

(No Model.)

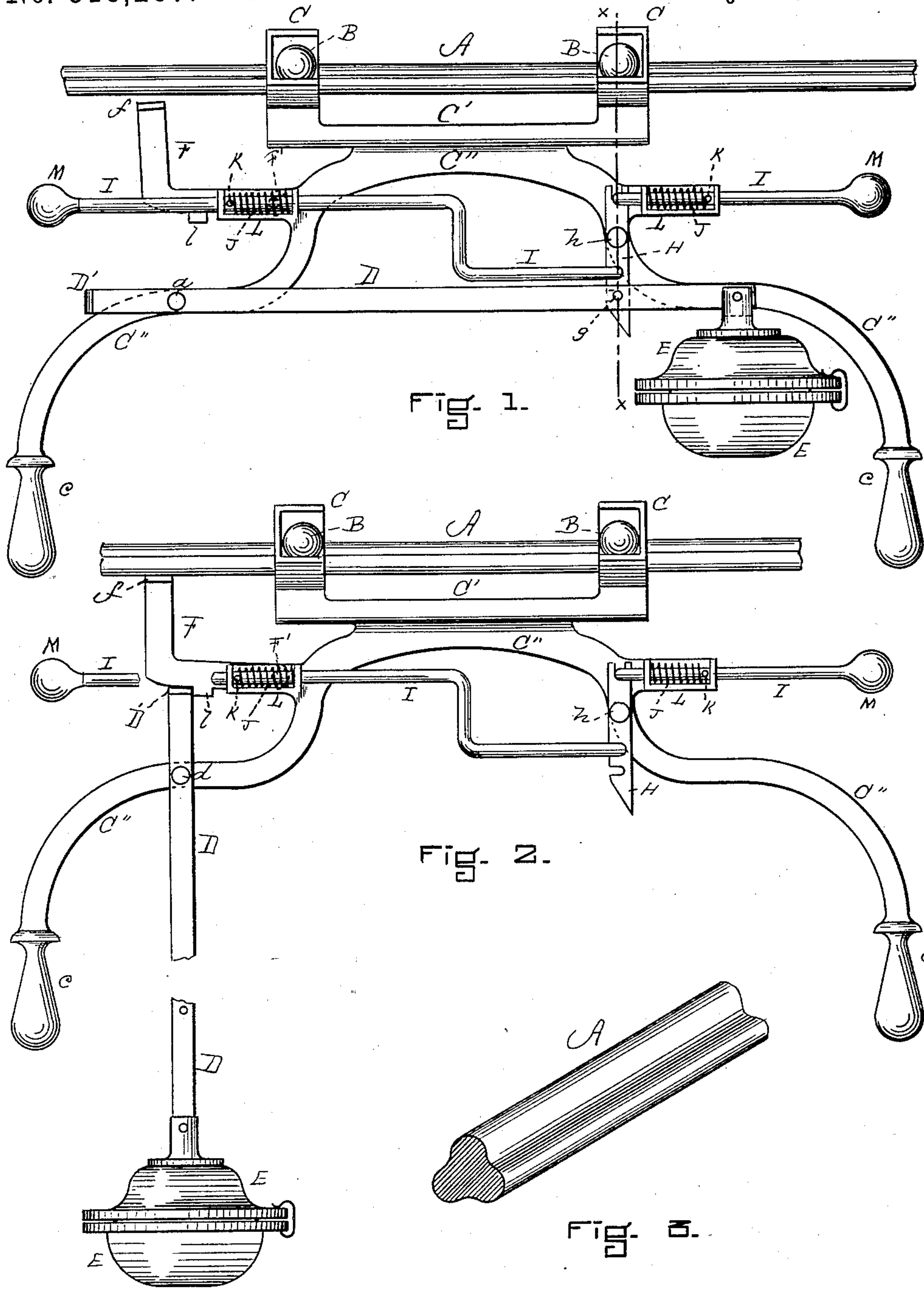
2 Sheets—Sheet 1.

F. C. PERKINS & C. H. KELLEY.

CASH CARRIER.

No. 318,287.

Patented May 19, 1885.



WITNESSES.
J. M. Hartwell.
J. B. Williams

INVENTORS.
Francis C. Perkins
By their Atty Charles H. Kelley
Henry Williams

(No Model.)

