

(No Model.)

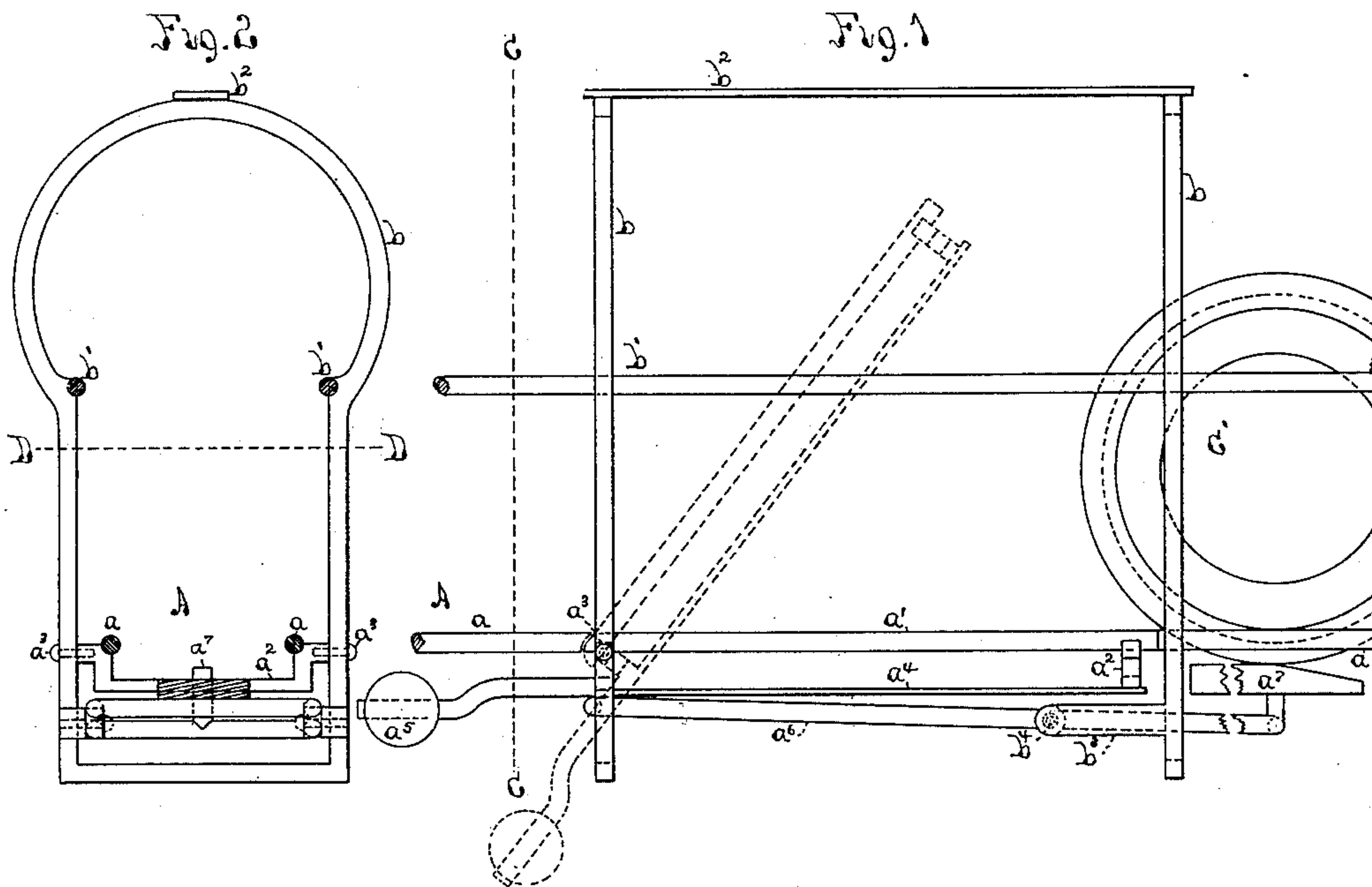
