

(No Model.)

E. P. OSGOOD.

CASH CAR.

No. 290,190.

Patented Dec. 11, 1883.

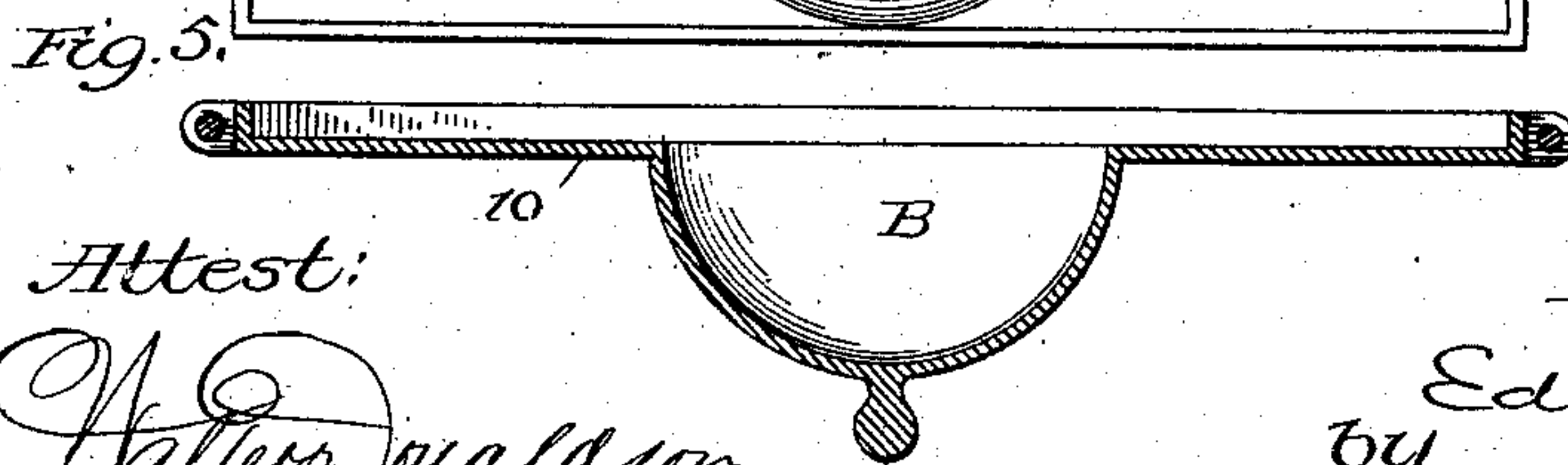
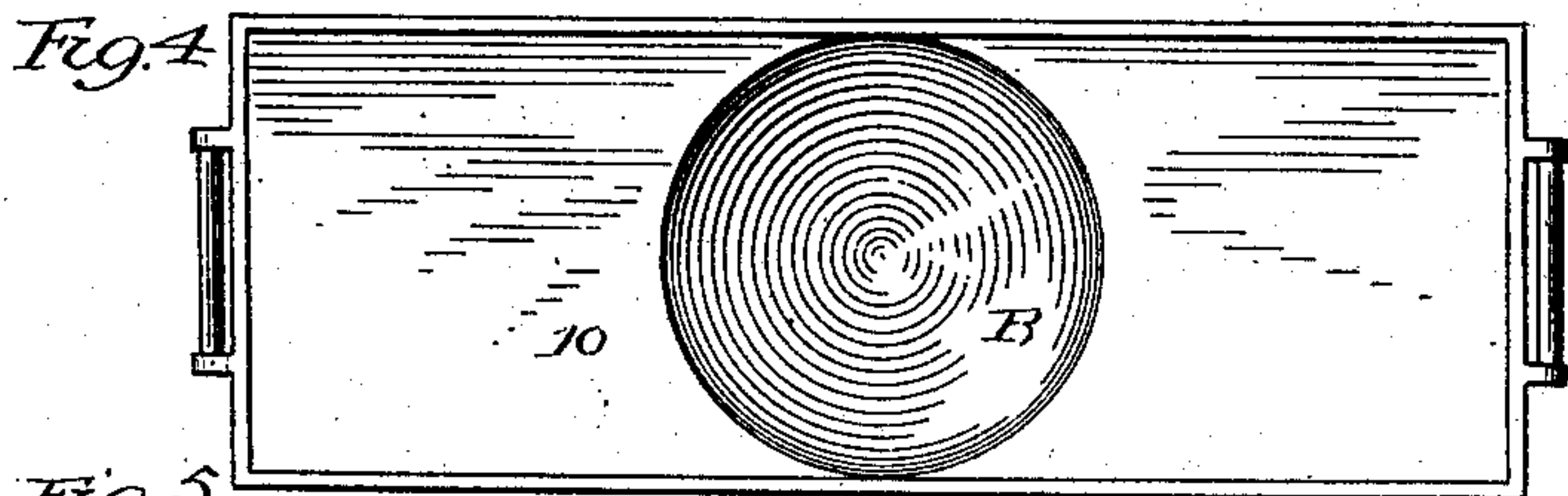
