(No Model.) 2 Sheets—Sheet 1.

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

CASH AND PACKAGE CARRIER.

No. 570,422. Patented Oct. 27, 1896.

FIG. 3.

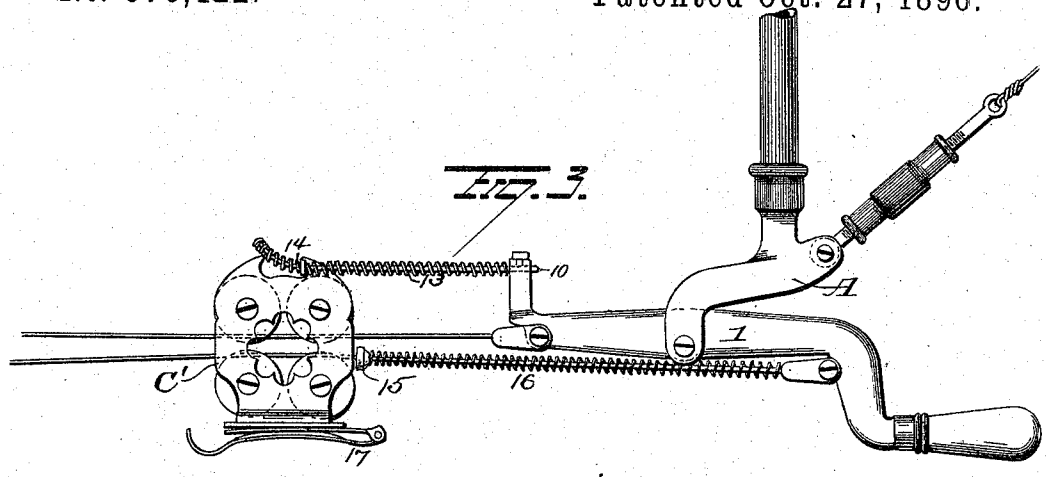


FIG. 1.

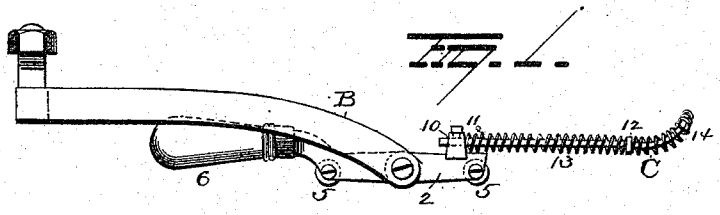
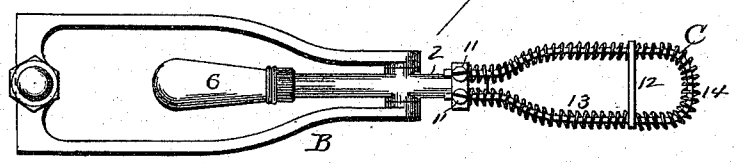


FIG. 2.



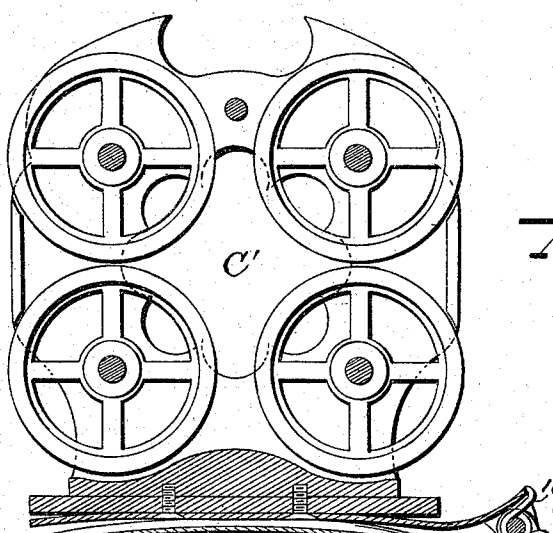


FIG. 5.