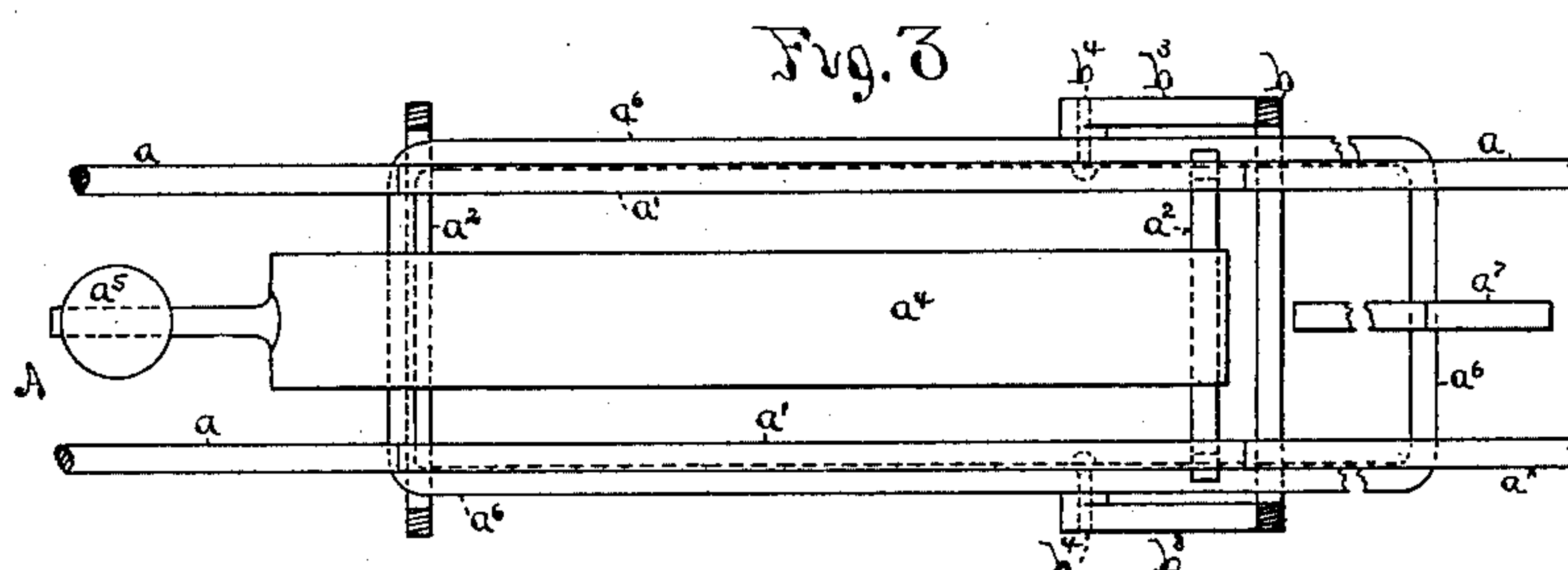
2 Sheets—Sheet 1.

