(No Model.)

H. M. WEAVER.

CATCH FOR CASH AND PACKAGE CARRIERS.

No. 567,180. Patented Sept. 8, 1896.

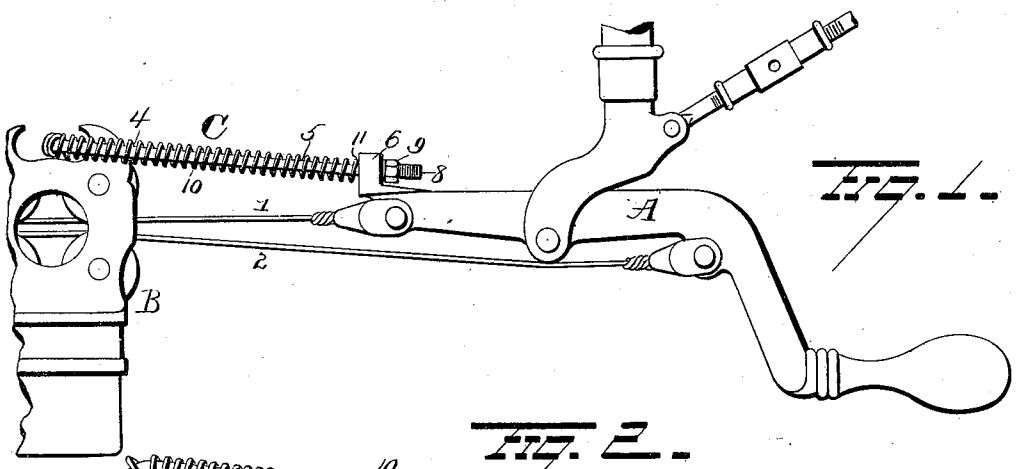


Fig. 1.

Fig. 2.

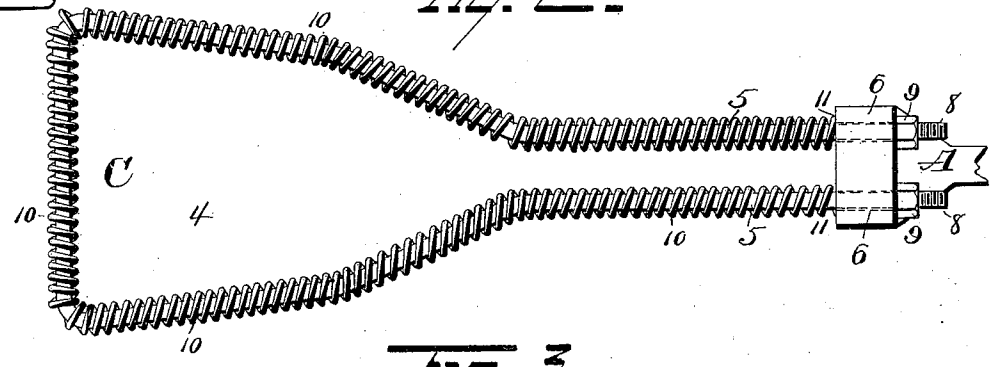


Fig. 3.

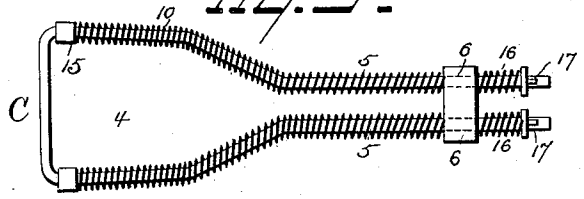
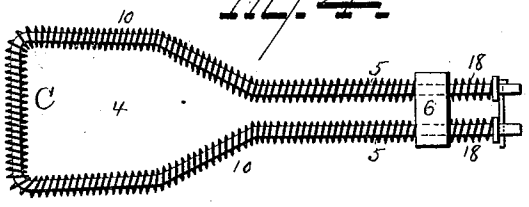


Fig. 4.



