(No Model.) 2 Sheets—Sheet 1.

C. H. KELLEY.

CASH CARRIER.

No. 318,262. Patented May 19, 1885.

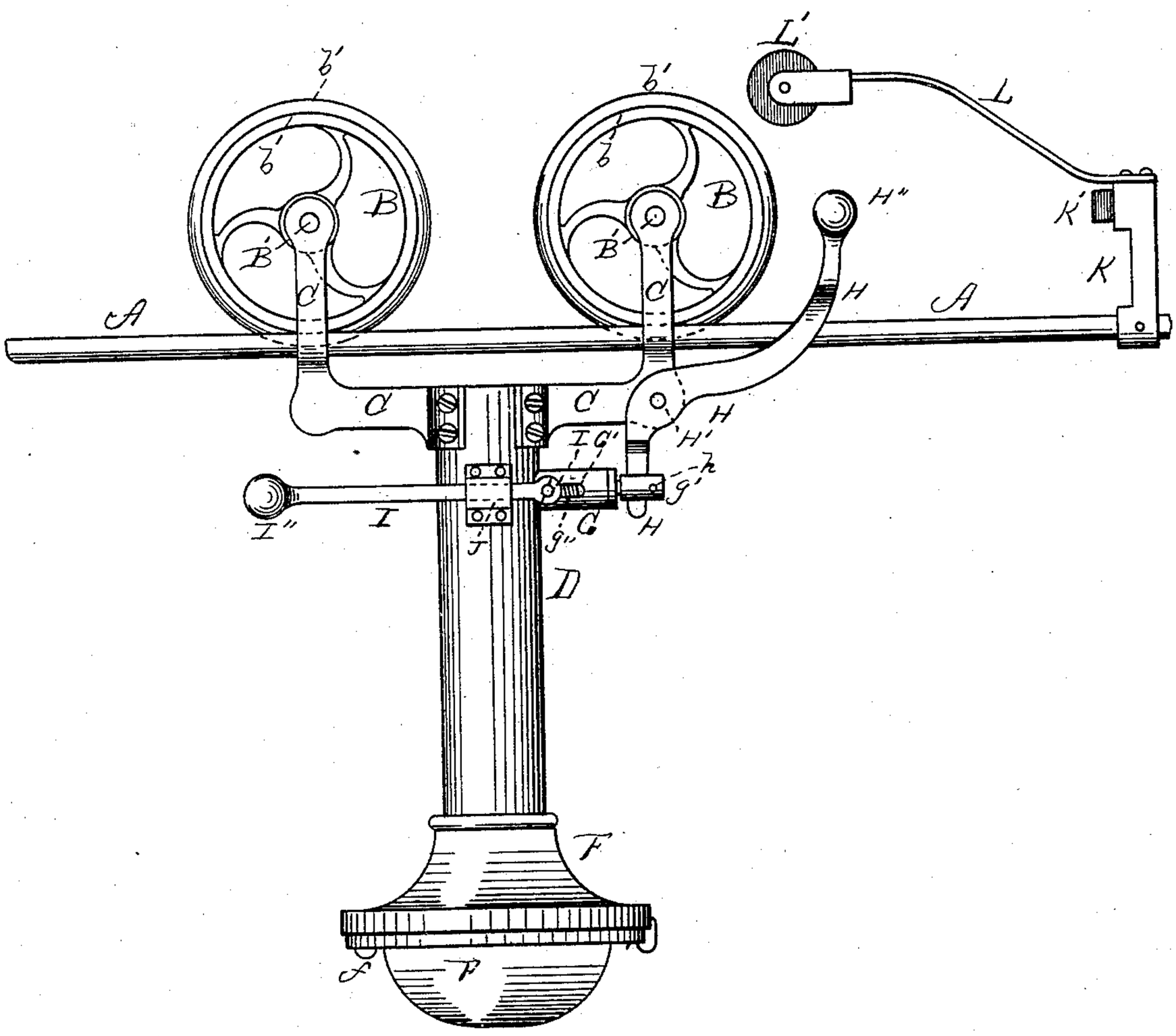

FIG. 1.

WITNESSES.

J. M. Hartnett.

W. W. Williams

INVENTOR.

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By his Atty.

Henry W. Williams

(No Model.)

