

(No Model.)

2 Sheets—Sheet 1.

T. E. BARROW.

CASH CARRIER.

No. 331,936.

Patented Dec. 8, 1885.

Fig. 1.

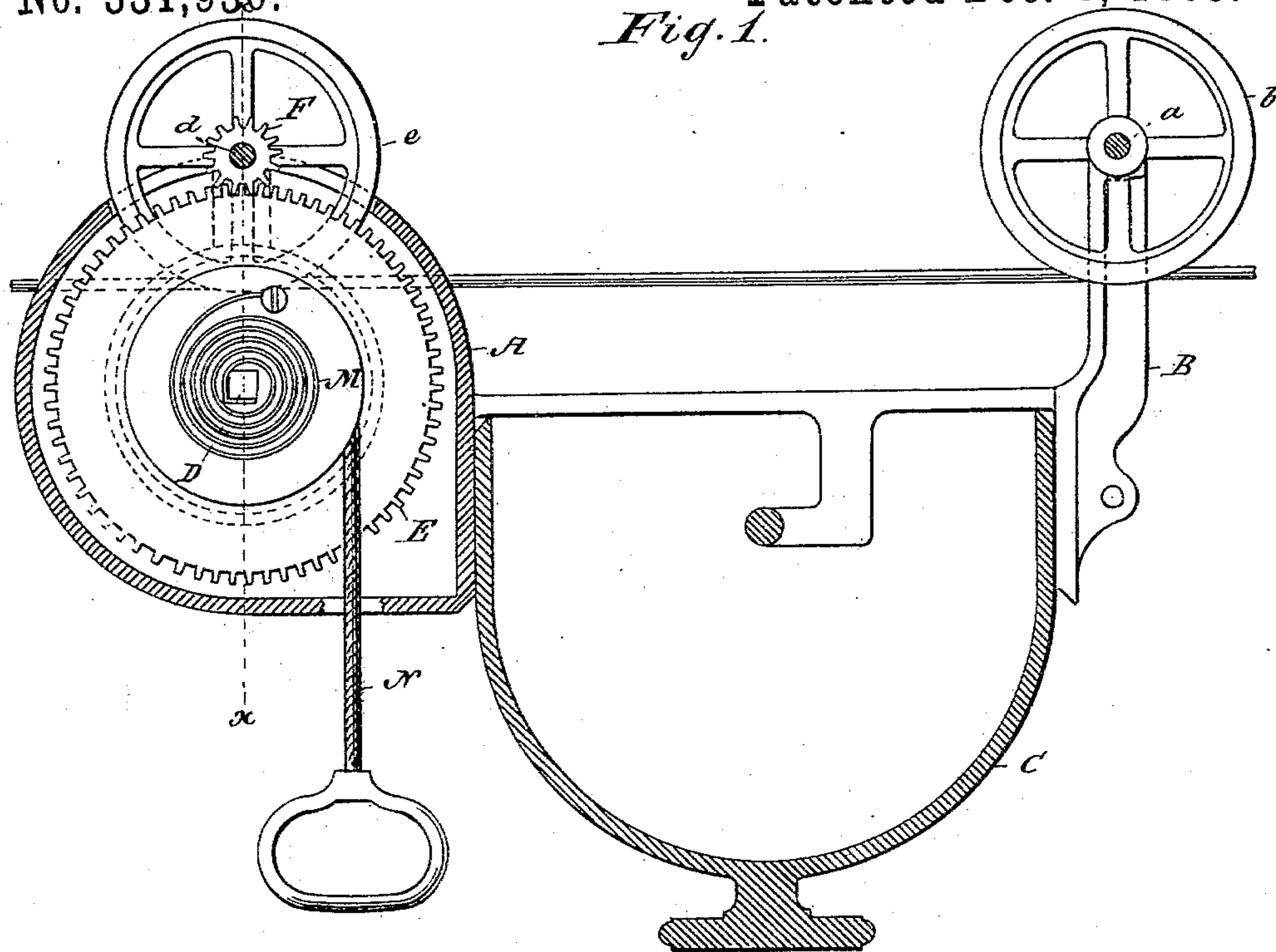
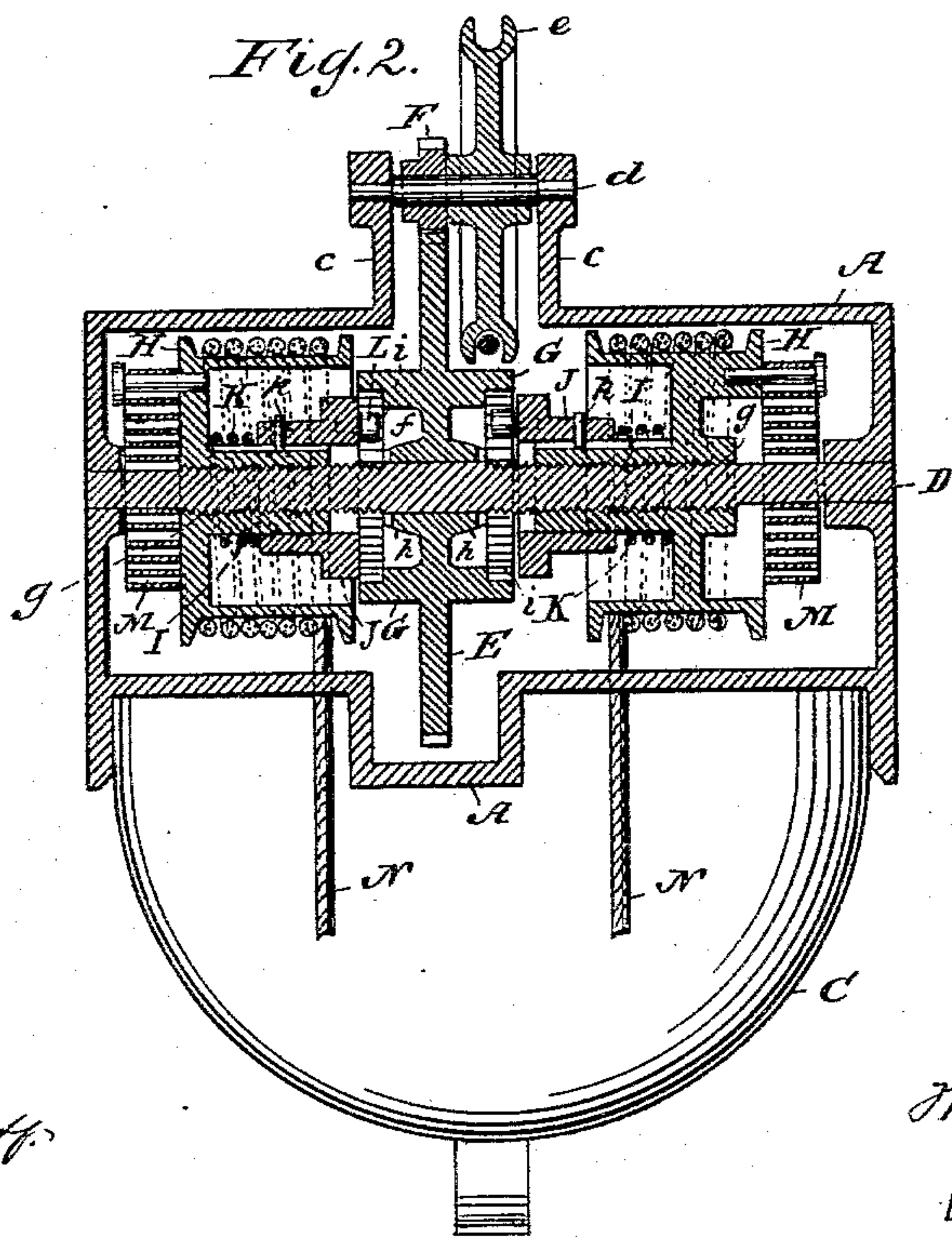