D. H. RICE.

CASH CARRYING APPARATUS.

No. 318,139.

Patented May 19, 1885.



Witnesses

Wm. B. Brown

W. P. Ockington.

Inventor

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Fig. 5

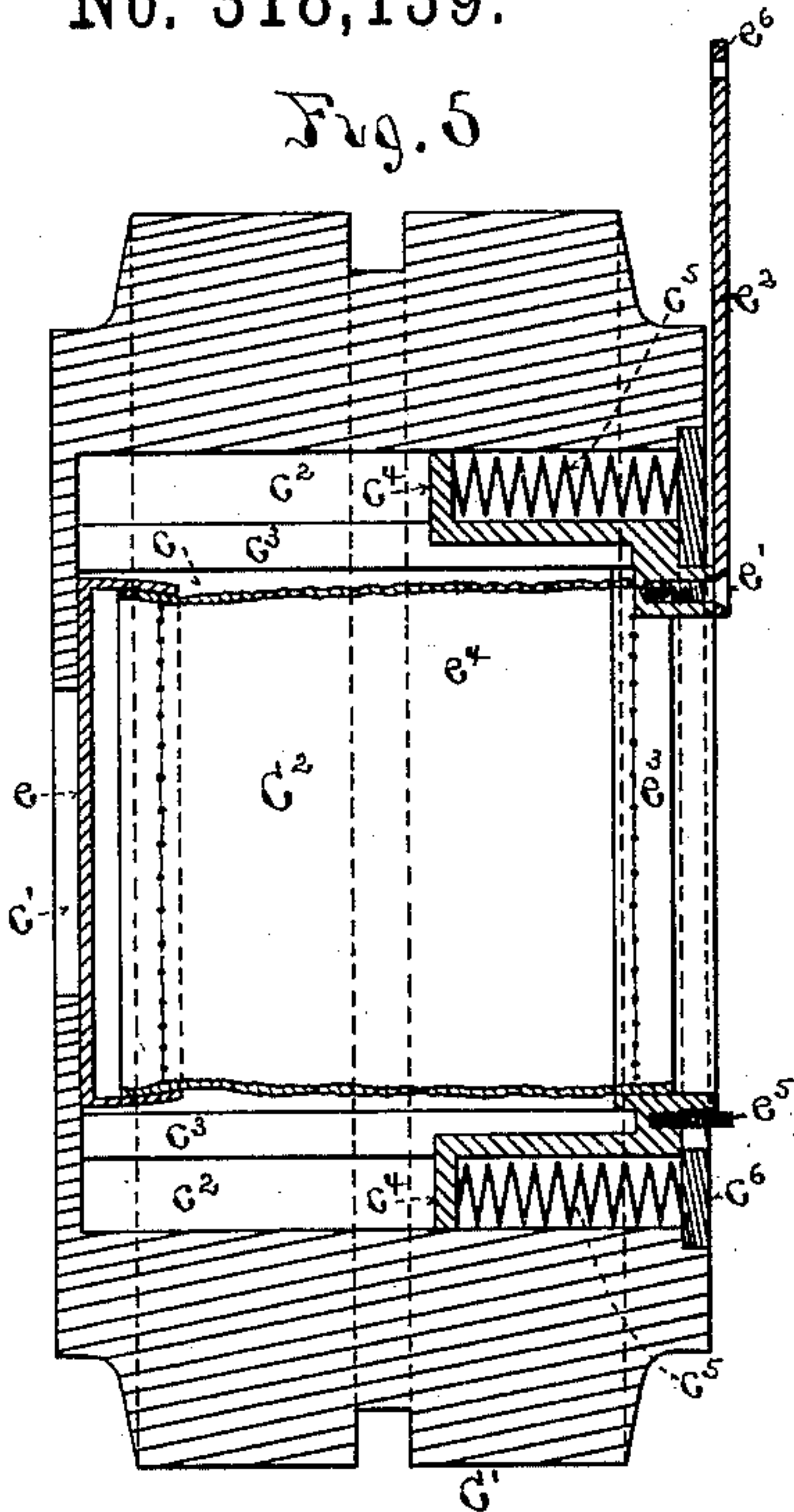


Fig. 4

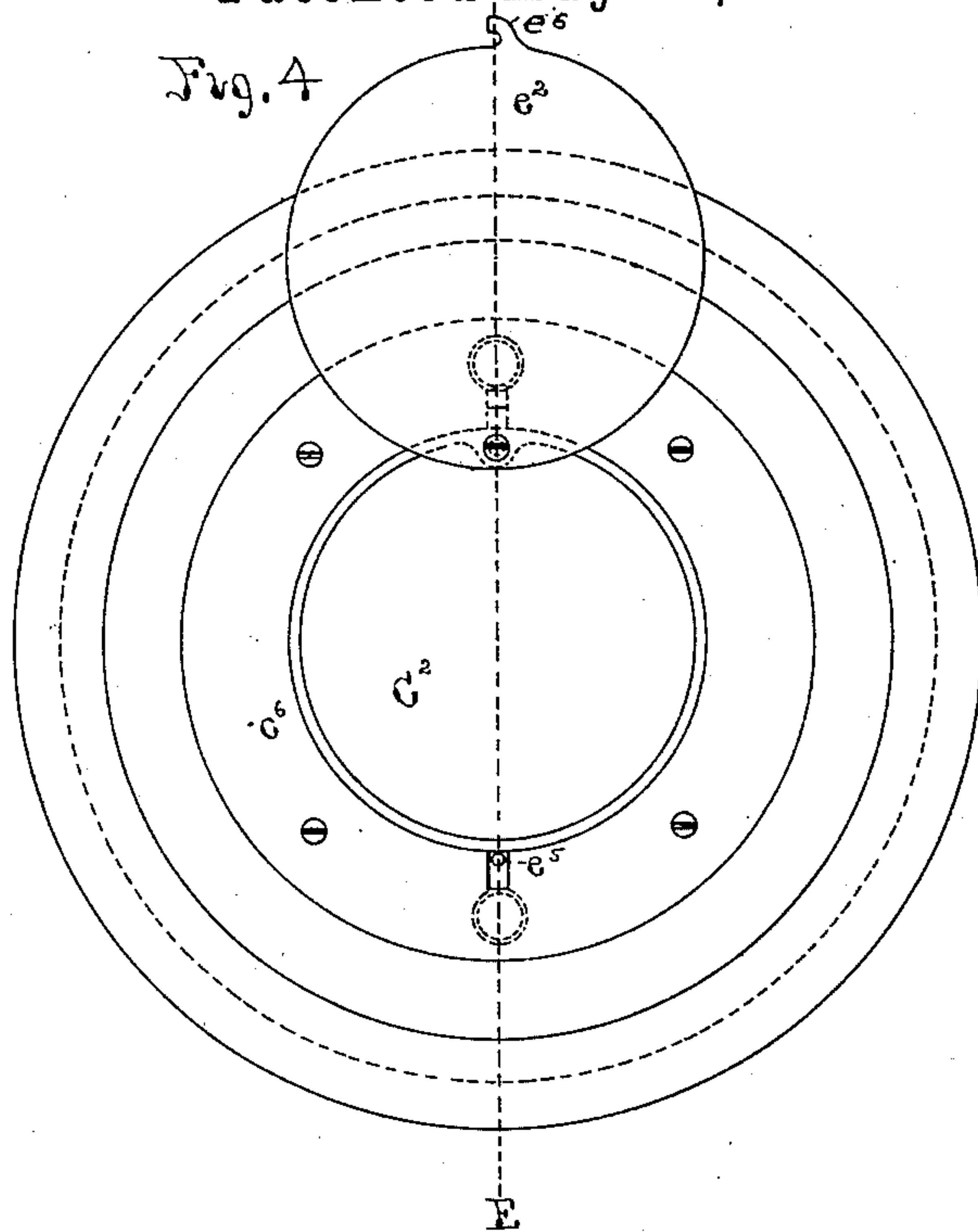


