(No Model.)

2 Sheets—Sheet 1.

C. H. KELLEY.

CASH CARRIER.

No. 318,263. Patented May 19, 1885.

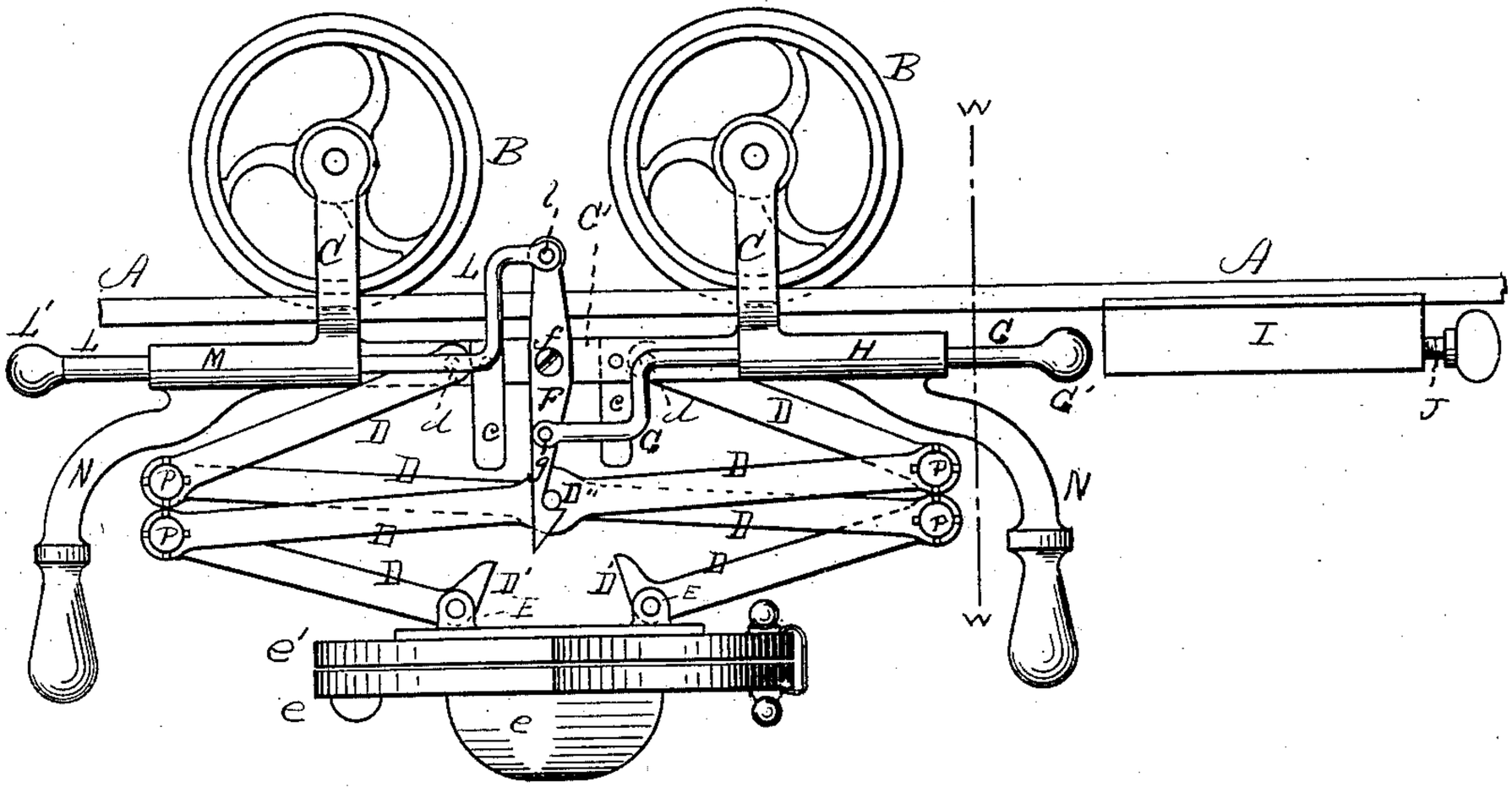

FIG. 1.

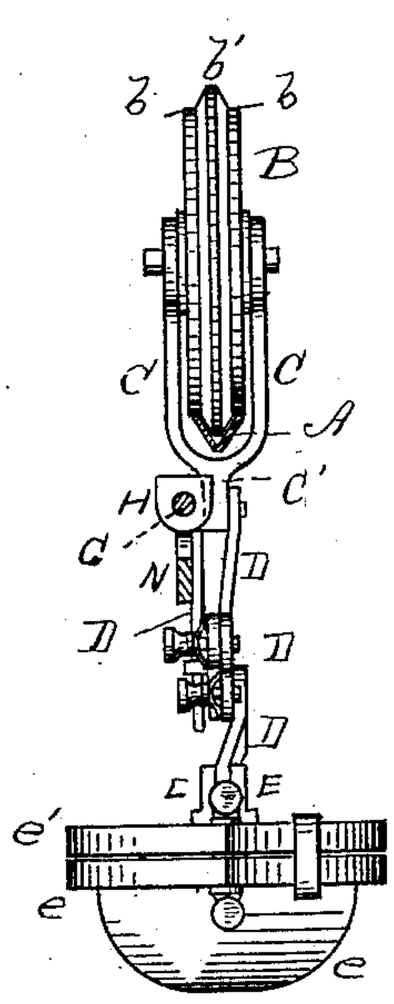

FIG. 2.