Witnesses
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UNITED STATES PATENT OFFICE

HENRY M. WEAVER, OF MANSFIELD, OHIO.

CATCH FOR CASH AND PACKAGE CARRIERS.

SPECIFICATION forming part of Letters Patent No. 567,180, dated September 8, 1896.

Application filed June 18, 1895. Serial No. 553,217. (No model.)

To all whom it may concern:

Be it known that I, HENRY M. WEAVER, of Mansfield, in the county of Richland and State of Ohio, have invented certain new and useful Improvements in Catches for Cash and Package Carriers; and I 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.

My invention relates to an improvement in catches for cash and package carriers, the object being to provide a yielding buffer or easement for the catch-loop; 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 my improved catch, showing it applied to a propelling-lever. Fig. 2 is an enlarged plan view of the catch, a broken end of the lever showing. Figs. 3 and 4 are views of modifications.

A represents the usual propelling-lever, which constitutes a support for the two track-wires 1 and 2, as well as the other parts of the apparatus, and B is the carrier mounted on said track-wires.

C is my improved catch. This consists in a wire bail bent to form the loop 4 at the center and the parallel members 5 5. Horizontal bearings 6 6 are formed at the outer end of the lever to receive these parallel members 5 5, the latter being constructed to slide freely therein. The extreme ends of the wire forming the bail are screw-threaded, as at 8 8, and nuts 9 9 are turned thereon to prevent the withdrawal of the catch, or they may be used to vary the position of the catch relative to the lever.

A spiral spring 10 encircles the entire outer end of the bail, its ends 11 11 bearing against the outer end of the propelling-lever, the spring being adapted to act as a spring buffer or easement, so that the spring has the double function of forming a yielding buffer or easement for the car and also to provide for the recoil and throw the bail out to its normal position.

As shown in the modifications, the spring need not extend entirely around the loop, but, as in Fig. 3, it may be divided in two parts, in which event collars 15 15 are placed on the bail to form abutments at that end. Also in this form the additional recoil-springs 16 16 are placed on the ends of the bail protruding inside of the bearings. Also keys or cotters 17 17 may be employed in lieu of nuts on the ends of the bail. Still another form may be employed in which recoil-springs 18 18 are used with the buffer-spring shown in Fig. 1, as is illustrated in Fig. 4.

Although I have shown and described my improved catch in connection with what is known as the "Barr cash and package carrier system," yet it is evident that it is applicable to other forms of apparatus as well, and it is also evident that slight changes might be made in the form and arrangement of the several parts described without departing from the spirit and scope of my invention, and hence I do not wish to limit myself to the exact construction herein set forth; but,

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

1. The combination with propelling means, of a bail having sliding connection with the propelling means, and buffing or easement device connected with this bail, for easing the shock sustained by the bail due to the sudden contact of a moving cash or package carrier therewith, substantially as set forth.

2. The combination with a support, of a bail comprising a loop and two members extending approximately parallel with each other, said bail having sliding connection with the support, and buffing or easement device for easing shocks sustained by the loop of the bail due to the sudden contact of moving cash or package carrier therewith, substantially as set forth.

3. The combination with a propelling-lever, and track-wires connected therewith, of a bail having sliding connection with said lever, and buffing or easement device connected with the bail for easing the shock sustained by the bail when a moving cash or package carrier strikes it, substantially as set forth.

4. The combination with a support, of a bail comprising a loop and approximately parallel members having sliding connection with the support, and spiral springs on these approxi-

mately parallel members on each side of the support, substantially as set forth.

5. The combination with a support, of a bail comprising a loop and approximately parallel members having sliding connection with the support and a spiral spring surrounding the loop and parallel members and bearing at the ends on the support, substantially as set forth.

6. The combination with a support, of a bail comprising a loop and approximately parallel members having sliding connection with the support, a spiral spring surrounding the bail and parallel members, on both sides of the support and bearing on the support, substantially as set forth.

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

HENRY M. WEAVER.

Witnesses:
N. B. DIRLAM,
LOU WOOD.