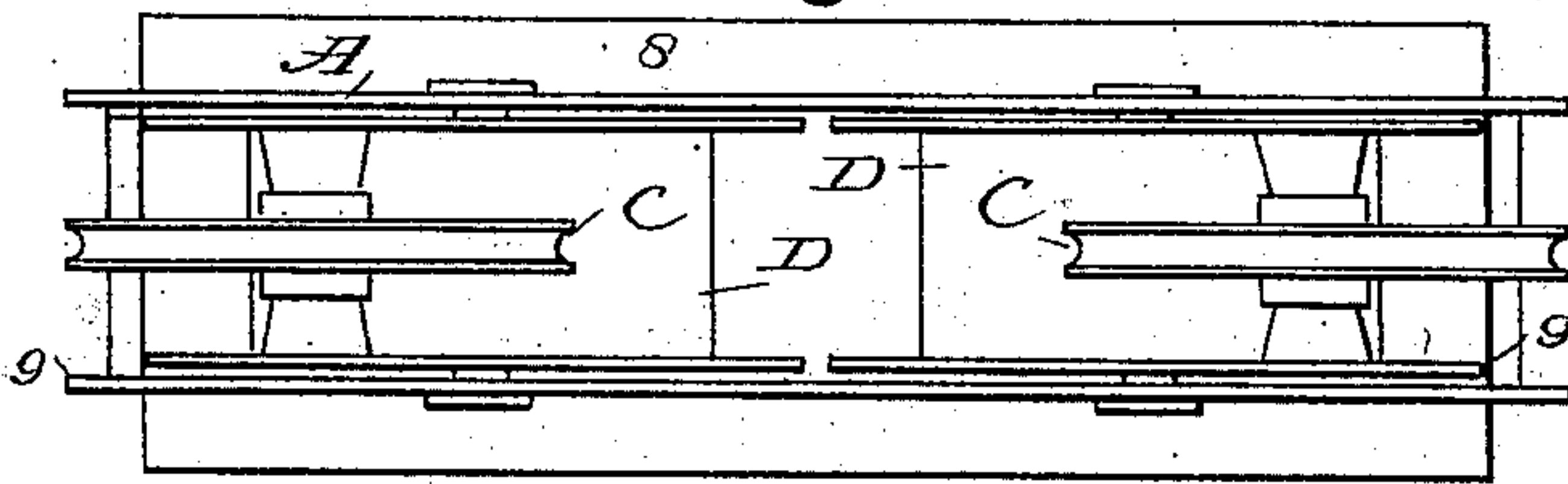
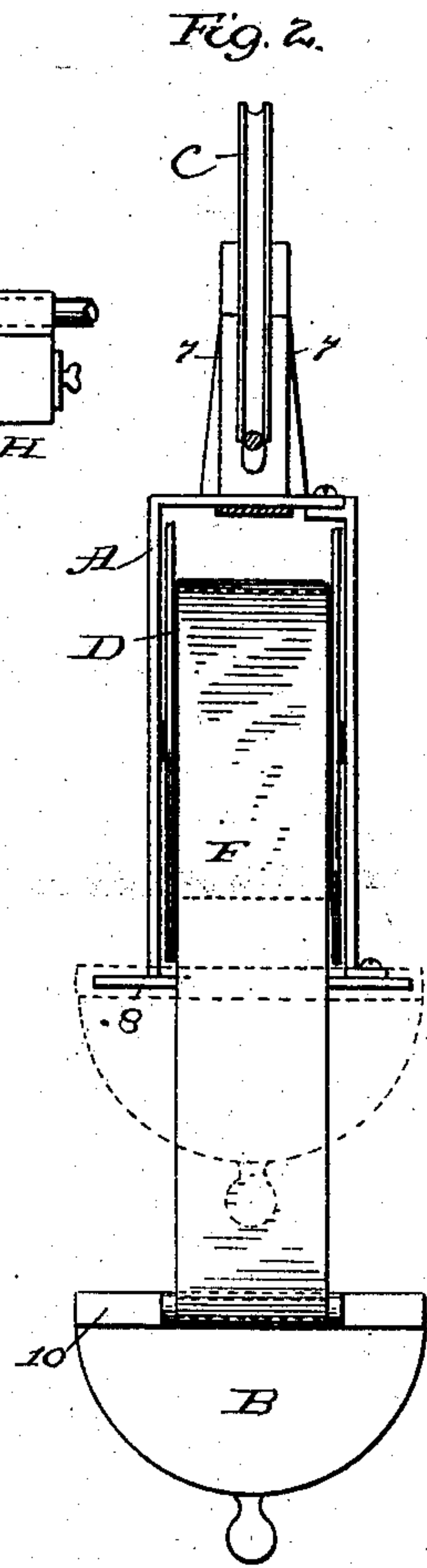
