combination with a lever, and a rod connected with the lever, of a catch mounted to slide on the rod, a portion thereof straddling the lever whereby to prevent the catch from rocking axially, substantially as set forth.

9. The combination with a support, and a rod thereon, of a catch mounted to slide on said rod, said catch having a tapering opening through which the rod passes, and a spring bearing against the catch at an angle whereby the catch is yieldingly cushioned and normally inclined, substantially as set forth.

10. The combination with a suitable sustaining device having a rod thereon, of a catch mounted to slide on the rod, said catch having a cone shaped hole for the rod and inclined front and rear faces, and spiral springs on the rod on each side of the catch and bearing on the two inclined faces thereof whereby to normally incline the catch substantially as set forth.

11. The combination with a wire spreading lever, and a rod secured thereon, of a catch mounted to slide on the rod, said catch comprising a block which straddles and bears on the sides of the lever whereby to prevent axial turning of the catch and a bail adjustably held in the straddling portions of the said block, substantially as set forth.

12. The combination with a car for cash and package apparatus, said car having holes therein, of a fork hinged to the car, rods hinged to the fork and passed loosely through the holes in the car, and a spring on each rod between the car and the fork, substantially as set forth.

13. The combination with a supporting foot, basket hook, and cord connected therewith for raising the hook, of cord weights hinged to the foot for depressing the cords and guiding the basket hook, substantially as set forth.

14. The combination with a supporting foot, and cord weights hinged thereto, of cushions for receiving the impact of the cord weights, substantially as set forth.

15. The combination with a supporting foot, and cord weights hinged thereto, of cushions on which these weights rest, and means for adjusting these cushions, substantially as set forth.

16. The combination with a foot, of basket hooks having knuckles thereon, cords connected to these hooks, cord weights hinged to the foot, having sockets therein to receive and form bearings for the knuckles, and cords extending through these weights to a convenient place to be pulled, substantially as set forth.

17. The combination with a hanger rod, a foot, basket hooks, and cords connected to the hooks, of cord weights hinged to the foot, and an adjustably supported yoke on the hanger rod, said yoke having pulleys therein over which the cords pass, substantially as set forth.

18. The combination with a foot, a hanger rod to which it is connected, of a bracket adjustably secured to the hanger rod, a yoke adjustably secured to the bracket and having pulleys thereon, basket hooks and cords extending from these hooks over the pulleys, substantially as set forth.

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

HENRY M. WEAVER.
SAMUEL W. BARR.

Witnesses:
O. M. FARBER,
C. W. BARBER.