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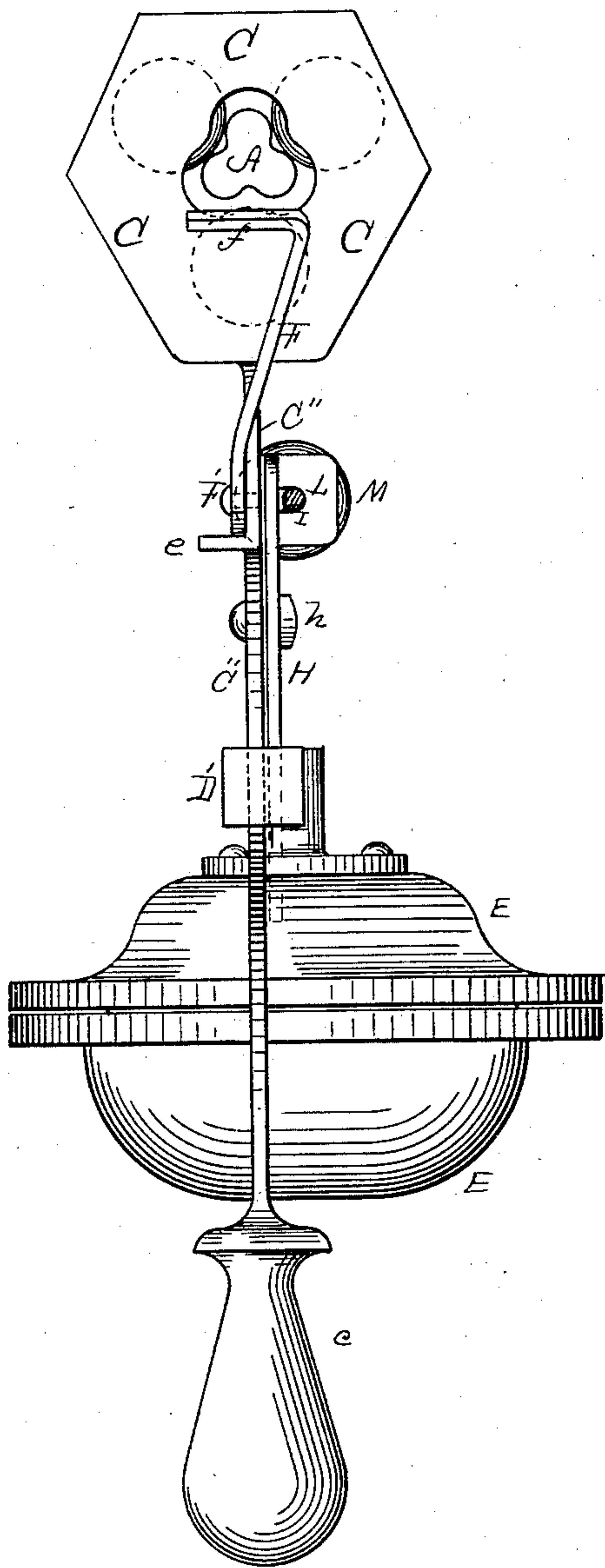


FIG. 4.

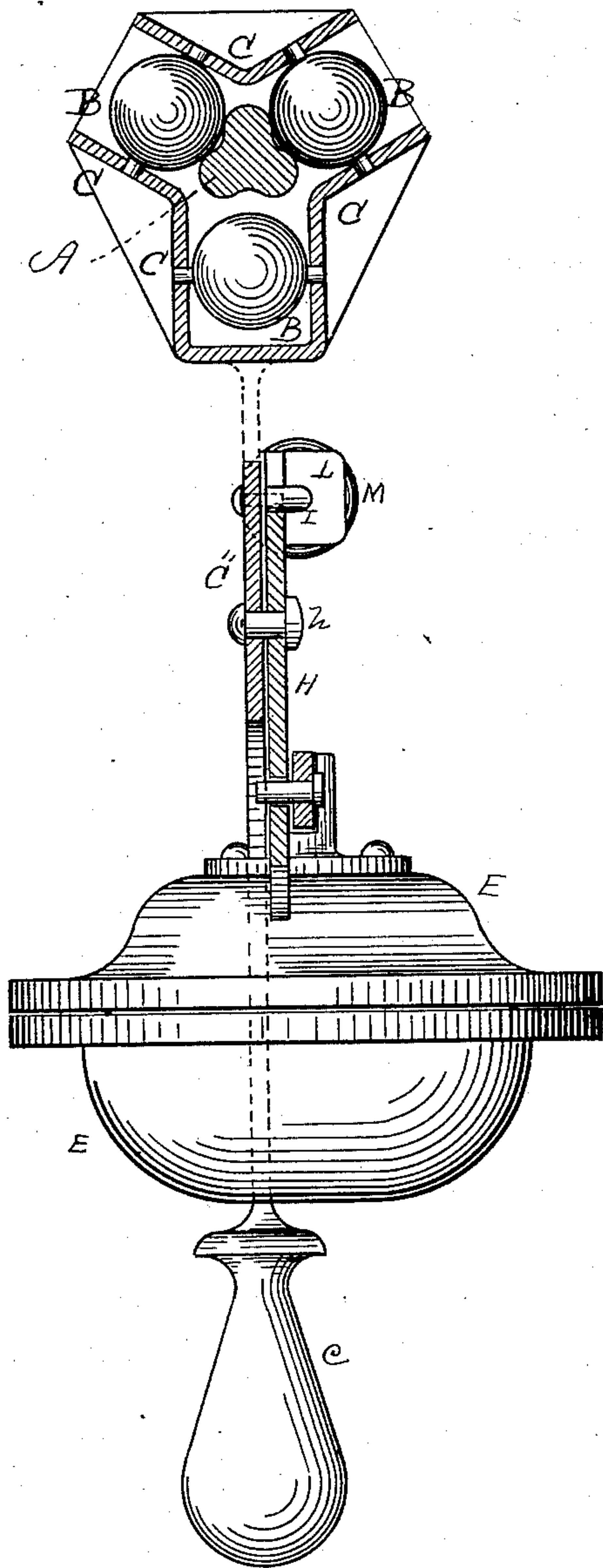


FIG. 5.