Fig. 2.



WITNESSES

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Fig. 3.

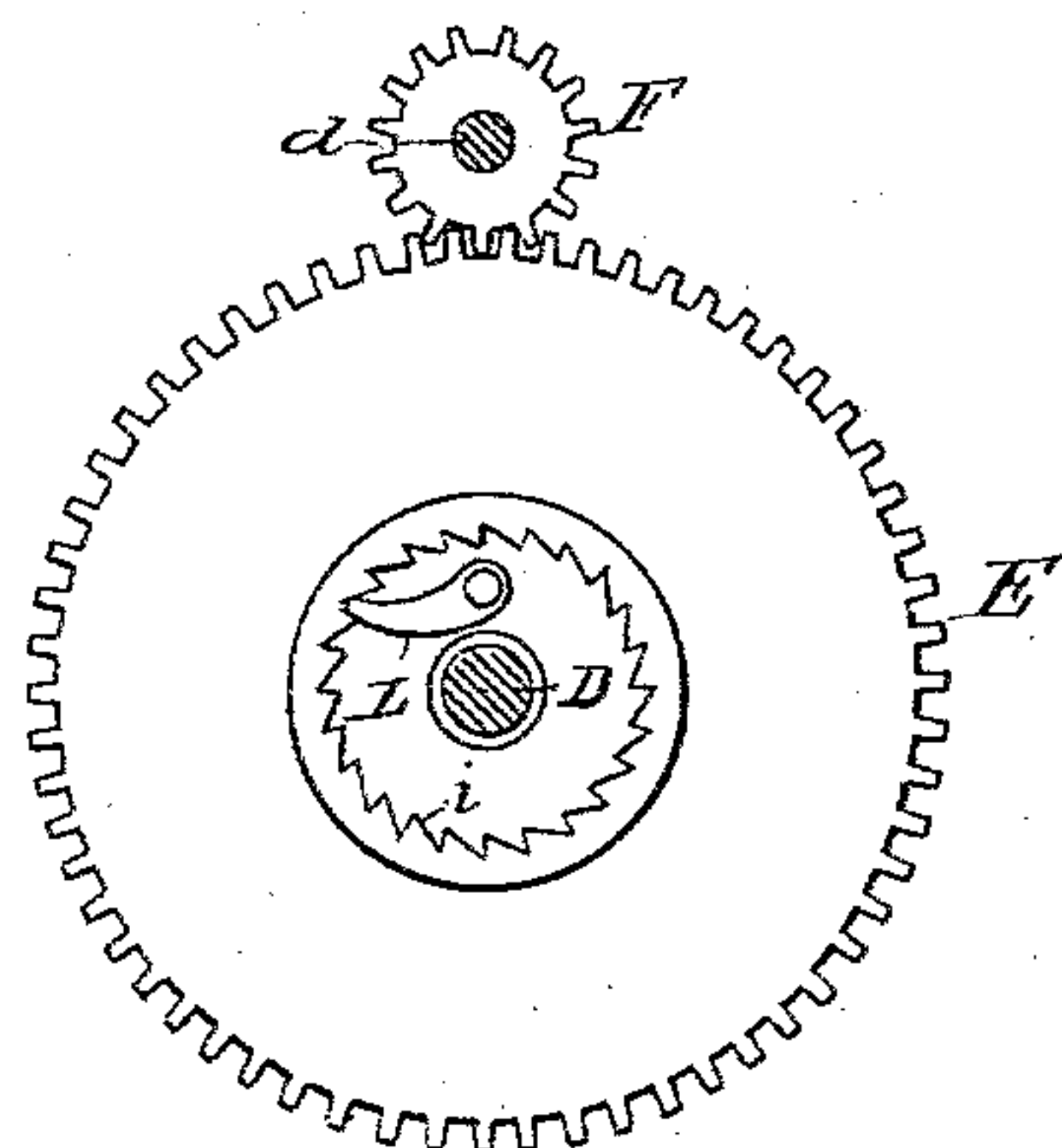
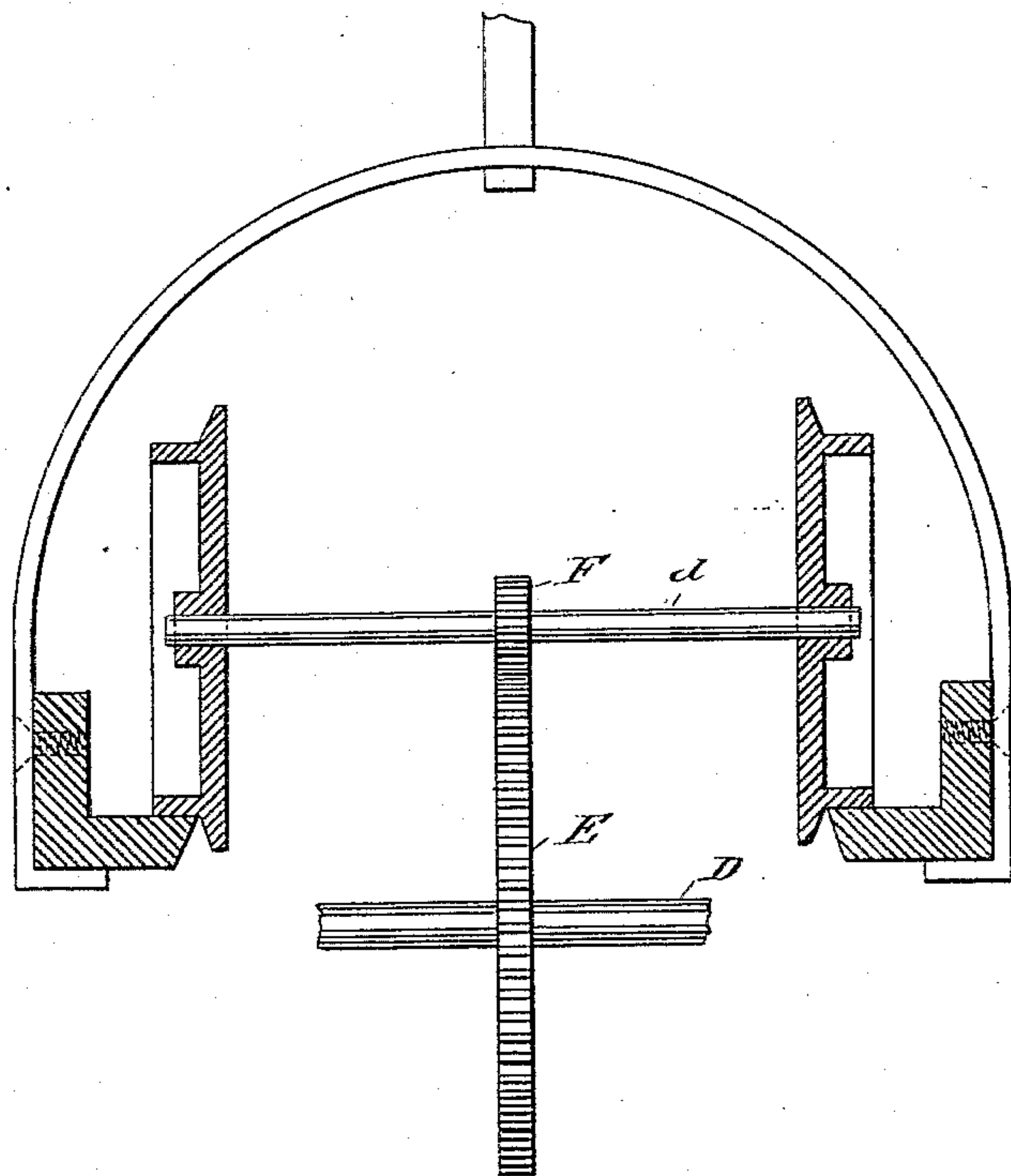