WITNESSES.

J. M. Hartnett.

H. B. Leach

INVENTOR.

Charles H. Kelley.

By his Atty.

Henry C. Williams

(No Model.)

2 Sheets—Sheet 2.

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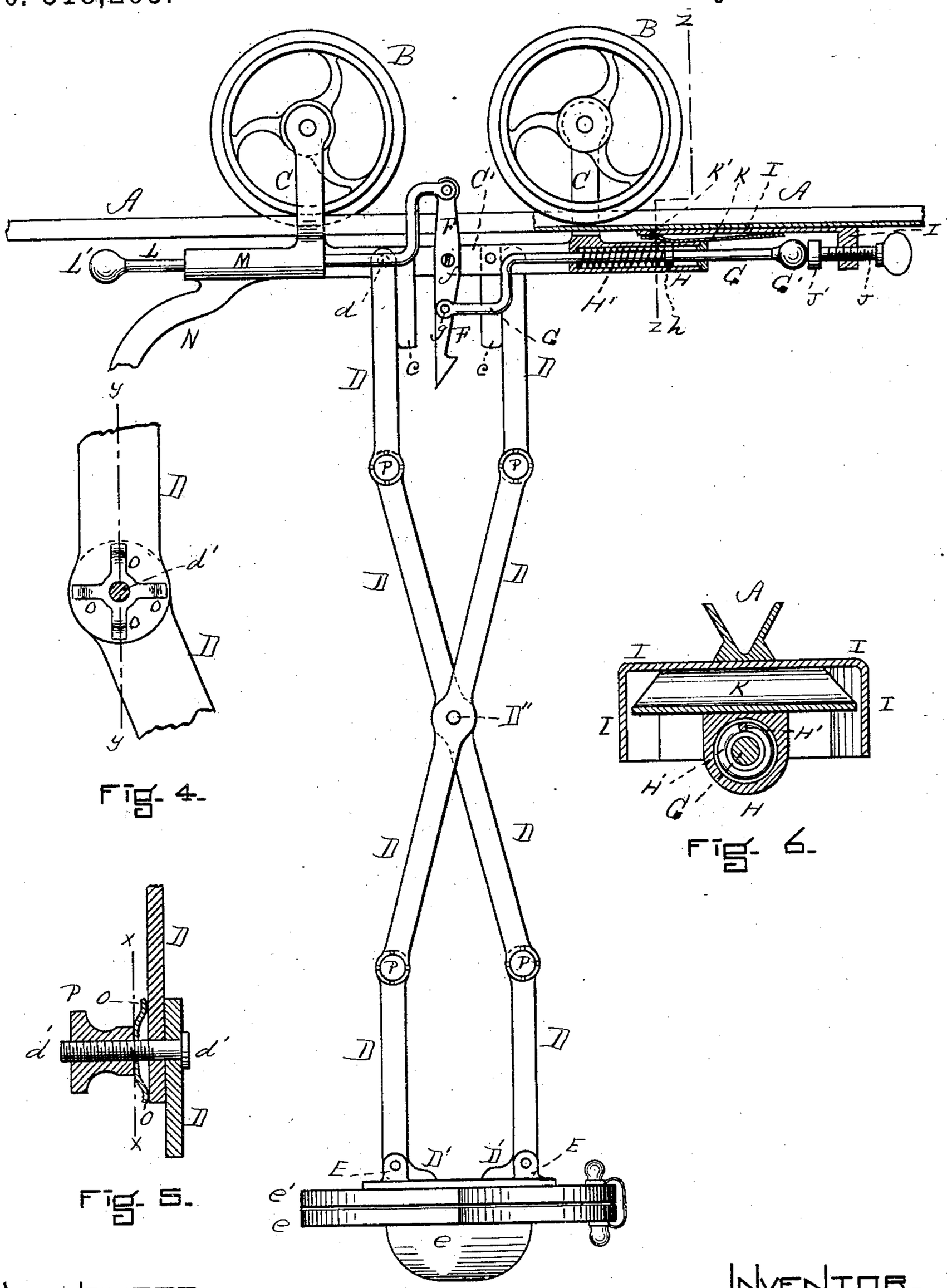

Fig. 4.

Fig. 5.

Fig. 6.

WITNESSES.

J. M. Hartwell.

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INVENTOR.

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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. 318,263, dated May 19, 1885.