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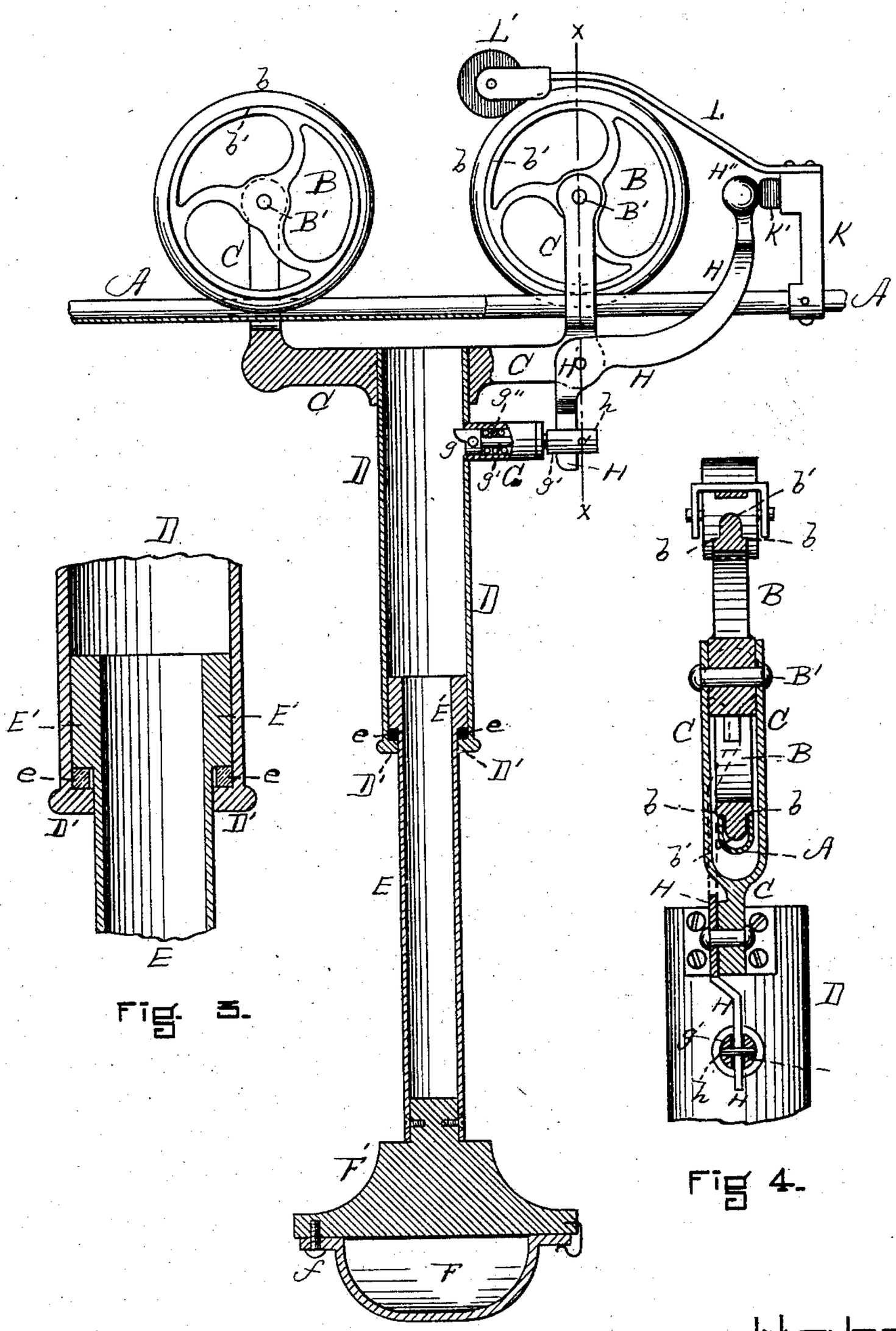

Fig. 2.

Fig. 3.

Fig. 4.

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UNITED STATES PATENT OFFICE.

CHARLES H. KELLEY, OF REVERE, ASSIGNOR OF ONE-HALF TO FRANCIS C. PERKINS, OF SOMERVILLE, MASSACHUSETTS.

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 318,262, dated May 19, 1885.

Application filed March 16, 1885. (No model.)

To all whom it may concern:

Be it known that I, CHARLES H. KELLEY, of Revere, in the county of Suffolk and State of Massachusetts, have invented new and useful Improvements in Cash-Carriers, of which the following is a specification.

In the accompanying drawings, in which similar letters of reference indicate like parts, Figure 1 represents an elevation of a cash-carrier in position for use on a track embodying my invention. Fig. 2 is a longitudinal vertical section of the same, a portion being shown in elevation. Fig. 3 is an enlarged section of the adjacent portions of the pipes or tubes D E. Fig. 4 is a cross vertical section on line *x x*, Fig. 2.

In Fig. 1 the carrier is represented as raised or closed, and in Figs. 2 and 3 as dropped or open.

A represents the track, which is substantially of U shape in cross-section, as shown in Fig. 4, the exact form being not essential, so that it presents two parallel edges or running surfaces to the wheels.