Fig. 4.



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UNITED STATES PATENT OFFICE.

THOMAS E. BARROW, OF MANSFIELD, OHIO.

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 331,936, dated December 8, 1885.

Application filed May 8, 1885. Serial No. 164,756. (No model.)

To all whom it may concern:

Be it known that I, THOMAS E. BARROW, a citizen of the United States, and a resident of Mansfield, in the county of Richland and State of Ohio, have invented certain new and useful Improvements in Cash-Carriers, of which the following is a specification.

My invention relates to an improvement in cash-carriers, the object of the same being to provide a device of this character which shall be so constructed and arranged as to be propelled in either direction by means of a motor located within the carriage; and it consists in certain novel features of construction and combinations of parts, as will be hereinafter described, and pointed out in the claims.

In the accompanying drawings, Figure 1 is a longitudinal sectional view of my improvement. Fig. 2 is a view taken in the line $x x$ of Fig. 1. Fig. 3 is a detached view of the ratchet mechanism for conveying motion to the carrying-wheels. Fig. 4 is a modification.

A represents the carriage or supporting-frame, the front portion of which is preferably detachable from the rear portion thereof, and constructed in the form of a cylinder for the reception of the actuating devices. The rear portion of the frame is formed with the uprights or standard B, in the upper ends of which are journaled the spindle a , on which is mounted the supporting-wheel b . The forward end of the frame also extends upwardly, as shown at c , and adapted to support the ends of the spindle d , carrying the wheel e .

