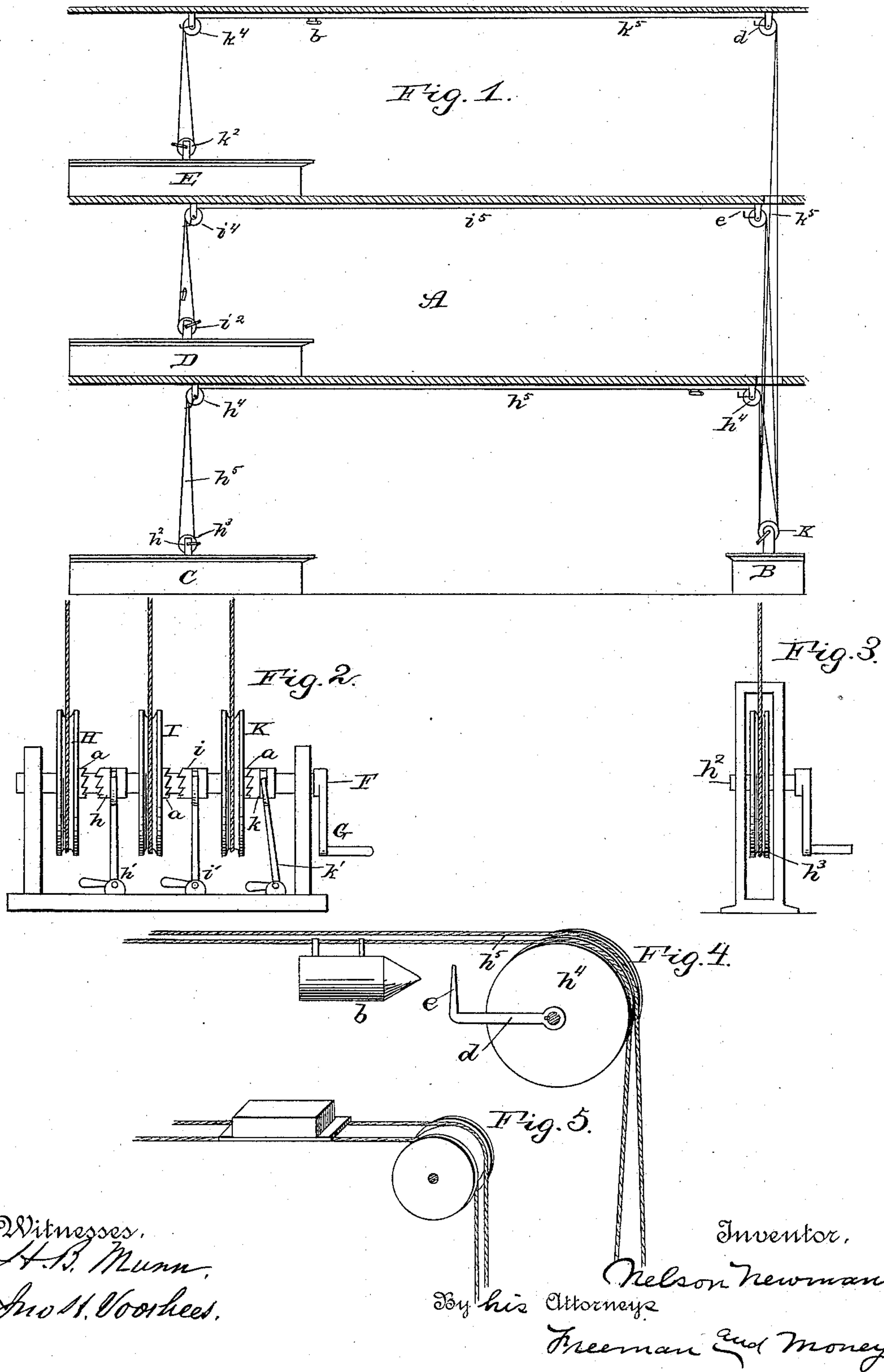


(No Model.)

N. NEWMAN.
CASH CARRIER.

No. 385,196.

Patented June 26, 1888.



Witnesses,
H. B. Munn,
Jno. H. Voorhees.

Inventor,
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UNITED STATES PATENT OFFICE.

NELSON NEWMAN, OF SPRINGFIELD, ASSIGNOR OF ONE-HALF TO GEORGE A. SANDERS, OF SANGAMON COUNTY, ILLINOIS.

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 385,196, dated June 26, 1888.

Application filed December 15, 1887. Serial No. 257,934. (No model.)