B B are wheels adapted to run on said track, the periphery of each of which is of the shape shown in Fig. 4—that is to say, having two outer circumferential steps, *b*, which run on the track, coming into contact with the parallel edges thereof, and a central circumferential bulge or convexity, *b'*, which drops between said edges forming said track, thereby reducing the tendency to jump the track when the carrier is going round a curve.

C C are frames rigidly secured to opposite sides of the tube or pipe D, and extending substantially horizontally therefrom beneath the track and then vertically, and bifurcated, so as to support the bearings *b'* of the wheels on both sides. The tube D extends downward from the frames C, and is provided at its lower end with an annular internal flange, D', and a tube, E, is telescopically inserted in the tube D, being prevented from dropping entirely out by the thickened portion or collar E', which is provided beneath it with an annular cushion, *e*.

To the lower end of the tube E is secured any suitable cash-box and cover—the box and cover F F', the former being adapted to swing horizontally to the latter at *f*, being, perhaps, preferred.

G is a barrel or horizontal tube secured to and opening into the tube D and closed at its outer end. This barrel contains the shank *g'* of a catch, *g*, the shank being surrounded by a spiral spring, *g''*, lying between the catch and outer end of the barrel, and the catch extending into the tube D with its beveled edge beneath and its horizontal edge above, all as shown in Fig. 2. The shank *g'* extends through the outer end of the barrel G, and is provided with a pin or horizontal projection, *h*, and between said projection and said barrel extends the lower or vertical arm of an elbow-lever, H, pivoted at H' to one of the frames C. The horizontal arm of said lever is bent upward at its end, and preferably provided with the ball H''.

I is a horizontal rod, rigidly secured at I' to the shank *g'*, and preferably provided with a ball, I'', at its opposite end. The barrel G is slotted horizontally at G', and a guide, J, in which the rod I slides, is attached to the outer side of the tube D.

K is a standard rigidly secured to the track A and provided with the buffer K', of even height above the track with the ball H''. This standard is furthermore provided with the spring-arm L, holding at its free end the rubber wheel L', hung so that its lower edge is a trifle lower than the upper edge of the wheel B.

The operation of the device is as follows: The carrier, being propelled along the track in the ordinary manner, is brought to a stop by the standard K, which is placed at the desired point over the sales-counter. In this operation the nearest wheel, B, to the standard first comes in contact with the rubber roll or wheel L', which rolls over the wheel B, being pressed hard upon it by the power of the spring-arm L, and drops between the two wheels, thus bringing the carrier to a stop gradually and with little noise. At the same time the ball H'' strikes the buffer K', (thus preventing undue noise or jar,) and, by means of the elbow-lever H, pin *h*, and shank *g'*, withdraws the catch *g*, which holds up the tube E by lying under the thickened portion or collar E', and

said tube drops into the position shown in Fig. 2. The rubber ring *e* strikes and rests upon the flange D′, (thus preventing undue noise and jar,) and the cash-box is on a level with the salesman, being automatically brought into such position by the means above described. There may be as many telescopic tubes E as desired, to accommodate the distance of the track above the sales-counter. When the salesman is ready to send the carrier back to the cashier, he pushes the tube E up until the collar E′ catches over the catch *g* and propels the carrier along the track. When it reaches the cashier's desk, the ball I″ strikes any suitable projection, and by means of the slide-rod I pushes back the catch *g* with the same result—viz., of automatically dropping the tube E and cash-box.

Any suitable mechanical connection may be used in place of the rod I.

The shape of the track and peripheries of the wheels B cause the carrier to be very secure from danger of jumping the track when on curves.

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

1. In a cash-carrier, the combination of vertical telescopic tubes depending from the frame thereof, and mechanism adapted automatically to release one or more of said tubes and allow them to drop by gravity when the carrier reaches the stopping place or station, substantially as and for the purpose set forth.

2. The combination of the stationary tube D, provided with the internal flange, D′, the internal telescopic tube, E, provided with the collar or thickened portion E′ and supporting the cash-receptacle, and the catch *g*, provided with mechanism whereby it is retracted when the carrier reaches a station, substantially as and for the purpose described.

3. The combination of the stationary tube D, barrel G, catch *g*, shank *g′*, provided with the spring *g″* and pin *h*, elbow-lever H, pivoted to the frame C, and the standard K, erected on the track, substantially as and for the purpose set forth.

4. The combination of the tube D, provided with the guide J, the barrel G, catch *g*, and shank *g′*, and the horizontal slide-rod I, having one end secured to said shank, all arranged and constructed substantially as and for the purpose described.

5. In a cash-carrier, the combination of a substantially vertical stationary tube and a cash-box supporter or stem adapted to play vertically in said tube, and mechanism whereby the said supporter or stem drops automatically when the carrier reaches its station, substantially as and for the purpose set forth.

CHARLES H. KELLEY.

Witnesses:
HENRY W. WILLIAMS,
J. M. HARTNETT.