To the frame A is secured the receptacle C, constructed of any suitable shape and dimensions, and adapted to hold checks or change. In the sides of the frame A are secured the ends of the shaft D, the middle portion of which is rounded, as at f , and the outer ends thereof formed square for the purpose of preventing it from turning. On either side of the rounded portion f of the shaft is formed a screw-thread, g , one being a right-hand and the other a left-hand screw-thread. On the central portion of this shaft is loosely mounted the gear-wheel E, held in proper position by means of the fixed collars $h h$, the teeth of which wheel are adapted to mesh with the pinion F, secured on the spindle d beside the

wheel e . The said gear-wheel is formed with the flanges G, extending outwardly on opposite sides thereof, and which are internally provided with the ratchet-teeth i , slanting in opposite directions on opposite sides of the wheel.

On the screw-threaded portion of the shaft D fit the drums or reels H, having elongated inwardly-extending hubs I, on which latter are adapted to slide the blocks J, the pins k , fitting in the elongated slots in the hubs I, holding the blocks in their proper position relative to the hubs. Around the hubs, between the outer ends of the blocks J and inner faces of the drums H, are coiled the springs K, the tendency of which is to keep the sliding blocks in close proximity to the internal gear-wheel, G. On the inner faces of the sliding blocks are pivoted the pawls L, which, when the sliding blocks partially enter the wheel G, engage in the teeth i , and when the drums are rotated in certain direction also rotate the wheels G and E, which latter, gearing with the pinion F, turns the spindle d and wheel e . To the outer faces of the drums are secured one end of the coiled springs M, the opposite ends thereof being secured to the axle or shaft D. When one of the drums H is rotated, which operation is accomplished by means of the cord N, wound around the same, the said drum, by virtue of the thread cut in the shaft D, will travel toward the wheel G, and at the same time wind the spring M. The sliding block also travels inwardly and partially enters the wheel G, the spring K being compressed between the drum and block. When the cord is released, the spring M will unwind, thereby rotating the drum and winding the cord N, the drum during its rotation traveling outwardly, and by means of the pawl L, engaging in the teeth i , the wheel e will be rotated, thereby propelling the carrier, the spring K keeping the pawl in engagement with said ratchet until the motor is at rest or run down. By rotating the opposite drum the wheel E will be turned in the opposite direction, thereby enabling the carrier to be propelled in either direction. Instead, however, of employing a single track, as shown in Figs. 1 and 2, I might use a double track, as shown in Fig. 4, in which

case the pinion F will be located at the center of the spindle *d* and the wheel E at the center of the shaft D.

It will be readily seen that the distance
5 traveled by the carrier may be easily regulated—or, in other words, the momentum or impetus imparted to the carrier in order to propel it to certain distances may be nicely
10 calculated by the length of string unwound, as the greater number of times the drum is rotated just so much will the spring be wound, and just such a distance will be traveled by the carrier due to its momentum. The distance traveled is also governed by the strength
15 of the spring M, which is increased or decreased accordingly.

When the carrier is employed to always travel a certain distance, a certain length of cord may be used, the operator unwinding it
20 its full length, which will be sufficient to propel the carrier to its destination.

By means of this device I am enabled to use one track, the carrier being adapted to be propelled in either direction.

25 I claim—

1. A cash-carrier consisting, essentially, of a frame mounted on wheels and a receptacle secured thereto, rotary drums located within the frame and having cords wound thereon,
30 springs secured to the drums, and intermediate gearing for connecting the drums with the wheels and propelling the carrier in either direction, substantially as set forth.

2. The combination, with a frame mounted on wheels and a receptacle secured thereto, of
35 drums secured in a stationary screw-threaded shaft located within the frame, springs secured to the drums and shaft, gear-wheels connecting the drums with said former wheels, and cords wrapped around said drums, substantially
40 as set forth.

3. The combination, with a frame mounted on carrying wheels and a receptacle secured thereto, of drums secured on a stationary
45 screw-threaded shaft located within the frame, springs secured to the shaft and drums, a wheel provided with an internal and external gear, sliding blocks secured to the hubs of said drums and provided with pawls adapted to engage with said internal gear, springs located
50 between the drums and blocks, a pinion connecting the spindle of the carrying-wheel with said former wheel, and cords wound on drums, substantially as set forth.

4. The combination, with the frame A,
55 wheels *b e*, and receptacle C, of the shaft D, drums H, blocks J, springs K M, wheels E F G, and cords N, all of the above parts combined and adapted to operate substantially in the manner and for the purpose set forth.
60

Signed this 28th day of April, A. D. 1885.

THOMAS E. BARROW.

Witnesses:

B. B. HADLEY,
I. S. DONNELL.