

(No Model.)

R. F. SHANNON.
CASH AND PARCEL CARRIER.

No. 464,482.

Patented Dec. 1, 1891.

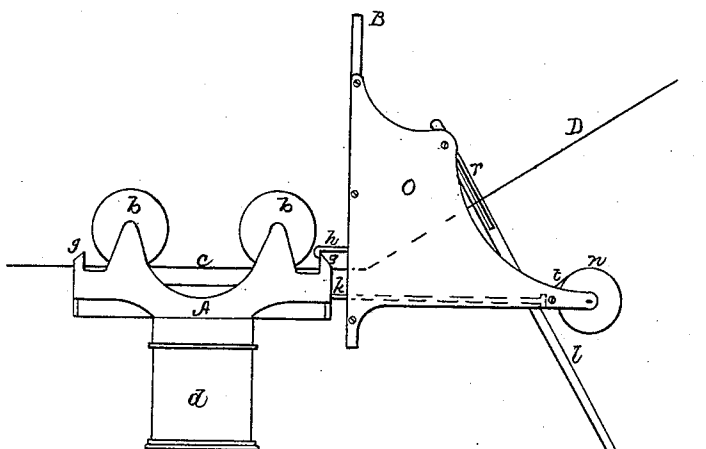


fig. 1.

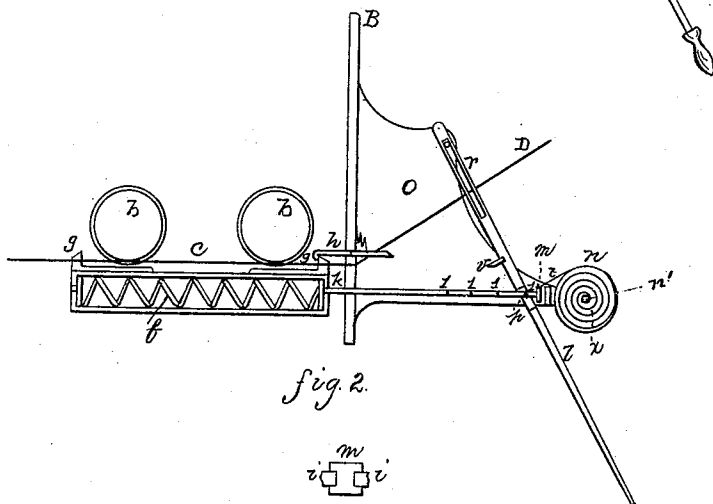


fig. 2.

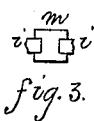


fig. 3.

Witnesses.

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CASH AND PARCEL CARRIER.

SPECIFICATION forming part of Letters Patent No. 464,482, dated December 1, 1891.

Application filed July 24, 1891. Serial No. 400,662. (No model.)

To all whom it may concern:

Be it known that I, ROBERT F. SHANNON, a citizen of the United States, residing at Medina, in the county of Orleans and State of New York, have invented a new and useful Improvement in Cash and Parcel Carriers, of which the following is a specification.

My invention relates to an improvement in apparatus for carrying money or small parcels along a horizontal wire; and the objects of my improvement are to furnish, first, a more convenient and reliable power; second, to provide a more durable apparatus, and, third, to furnish means for easily and accurately adjusting the motive power to the work it has to do. I attain these objects by the mechanism shown in the accompanying drawings, in which—

Figure 1 is a side view, Fig. 2 a vertical longitudinal section, and Fig. 3 a detail, of the cross-head and the guides for the plunger-rod.

Similar letters refer to similar parts throughout the drawings.

The carrier A is suspended from a horizontal track-wire *c* and is supported by means of two grooved wheels *b b*. It carries a cup or basket *d* for cash or bundles. The carrier is provided with a tube *e*, containing a spiral spring *f*. This spring has a disk at each end for the plunger-rod *k* to work against in compressing the spring, which by its reaction furnishes the motive power for propelling the car along the track-wire. The carrier has a hook *g* at each end, which is held by a latch *h* until tripped by the stud *v* on the lever *l*, thus allowing the spring *f* to receive the proper compression. The spring is compressed by the plunger-rod *k*, which is pivoted to and actuated by the lever *l*. The plunger-rod *k* has a series of holes 1 1 1, in which the pivot *p* may be inserted and the length of the stroke and consequently the compression of the spring regulated to suit the distance it is required to propel the car.

The plunger-rod *k* is guided by a cross-head *m*, sliding in two ways *i*, attached to the sides of the case O, which contains the plunger and lever mechanism. The lever *l* has a slot *r* at its upper end to compensate for its circular motion. The lever and plunger are drawn back after compressing the propelling-spring *f* by means of a spring which coils in the hollow roller *n*. This roller has a flattened axle *n'* to prevent the axle turning in the frame. To the axle *n'* is attached the inner end of a coiled spring *x*, the outer end of the spring being attached to the roller *n*. The roller is connected to the cross-head of the plunger by a brass ribbon *t*. The circumference of the roller has a series of holes (not shown) for attaching the ribbon *t*, and thus regulating the tension of the spring *x*. So by a single throw of the lever *l* forward the car is propelled and the lever is returned to place automatically.

The case O is held in position by the standard B and guide-wire D.

The entire apparatus is composed of steel and brass, making a compact and durable apparatus.

What I claim as my invention, and desire to secure by Letters Patent, is—

In a cash and parcel carrier apparatus, the combination of a carrier provided with a tube and a propelling-spring located therein, a horizontal track-wire, plunger-rod *k*, an operating-lever provided with a beveled lug *v*, said lever being loosely pivoted at one end and adjustably secured to the plunger-rod, a coiled spring secured at one end to the plunger-rod and at the other end to a roller, and a retaining-latch *h*, having its rear end beveled and provided at its forward end with a hold to engage the car, all constructed and adapted to operate substantially as described.

ROBERT F. SHANNON.

Witnesses:

OLIN C. GILLETTE,
ABIEL BOWEN.