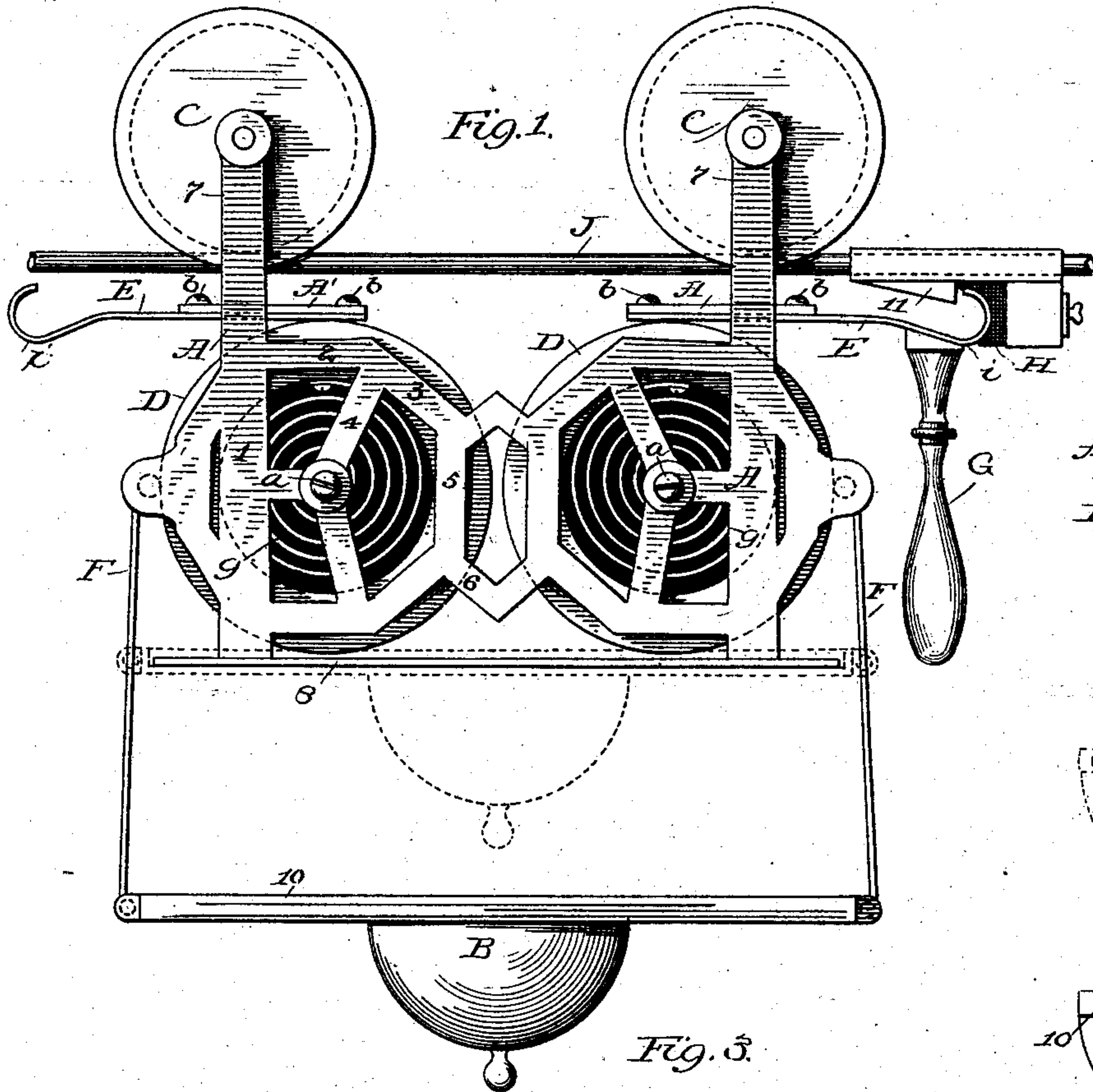
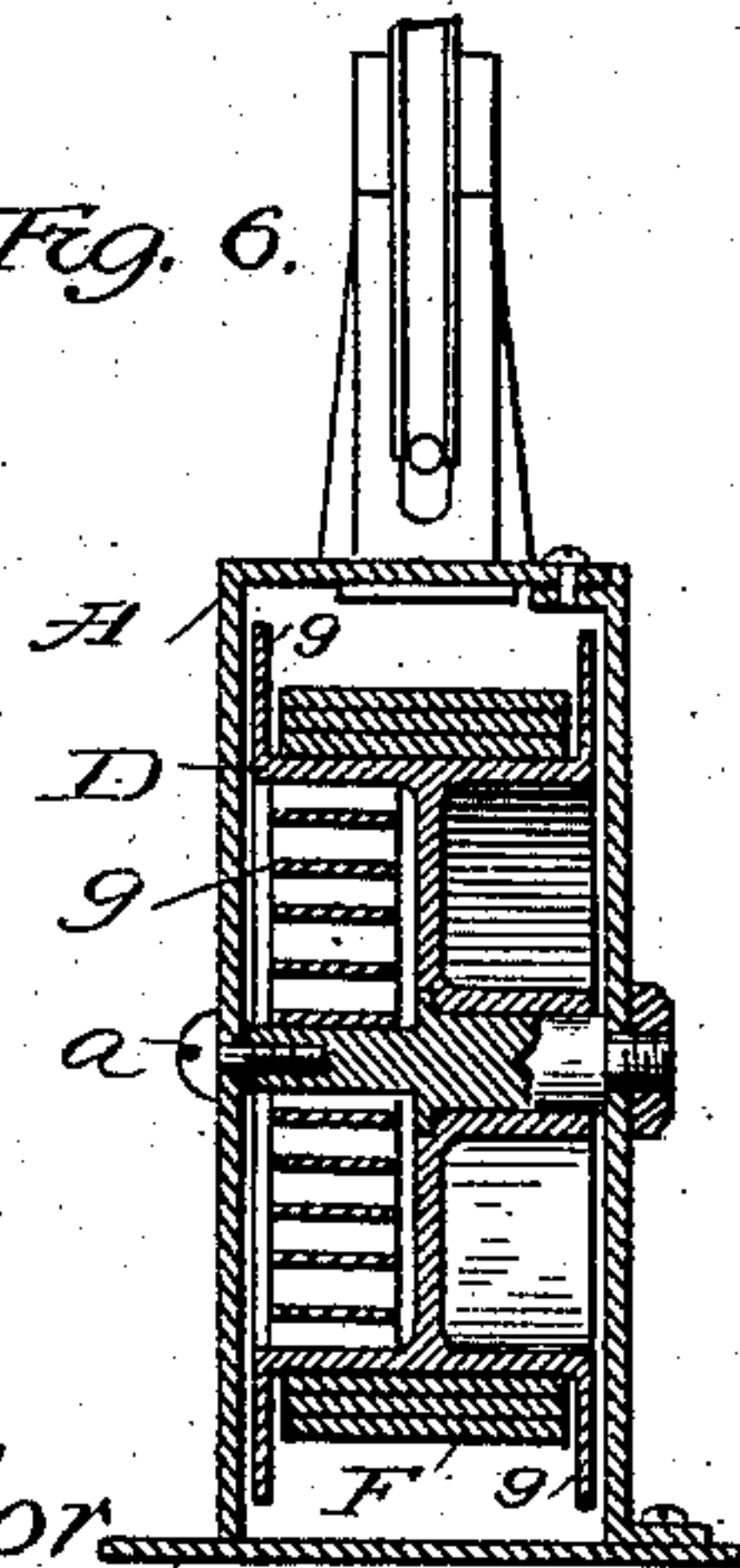