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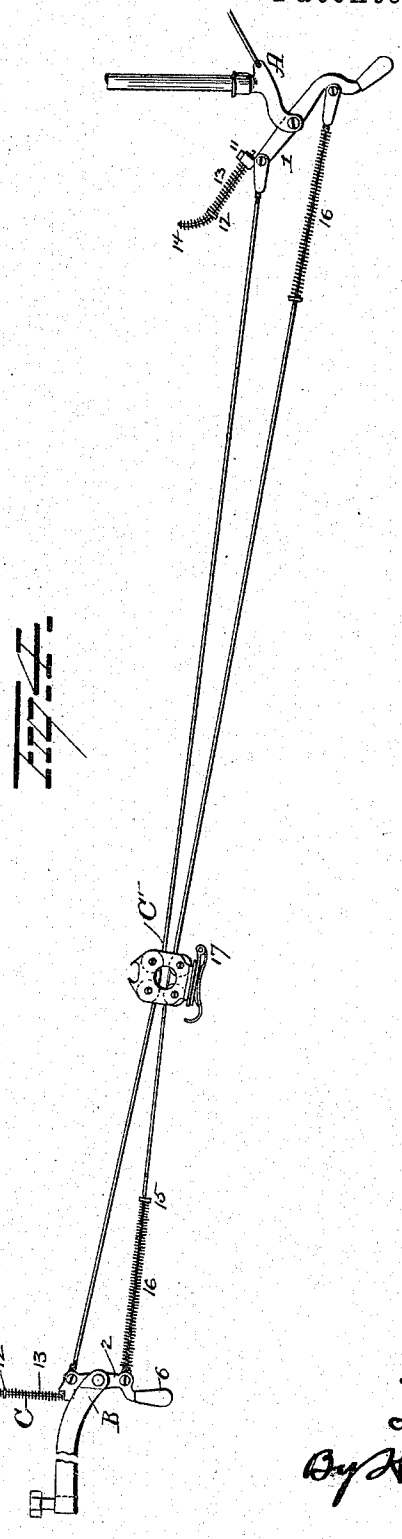
(No Model.) 2 Sheets—Sheet 2.

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

CASH AND PACKAGE CARRIER.

No. 570,422. Patented Oct. 27, 1896.



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UNITED STATES PATENT OFFICE.

SAMUEL W. BARR AND HENRY M. WEAVER, OF MANSFIELD, OHIO, ASSIGNORS TO THE BARR CASH AND PACKAGE CARRIER COMPANY, OF SAME PLACE.

CASH AND PACKAGE CARRIER.

SPECIFICATION forming part of Letters Patent No. 570,422, dated October 27, 1896.

Application filed November 9, 1894. Serial No. 528,328. (No model.)

To all whom it may concern:

Be it known that we, SAMUEL W. BARR and HENRY M. WEAVER, of Mansfield, in the county of Richland and State of Ohio, have invented certain new and useful Improvements in Cash and Package Carriers; 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 carriers, the object being to provide improved means of propulsion on grades; and with this object in view the invention 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 showing improved grade-lever with improvements attached. Fig. 2 is a plan view of the same. Fig. 3 is a view of the lever at the lower end of the line. Fig. 4 is a view showing the two levers connected to the wires; and Fig. 5 is a view in section of the car.

A represents a foot or casting secured to the lower end of a hanger-rod and to which the wire-spreading lever 1 is pivoted. This lever is provided with the usual handle, by which it is operated, and the two bracket-wires are connected to it at equal distances from its point of support.