Fig. 6

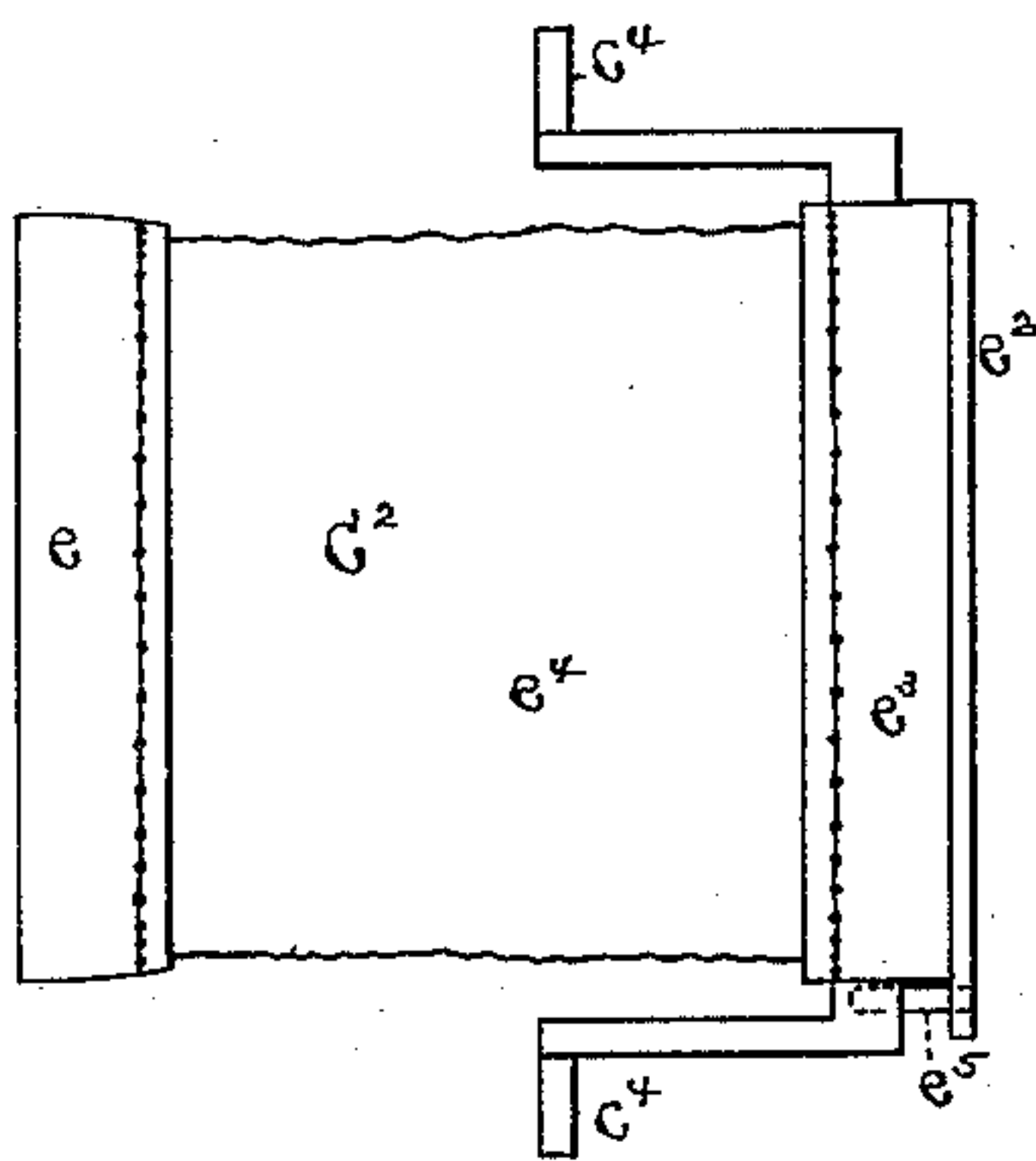
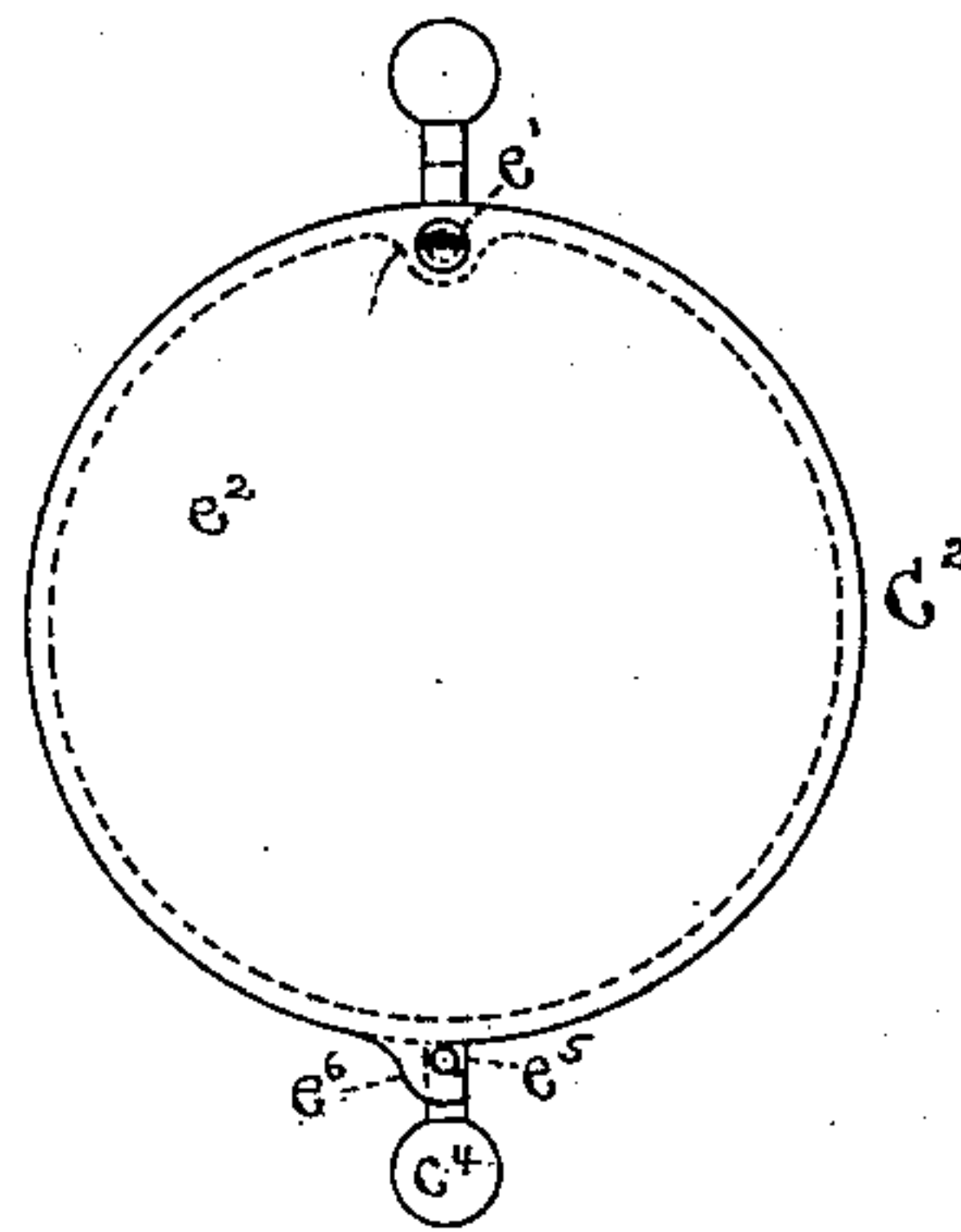