To all whom it may concern:

Be it known that I, NELSON NEWMAN, a citizen of the United States, residing at Springfield, in the county of Sangamon and State of Illinois, have invented certain new and useful Improvements in Cash-Carriers; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

My invention relates to an improvement in cash-carriers; and it consists in the peculiar construction and combination of devices, that will be more fully set forth hereinafter, and particularly pointed out in the claim.

In the accompanying drawings, Figure 1 is a sectional view of a building provided with a cash-carrier apparatus embodying my improvements. Fig. 2 is an enlarged elevation of the operating devices at the cashier's station. Fig. 3 is a similar view of one of the operating devices at one of the counters. Fig. 4 is a similar view of one of the pulleys, the endless cord, the car or cash-receptacle, and the device to prevent the same from striking the pulley. Fig. 5 is a detail view of a modification.

A represents a building having a series of rooms which, as here shown, are arranged one above another; but the said rooms may be on the same floor. At a suitable point in one room is a cashier's desk or station, B, and in the rooms are counters C, D, and E. On or near the cashier's desk is a pair of vertical standards, in which is journaled a transverse shaft, F, having a crank, G, at one end. On the said shaft are loosely mounted pulleys H, I, K, there being as many of these pulleys as there are counters or distant stations in the apparatus. Each of the said pulleys has at its center a clutch-section, *a*, as shown.

h i k represent sleeves, which are feathered on the shaft and arranged on one side of the pulleys H, I, and K, respectively. The end of each sleeve which opposes its companion pulley is notched or serrated, and thereby the said sleeve forms the other member of the clutch.

h', i', and k' represent levers, which are con-

nected to the sleeves and are adapted to move the same endwise upon the shaft.

At the counter C is a pair of standards in which is journaled a crank-shaft, *h*², having a fast pulley, *h*³, and the counters D and E are each provided with similarly-mounted pulleys *i*² *k*².

*h*⁴ represents guide-pulleys, which are journaled in hangers that depend from the ceiling above the counter C, and *i*⁴ and *k*⁴ are similar guide-pulleys journaled in similar hangers above the counters D E.

An endless cord, *h*⁵, connects the pulleys *h*³ and H and passes over the guide-pulleys *h*⁴. A similar cord, *i*⁵, connects the pulleys *i*² and I and passes over the guide-pulleys *i*⁴, and a similar cord, *k*⁵, connects the pulleys *k*² and K and passes over the guide-pulleys *k*⁴. To each of the endless cords is attached a loosely-suspended car or case, *b*, having its front end conical in shape, and provided at its rear end with a plug or cap which is removable at will, and whereby cash, messages, or small parcels may be placed in and secured in the cars or cases, or removed therefrom. From the shaft of each guide-pulley projects an arm, *d*, having an upturned guard or fender finger, *e*.

The operation of my invention is as follows: A person stationed at one of the counters, in order to transmit cash to the cashier's or central station, places the cash in the car or case, closes the same, and then by grasping the crank rotates the pulley at his counter, thereby putting the endless cord which connects his pulley with one of the pulleys at the central station in motion, and causing the same to convey the car or case to the central station, as will be very readily understood. As the car or case approaches each guide-pulley its conical end engages the guard-finger in advance of the guide-pulley, and the car or case is thereby swung to one side and caused to clear the guide-pulley, thus preventing the guide-pulleys from impeding the motion of the car or case and preventing the latter from slipping the endless cord from the guide-pulleys. When the person at the central station wishes to return the car or case to either of the counters or distant stations, he operates one of the shifting-levers, so as to cause the appropriate pulley to become locked to the shaft F, and he

then rotates said shaft by means of its crank G.

As many counters or distant stations may be connected with the central station as may be desired by increasing the number of endless
5 cords, guide-pulleys, and operating-pulleys, and correspondingly increasing the number of pulleys on the shaft F.

In Fig. 5 I illustrate a modified form of my invention, in which I employ double endless
10 cords, double pulleys over which they pass, and cars which are detachably connected to platforms or bases that connect the double cords together.

In order to increase the speed of the cars or
15 cases, multiplying gears may be provided connecting the operating-pulleys with their cranks, so as to cause the said pulleys to rotate at an increased rate of speed when the cranks are turned, and thereby cause the end-
20 less cords to travel faster.

Having thus described my invention, I claim—

In a cash-carrier, the combination of the endless traveling cord, the car or case suspended therefrom and having the pointed end, 25 the guide-pulleys over which the cord passes, and the fender-fingers *d*, attached to the axles of the pulleys, adapted to engage the pointed end of the car, and thereby swing the same to one side and cause it to clear the guide-pul- 30 leys, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

NELSON NEWMAN.

Witnesses:

WM. R. BOWERS,
GEO. A. SANDERS.