

(No Model.)

J. STARR.
CASH CARRIER.

No. 359,037.

Patented Mar. 8, 1887.

Fig. 1.

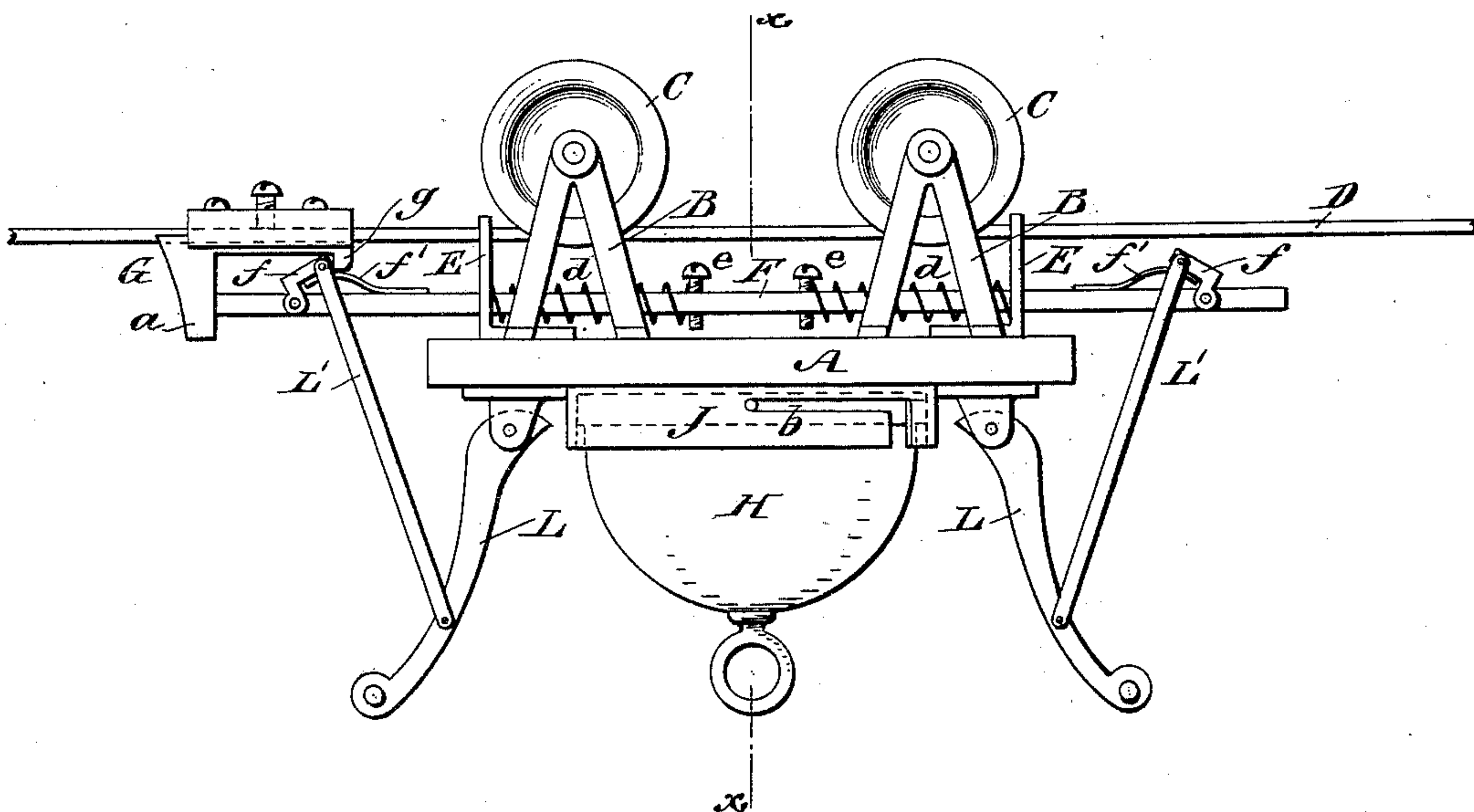
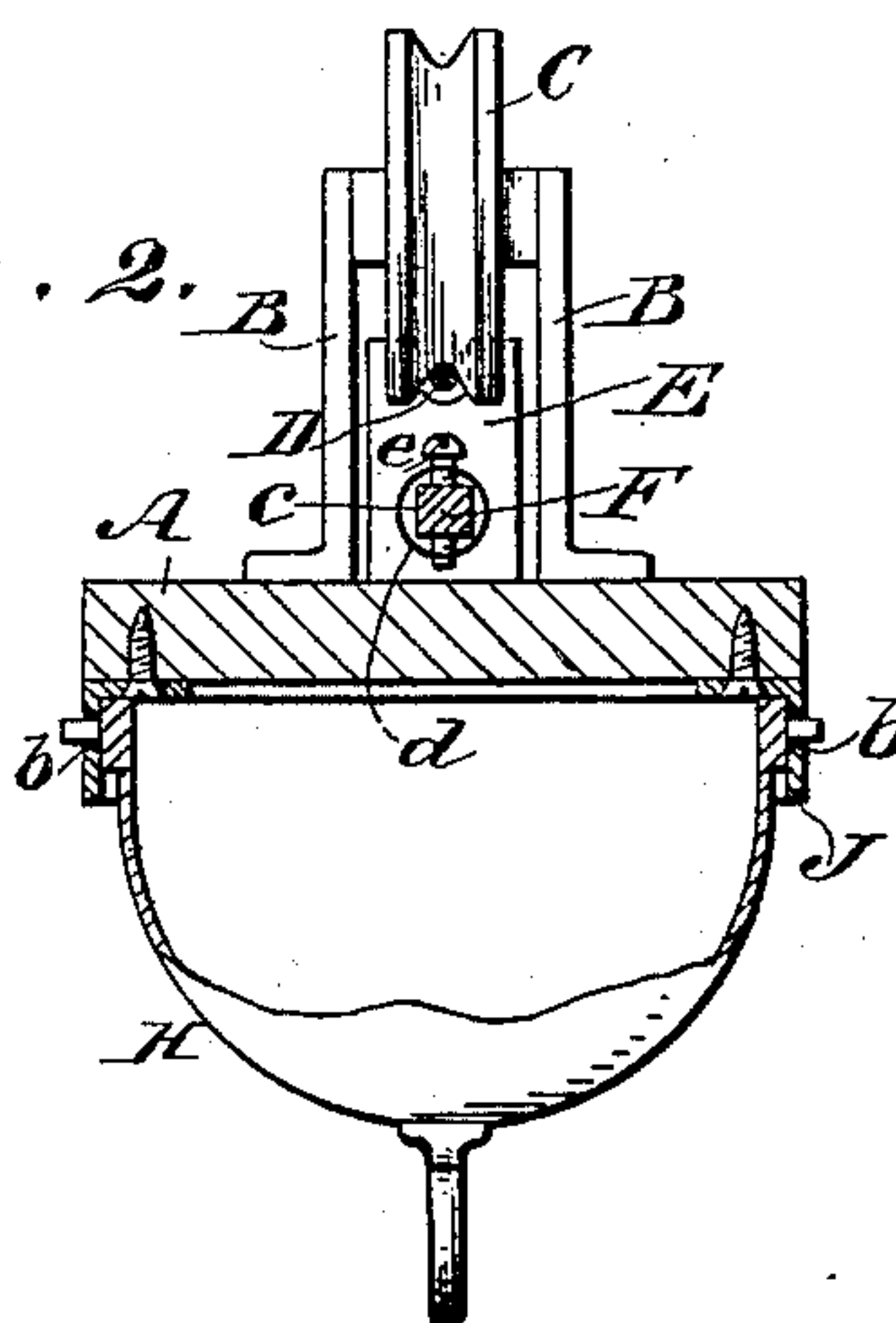