Fig. 7



Witnesses

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DAVID HALL RICE, OF LOWELL, MASSACHUSETTS.

CASH-CARRYING APPARATUS.

SPECIFICATION forming part of Letters Patent No. 318,139, dated May 19, 1885.

Application filed April 20, 1885. (No model.)

To all whom it may concern:

Be it known that I, DAVID HALL RICE, of Lowell, in the county of Middlesex and State of Massachusetts, have invented a new and useful Improvement in Cash-Carrying Apparatus, of which the following is a specification.

My improvement relates to cash-carrying apparatus; and it consists in certain novel combinations of the parts of tracks, switches, and carriers therefor, substantially as herein-after described and claimed.

In the drawings, Figure 1 is a side elevation of a track provided with my improved trap mechanism. Fig. 2 is a vertical transverse section of the same on the line C C of Fig. 1. Fig. 3 is a top plan view of the same with the parts above the line D D removed. Fig. 4 is a side elevation of my improved carrier. Fig. 5 is a transverse section of the same on the line E E of Fig. 4. Fig. 6 is a side view of the cash-cylinder removed from the carrier. Fig. 7 is an end view of the same.

A is the track, formed of two rails, a a , in the customary manner. Two parts or sections, a' a' , are cut out of the rails for a sufficient length to permit the carrier to pass down through the opening thus formed in the track. These two parts a' a' are joined together by cross-ties a^2 a^2 at their ends, so as to form a frame or trap of the same gage as the track A. Frames b b are used to hold the rails of the track in place, joined together by the rods b' b' and the top bar, b^2 . At one end of the trap it has its tie a^2 pivoted into one of the frames b by pivots a^3 a^3 transversely of the track, so as to be enabled to turn upward on these pivots to the position shown in dotted lines on Fig. 1. A bottom slat or strip, a^4 , is attached longitudinally to the lower sides of the ties a^2 a^2 , and upon an extension of this, in the form of a rod extending beyond the pivots a^3 a^3 , is attached the weight a^5 in any well-known manner—as, for instance, by a screw-thread—so as to counterbalance the trap and keep it in the open position shown in dotted lines in Fig. 1. In this position the carrier, which is to stop at the station where this trap is placed, will descend through the same when it reaches the trap; and the strip a^4 will serve to deflect the carrier downward as it passes through the trap, the latter being in a normally open position when in use. The

carrier which is to pass beyond this station must close the trap to pass over it, and in order to effect this I attach to one of the frames b , on each side at its lower end, short horizontal bars b^3 b^3 , and provide a lever, a^6 , in the general form of a rectangular frame slightly wider than the track. I pivot this frame on each side in the ends of the bars b^3 b^3 by pivots b^4 b^4 in such a position that one transverse end part of lever a^6 lies under the trap beyond its pivots, as shown, and the other transverse end part extending to the right, Figs. 1 and 3, a sufficient distance has fixed upon it the fin or spline a^7 , the latter extending upward within the path of the carriers, all the parts being so arranged with relation to each other that when a carrier traversing the track runs onto the spline a^7 and depresses it, the other end of lever a^6 , pressing upward under the trap, will cause it to close, and the carrier will run onto and pass over it, when it will again rise automatically to an open position.

In order to prevent the carrier C', which is to pass through the trap, from closing it, a circumferential groove is made in the periphery of that carrier, which registers with the spline a^7 , and allows the carrier to pass over without depressing it. Each station is to be provided with one of these traps, differing only in the location of the spline a^7 upon the lever a^6 , which is located in a different position transversely to the track for each station. By providing a series of carriers having their circumferential grooves located in correspondence with the several traps, respectively, each carrier can be made to pass over every trap except that of the station where it is intended to be delivered, and will pass through the trap of the latter.

It is intended that the above-described mechanism shall be used in connection with baskets, switches, &c., the same as that shown in the Letters Patent No. 314,263, granted to me March 24, 1885, upon which it is an improvement.

In Figs. 4, 5, 6, 7 is shown my improvement in the carrier C'. I form in the latter a transverse axial hole, c , from one side nearly through it, and from the bottom of this hole I extend a smaller hole, c' , through to the opposite side. In the hole c , I place a cylinder, C^2 , to hold the cash. On each side and a little distance from the hole c , I make from the same side of