B is the grade-lever foot stationed at the upper end of the grade, and 2 is the grade-lever pivoted thereto. This foot comprises two members connected together at one end and located a sufficient distance apart to afford ample clearance for the operator's hand when he manipulates the lever, and more especially to allow the handle to swing around a full half-revolution without meeting an obstruction. The general construction and principle of the two levers is the same, but the length of the lower lever is about twice that of the upper or grade lever, the advantage of this construction being that the spread of the wires must be greater at the lower end, where it is necessary to overcome the influence of gravity, in addition to giving the usual impulse to the car. As the car leaving the upper end has the advantage of gravity in its favor in descending, it is unnecessary for the spread of wires at that end to be very great. There is still another function of this arrangement and the relative lengths of levers described. It is evident that when the car mounts the grade with difficulty it countermakes the descent with the additional impulse of gravitation, and ordinarily damage to the car results. By the use of the two levers this is obviated. Thus it will be seen that if the lower lever is turned one-eighth way around the upper or grade lever will move a quarter-way around, as indicated in Fig. 4, and thus it follows that if the grade-lever is turned from its horizontal position to a perpendicular position the lower lever will be given only an eighth turn. The car in its downward movement thus meets the resistance of the spread wires at the lower end, forming a gradual cushion. The car as it descends draws the tracks together, bringing the lower lever to a position in alinement with the track-wires or approximately horizontal, meanwhile reversing the grade-lever, throwing the handle inward and upward. The turning of the lower lever to a perpendicular position to spread the wires and propel the car causes the upper or grade lever to swing a half-revolution. So it will be observed that it is only necessary to swing either lever a quarter-revolution to give the required propelling impulse to the car, but the lower lever is made double the length of the upper in order to turn but an eighth revolution when the grade-lever is swung a quarter-revolution to start the car downward, to produce the cushioning effect at the lower end, and the upper or grade lever is constructed to swing a half-revolution, which is made necessary from the fact that the lower lever is double its length. To this end pulleys 5 5 are provided for the track-wires, instead of the loops used in the lower lever, as the former admit of the universal movement, whereas the loops do not.

It will be observed that the handle 6 of the lever is offset a trifle to afford clearance for the wires under all conditions.

In addition to the features described the

levers are each provided with a buffer-catch and one of the tracks is furnished at each end with a buffer. These will now be described. They being alike at each end, it is only necessary to describe one set.

C is a loop of wire bent upwardly in the middle, which constitutes the forward end to clear the upper edge of the car, and having its ends inserted in holes 10 10, formed for them in the outer end of the propelling-lever, where they are removably and adjustably held by set-screws 11 11. A cross-bar 12 is mounted to slide on this loop, and said cross-bar constitutes the catch, spiral springs 13 13 being located on the loop in rear of it to constitute a buffer to allow the catch to yield as a result of the sudden impact of the car upon striking it. In addition, a spring 14 may be mounted on the loop forward of the cross-bar or catch to ease the rebound which the buffer-springs 13 13 cause, but this additional spring 14 is not absolutely necessary. In addition, a buffer 15, faced with some soft material—such as leather—is placed on the lower track-wire preferably, and back of it is placed the spiral cushioning-spring 16. By means of the two buffers the jar is almost entirely relieved, and the noise incident to the contact of the car at the station is effectually deadened.

C′ is the car. It is furnished with an arm 17, hinged to the lower side, adapted to hold papers, parcels, pocket-books, and the like between it and the bottom of the car. To this end a strong spring 18 is provided at the hinge, forming a spring-hinge, which causes the arm to engage the articles interposed between it and the car with pressure sufficient to prevent their escape. The arm is strengthened by means of a longitudinal rib formed in it, and this rib assists in holding the articles. The free end of the arm is bent downward and then upward to form a finger loop and hook 20, the loop receiving the operator's finger, whereby the arm is readily lowered for the removal of the articles held by it, and the hook projects up far enough to assist in preventing the articles from sliding out.

It is evident that slight changes might be resorted to in the form and arrangement of the several parts described without departing from the spirit and scope of our invention, and hence we do not wish to limit ourselves to the exact construction herein set forth; but,

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

1. The combination of two levers pivotally supported at different elevations, and two wires connected with these levers, the distance between the point of connection of the wires and the pivot being greater in the lower lever than in the upper lever, substantially as set forth.

2. The combination of two levers pivotally supported at different elevations, and two wires connected with these levers, the connection with the lower lever being twice the distance from the pivot that the connection of the wires of the upper lever is from its pivot, substantially as set forth.

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

SAMUEL W. BARR.
HENRY M. WEAVER.

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