Fig. 6.



Attest:
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UNITED STATES PATENT OFFICE.

EDWIN P. OSGOOD, OF MALDEN, MASSACHUSETTS, ASSIGNOR OF ONE-HALF
TO BYRON A. OSGOOD.

CASH-CAR.

SPECIFICATION forming part of Letters Patent No. 290,190, dated December 11, 1883.

Application filed November 12, 1883. (No model.)

To all whom it may concern:

Be it known that I, EDWIN P. OSGOOD, of Malden, in the county of Middlesex and State of Massachusetts, have invented a new and
5 useful Improvement in Cash-Cars; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention is an improvement in cash-cars of that class in which a frame-work provided with a wheel or wheels runs upon a
10 track with a tray or receptacle suspended from the frame by flexible connections, so that it may be pulled down to receive the change or articles to be carried, but springs up automatically when released.

The object of my invention is, first, to locate the springs which draw up the receptacle in such position that they will not, by their weight, give undue oscillation to the car;
20 second, my object is to reduce the weight to a minimum; and, third, to provide a simple and inexpensive construction of sufficient strength and ornamental form, and, finally, to generally improve the details of construction of the car and its appendages.

In the accompanying drawings, Figure 1 is a side elevation, Fig. 2 an end elevation, and Fig. 3 a top view, of the improved car. Fig. 4 is a plan view of the tray and cup, and Fig.
30 5 a longitudinal vertical section of the same. Fig. 6 is a transverse section taken centrally through the axis of one of the wheels.

In these drawings, A represents the frame-work of the car-body. It may be made of
35 sheet-brass or other convenient material struck out in the form shown, in which the sides are composed of the flat bars 1 2 3 4 5 6, and so on, with hangers 7, which suspend the car from the grooved wheels C. The sides may
40 be connected by suitable bolts, as well as by the pivot-screws *a*. On the bottom is fixed a plate, 8, and on the top are fixed plates A'. The frame of the car is thus composed of light open frame-work, at the same time strong and
45 simple.

Within the frame are pivoted two wheels, D D, within which are ordinary coiled springs *g*, by means of which the wheels are turned back to wind up the straps. These straps F
50 are wound upon the wheels, between the

flanges 9, in opposite directions, their ends extending down and connected to a tray, 10, which carries a cup, B, with preferably a small knob or handle at its bottom. The straps may be of leather or any equivalent
55 material.

To the top pieces, A', are fixed, by means of screws *b*, the spring-catches E, these catches having a hooked end, *i*, which passes under and hooks over an inclined stop, 11, set upon
60 the track J. A preferably elastic stop, H, receives the impact of the spring-catch to arrest the car, and the inclined stop prevents the return. A handle, G, is fixed to the spring-catch, so that it may be grasped by the hand
65 and drawn down, the operator at the same time retaining his hold upon the handle to give the car the proper impetus. When the tray is drawn down, the straps F turn the wheels, coiling up the springs within them,
70 and when the tray is released the recoil of the springs draws up the car.

The tray may be made of thin sheet metal, and is fitted to receive bills or packages, while the cup B is adapted to receive coin. The tray
75 may be struck or spun out of a single piece of metal. All the springs and wheels are located on the frame-work of the carriage and close beneath the track, and the tray or pull-down part of the carriage is of the least possible
80 weight.

It will be observed that the wheels on which the straps are wound are in a plane parallel with the track or line of movement of the car, and the straps are brought down at the opposite
85 sides, so as to turn the wheels in opposite directions. The wheels, being arranged in this way, offer very little resistance as the car is pushed back and forth, and this, with their location directly beneath the track, makes
90 their movement very easy.

What I claim is—

1. The combination of the car-frame composed of the side pieces specified and hangers 7 with spring-wheels supporting pulleys,
95 adapted to run upon a track, and a tray suspended from the pulleys by means of flexible straps, substantially as described.

2. The frame A, composed of the bars 1 2 3 4 5 6 and suspending-hangers 7, and car-
100

rying the flanged-wheels D, with the straps F, and the tray suspended therefrom.

3. In combination with the side pieces of a cash-car, and suitable straps suspended from wheels, pulleys pivoted upon transverse bolts or screws, having springs and suspending-straps F for the tray, the said pulleys being in a plane parallel with the track on which the car runs, substantially as described.

10 4. The spring-catch E, attached to the body of the car, and provided with the handle G, as described.

5. The combination of the spring-catch E, secured to the car and provided with a handle,

the inclined stop 11, and the stop H, substantially as described. 15

6. The combination of the tray 10, having the cup B, and the plate 8, adapted to fit into the tray to hold down articles placed therein, substantially as described. 20

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

EDWIN P. OSGOOD.

Witnesses:

BYRON A. OSGOOD,
SARAH T. PENNEY.