the carrier as with the latter, two small holes, $c^2 c^2$, partly through it. I then cut away the intervening wood between each of the holes $c^2 c^2$ and the hole c , so as to connect them by the slots $c^3 c^3$. The cash-cup has attached to it two lugs, $c^4 c^4$, which extend through the slots $c^3 c^3$ into the holes $c^2 c^2$. Two spiral springs, $c^5 c^5$, are pressed into the holes $c^2 c^2$ on top of these lugs, and the ring c^6 , countersunk into the face of the carrier, is placed over the springs and screwed firmly in place. It is evident that the springs will tend to force the cash-cylinder C^2 toward the bottom of chamber c . The cash-cylinder is made of a closed bottom part, e , and a cylindrical part open at the opposite end. This cylindrical body part is provided at its open end with a cover, e^2 , of the same exterior outline on its edges as the cylindrical body in transverse section, and is attached to a pivot, e' , in the cylinder parallel to its axis, upon which it swings freely. When the open end of cylinder C^2 , with its cover e^2 , is pressed outward beyond the face of the carrier, the cover may be swung around upon its pivot, as shown, and will thus serve to hold the cylinder in that position. By simply swinging the cover back until it registers with the cylinder C^2 , the springs $c^5 c^5$ will withdraw the open end of the cylinder and cover within the hole c in the carrier, thus automatically locking the cover shut until it is again pressed outward beyond the face of the cylinder. The body part of cylinder C^2 may be made of one piece of metal, in which case it will be made shorter than the depth of the hole c in the carrier by at least the thickness of the cover e^2 , so as to enable the latter to be drawn into the hole and locked, as described; or the body part of the cylinder C^2 may be made with an intervening portion between the bottom and its mouth of canvas, leather, or other flexible material, as shown in the drawings, in which e^3 is the mouth end of it, of metal, and e^4 is an intervening part, of flexible material. The lugs $c^4 c^4$ being attached to the mouth end e^3 , it is evident that with this construction the springs $c^5 c^5$ will not only withdraw this mouth end and the cover e^2 within the chamber c , but will also serve to collapse the flexible part of the cylinder and prevent its contents from rattling and making a noise as the carrier rolls over the track. The function of the hole c' is to enable the cylinder C^2 to be readily pressed out of the open end of the chamber c to open the cover, which is done by inserting the finger and pressing upon the bottom of the cylinder until the cover can be opened, as shown in Figs. 1 and 2. To bring the cover into a closed position more readily and certainly, a stop-pin, e^5 , is fixed in the cylinder C^2 , against which a projection, e^6 , in the cover abuts when it is closed.

Although my carrier may be constructed with but one lug c^4 upon the cash-cylinder C^2 , I prefer two, because they serve, when placed opposite to each other, to balance the carrier and cause it to roll more easily.

What I claim as new and of my invention is—

1. The combination of the way A, a normally-open trap suspended in said way upon pivots transversely thereto, the yielding spline a' , placed within the path of the carrier, and connecting mechanism between it and said trap adapted to transmit its movement when struck by a carrier to said trap, and close the same to allow said carrier to pass thereover, substantially as described. 75

2. In the carrier C' , the combination of the chamber c , the cash-box C^2 , provided with the cover e^2 , and one or more springs, c^5 , adapted to normally hold said cash-box within said chamber, substantially as described. 80

3. In the carrier C' , the combination of the chamber c , the cash-box C^2 , one or more springs, c^5 , adapted to normally hold said cash-box within said chamber, and the cover e^2 , pivoted to said cash-box by a pivot parallel, or nearly so, to the axis of the box, and adapted to be swung past the outer face of the carrier and to hold the box outward against said springs, substantially as described. 85 90

4. The combination, in the carrier C' , of the chamber c , the cash-box C^2 , sliding therein, and the supplemental aperture c' in the bottom of said chamber extending through the wall of the carrier and adapted for pressing through it against the said box and sliding it out of said chamber, substantially as described. 95 100

5. The combination, in the carrier C' , of the chamber c , the cash-box C^2 , sliding therein, one or more springs, c^5 , pressing said cash-box into said chamber, and the supplemental aperture c' through the wall of the carrier in the bottom of said chamber, substantially as described. 105

6. The combination, in the carrier C' , of the chamber c , the cash-box C^2 , sliding therein and capable of having its open end and cover withdrawn within said chamber, and the cover e^2 , fitting said chamber in cross-section, pivoted upon the cash-box to swing transversely of the chamber, and capable of being locked by being withdrawn into the same with the cash-box, substantially as described. 110 115

7. The combination, in the carrier C' , of the chamber c , the cash-box C^2 , sliding therein, the cover e^2 , pivoted to said cash-box to swing transversely of said chamber and enter the same when closed, and the stop e^5 , adapted to check the turning of said cover when it registers with the cash-box, substantially as described. 120

8. The combination, in the carrier C' , of the chamber c , the cash-box C^2 , sliding therein, provided with a flexible portion, e^4 , and a rigid portion, e^3 , and one or more springs, c^5 , adapted to bear upon and compress said rigid portion upon said flexible portion of the cash-box, substantially as described. 125

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Witnesses:

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