Fig. 2.



WITNESSES:

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JOSEPH STARR, OF NEW LONDON, CONNECTICUT.

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 359,037, dated March 8, 1887.

Application filed May 18, 1886. Serial No. 202,536. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH STARR, of New London, in the county of New London and State of Connecticut, have invented a new and
5 Improved Cash-Carrier, of which the following is a full, clear, and exact description.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate
10 corresponding parts in both the figures.

Figure 1 is a side elevation of my new and improved cash-carrier placed upon the overhead track or wire and engaged with one of the stops; and Fig. 2 is a sectional elevation
15 of the same taken on the line *x x* of Fig. 1.

The invention will first be described in connection with the drawings, and then pointed out in the claims.

A represents the main frame of the carrier
20 or car. To the upper surface of this frame are secured the uprights B B, in which are journaled the axles of the grooved wheels C C, which run upon the overhead track or wire D and suspend the carrier therefrom. Other
25 uprights, E E, rise from the upper surface of the frame A, and in these is held the rod F, which acts as a double buffer to the carrier, each end of the bar being adapted to strike a
30 projection, *a*, of a stop block, G, two of which will be attached to the wire D, one at each end of its course. Only one block G is shown in the drawings. The rod F works loosely in
35 openings *c*, formed in the uprights E, and upon the rod are placed two coiled springs, *d d*, which act between the uprights E E and the small stop screws or pins *e e*, passed through the bar F, so that the bar in striking the stop G will act as a buffer to the car and prevent injurious
40 shock in stopping. The money is carried in a cup, H, adapted to be attached by bayonet-connections *b* to a rim, J, secured to the under surface of the frame A. The bar F is provided at or near each end with a pawl, *f*, acted

upon by a spring, *f'*, arranged to lift the free end of the pawl so it will automatically engage 45 with a lip, *g*, formed on the stop-block G, for holding the car stationary upon the wire D when it reaches the end of its trips. For disconnecting the pawls *f* from their respective stop-blocks G, and for starting the car along 50 the track D, I pivot to the frame A the levers L L, and connect these levers to the pawls *f* by connecting-rods L' L', so that when either of the levers L is grasped, for shoving the car along upon the wire D, a slight downward 55 pressure upon it will depress the pawl and disconnect it from the projection *g*, thus freeing the car from the block G, so by a slight forward movement of the hand upon the lever the car may be caused to traverse the wire to 60 its opposite destination. In this manner the car is very practical, cheap of construction, and requires no extra motion to disconnect it from the stop-blocks, and the car, owing to the buffer F, can receive no injury from coming 65 in contact with the stop-blocks.

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

1. The bar F, provided with the pawls *f*, 70 in combination with the springs *f'* and levers L, connected to the pawls by the connecting-rods L', substantially as and for the purposes described.

2. In a cash carrier or car, the buffer-bar F, 75 held loosely in openings and provided with springs *d d*, in combination with the spring-supported pawls *f*, attached to the bar, the levers L, pivoted to the frame A, and the connecting-rods L', connecting the levers with the 80 pawls *f*, substantially as described.

JOSEPH STARR.

Witnesses:

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D. N. HARRIS.