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UNITED STATES PATENT OFFICE.

FRANCIS C. PERKINS, OF SOMERVILLE, AND CHARLES H. KELLEY, OF
REVERE, MASSACHUSETTS.

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 318,287, dated May 19, 1885.

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

To all whom it may concern:

Be it known that we, FRANCIS C. PERKINS, of Somerville, in the county of Middlesex and State of Massachusetts, and 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 our invention, the cash-box being raised. Fig. 2 is a similar elevation with the cash-box dropped, small portions being represented as broken out the better to illustrate the invention. Fig. 3 is a perspective view of a portion of the track. Fig. 4 is an elevation of the apparatus with the cash-box raised. Fig. 5 is a transverse vertical section on line *x*, Fig. 1.

A is the track, of the peculiar shape shown, such shape being in cross-section what is termed "clover-leaf."

B B are balls or round wheels having bearings, in substantially the manner shown, in the frame C, (see Fig. 5,) which supports the carrier. The two upper of these balls rest upon the track, each ball coming in contact therewith at two points—viz., at one side of the highest convexity or clover-leaf, and upon the upper side of one of the two lower convexities, leaving, of course, the depression between said convexities untouched. The lowest ball does not touch the track unless the supporting-frame C lifts or jumps, when this ball acts as a safety-ball by striking the under side of the track.

There are two frames C, connected by the bar C', to which bar is rigidly secured, or with which is made integral, the lower bifurcated frame, C'', provided with the handles *c*.

D is a swinging bar, pivoted at *d* to the frame C'', and having pivotally secured to its opposite end the cash-box E, constructed in the ordinary manner. The upper or pivoted end of the bar D is broadened or provided with a cross-piece, D', the object of which is described below.

F is an elbow or bent arm, pivotally secured at F' to the frame C'', and, when the cash-box

is raised, dropping by gravity and resting upon the ledge *e*, (see Fig. 4,) extending from said frame. The upper end of this elbow is bent horizontally at *f*.

H is a catch or latch, pivoted at *h* to the frame C'', and adapted to catch over the pin *g* projecting from the bar D.

I I are horizontal rods provided with spiral springs J J, which lie between the pins K K upon said rods and the frames L L, extending from the frame C'', and also provided with the balls M M at their outer ends. The parts H I J K L M are not new in this invention.

The operation of the device is as follows: Propelling power being applied to the carrier in any desired manner, when it reaches a station one of the balls M strikes any convenient projection and swings back the catch H from the pin *g*, thus allowing the cash-box E to drop by gravity and the bar D to swing down into the position shown in Fig. 2. When this occurs, the broadened end or cross-piece D' swings up and crowds under the horizontal portion of the elbow F, as shown in Fig. 2, and, lifting said elbow, forces and crowds the bent portion *f* thereof against the under side of the track, thus braking and effectually, but not too suddenly, stopping the carrier. Of course when the bar D reaches a perfectly vertical position the power of the brake is exerted most strongly. Hence in order to prevent said bar from swinging by, a stop, *l*, is built upon the under side of said elbow. To return the carrier the cash-box C is lifted and the pin *g* caught in the catch H, when the elbow F drops by gravity into the position shown in Fig. 1.

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

1. In a cash-carrier apparatus, the clover-leaf track A, of substantially the shape shown and described.

2. In a cash-carrier, the combination, with the track, of two balls having bearings in the supporting-frame and resting upon opposite sides of said track, substantially as and for the purpose described.

3. In a cash-carrier, the combination, with the track and a supporting-frame adapted to

travel upon the same, of a safety-ball having bearings in said frame beneath said track, substantially as and for the purpose set forth.

4. The combination of the clover-leaf track A, the supporting-frame C, and the balls B, having bearings in said frame and arranged relatively to the track in the positions specified, substantially as and for the purpose described.

5. In a cash-carrier, the combination, with the track and the supporting-frame, of a brake pivotally secured to the carrier, and a cash-box supporter which strikes said brake and forces it against the under side of said track when it drops at a station.

6. The combination of the track, the frame,

the elbow F, pivotally secured to said frame, and the swinging bar D, provided with the broadened end or cross-piece D', substantially as and for the purpose described.

7. The combination of the track A, frame C', provided with the stop l, elbow F, bent horizontally at f, and the bar D, provided with the broadened end D', and pivoted to said frame, substantially as and for the purpose set forth.

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Witnesses:

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