Application filed March 21, 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, the cash-box being raised. Fig. 2 is a transverse vertical section on line *w*, Fig. 1. Fig. 3 is an elevation, part in longitudinal vertical section, of my cash-carrier with the cash-box dropped. Fig. 4 is a detailed section enlarged on line *x*, Fig. 5. Fig. 5 is an enlarged detailed section on line *y*, Fig. 4. Fig. 6 is a transverse vertical section on line *z*, Fig. 3.

A represents a track, which is of V shape in cross-section, as shown in Figs. 2 and 6, and B B are the running-wheels, the periphery of each of which is of the shape shown in Fig. 2—that is to say, having two outer circumferential steps, *b*, which run on the track, coming into contact with the parallel edges thereof, and being made V-shaped between said steps at *b'*, so that the central portion of the periphery of the wheel will drop between the parallel edges of the V-shaped track, thereby reducing the tendency to jump the track when the carrier is going round a curve.

C C are frames supporting the wheels B, substantially of the shape shown and connected by the bar C'.

Pivoted at *d* to the horizontal bar C' are the upper pair of a system of levers, D, of the lazy-tongs type, the lower pair being pivoted to brackets E, secured to the cover *e'* of the cash-box *e*. This system of levers D is prevented from swinging or vibrating when extended, as shown in Fig. 3, by the vertical stop-bars *c*, extending downward from the bar C', and rigidly secured thereto inside and next to the upper pair of levers D, and by the feet D' extending inwardly from and at right angles to the lower pair of levers. These feet and stop-bars prevent the levers from dropping to quite their fullest extent, and hence add to their rigidity when extended, besides preventing undue vibration.

F is a catch pivoted at *f* to the bar C'. Pivoted at *g* to said catch is a rod, G, bent into the shape shown and provided at its opposite end with a ball, G'. This rod passes through a barrel or tube, H, secured to or made integral with the frame C, and is provided with a spiral spring, H', which lies between one end of said barrel and a collar, *h*, rigidly secured to said rod in said barrel.

I is a plate secured to the under side of the track, and preferably bent into the shape of a reversed trough, whose outer end, I', is threaded to receive a thumb-screw, J, having a collar or buffer, J', on its inner end. The under side of the trough I has secured to it at K' a spring, K, the shape of which is shown in Figs. 3 and 6, which spring, when the carrier is in the position shown in Fig. 3, bears down against the upper surface of the barrel or tube H, said surface being flattened for the purpose.

Pivoted at *l* to the catch F is the bent rod L, provided at its opposite end with the ball L' and passing through a tube or barrel, M, exactly similar in construction and internal arrangement to the tube or barrel H.

N N are handles extending downward from the tubes or barrels, by means of which the carrier is propelled.

The operation is as follows: In Fig. 1 the carrier is raised, being held up by the catch F engaging the projecting pivot D'', and is on its journey approaching a station. As it reaches the station the rod G and barrel H enter the trough I, the motion of the latter being checked gradually by the pressure of the spring K upon the flattened upper surface thereof, so that the stopping of the carrier is rendered less sudden than it would otherwise be. The ball G' on the rod G then comes in contact with the buffer J', causing the rod G to press against the spring H' and swing the catch F from under the pivot D'', thus allowing the cash-box *e* to drop by gravity, the whole then being in the position shown in Fig. 3. To start the carrier, the cash-box is raised until the pivot D'' slips over the end of the catch F, which is held in place by the spring H', and the device being in the position shown in Fig. 1, it is propelled by means of one of the handles N, and is stopped and automatically dropped at the other station by

means of similar action upon the rod and ball L L′.

In order to regulate the speed of the dropping of the cash-box, springs O are placed around the pivots *d′*, and threaded thumb-pieces P are placed on said pivots, (which are elongated for the purpose,) said thumb-pieces regulating the pressure of the springs O upon the levers D, so that the levers and cash-box may drop more or less rapidly, as desired, all as shown in Figs. 5 and 6.

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

1. In a cash-carrier, the wheels B, each having its periphery provided with a central circumferential V-shaped projection, substantially as and for the purpose described.

2. The combination of the system of levers D, pivoted catch F, rod G, provided with the spring H′, tube or barrel H, and a suitable stop or buffer, substantially as and for the purpose described.

3. In a cash-carrier, the combination of the frame provided with the tube or barrel H, and the spring K, secured under the track, said barrel being adapted to slide under said spring, which presses on the same, whereby the stopping of the carrier is made gradual, substantially as and for the purpose set forth.

4. The combination of the system of levers D, pivoted to the frame, catch F, rod G, provided with the spring H′, barrel H, stationary trough I, provided with the spring K, and screw J, substantially as and for the purpose described.

5. The combination of the catch F, secured to the frame, the levers D, provided at their joints with the pivots *d′*, springs O, and thumb-pieces P, and mechanism for dropping the levers when the train reaches a station, substantially as and for the purpose set forth.

CHARLES H. KELLEY.

Witnesses:

HENRY W. WILLIAMS,

J. M. HARTNETT.