

(No Model.)

T. M. KENNEY.

CASH CARRIER.

No. 397,237.

Patented Feb. 5, 1889.

Fig. 1.

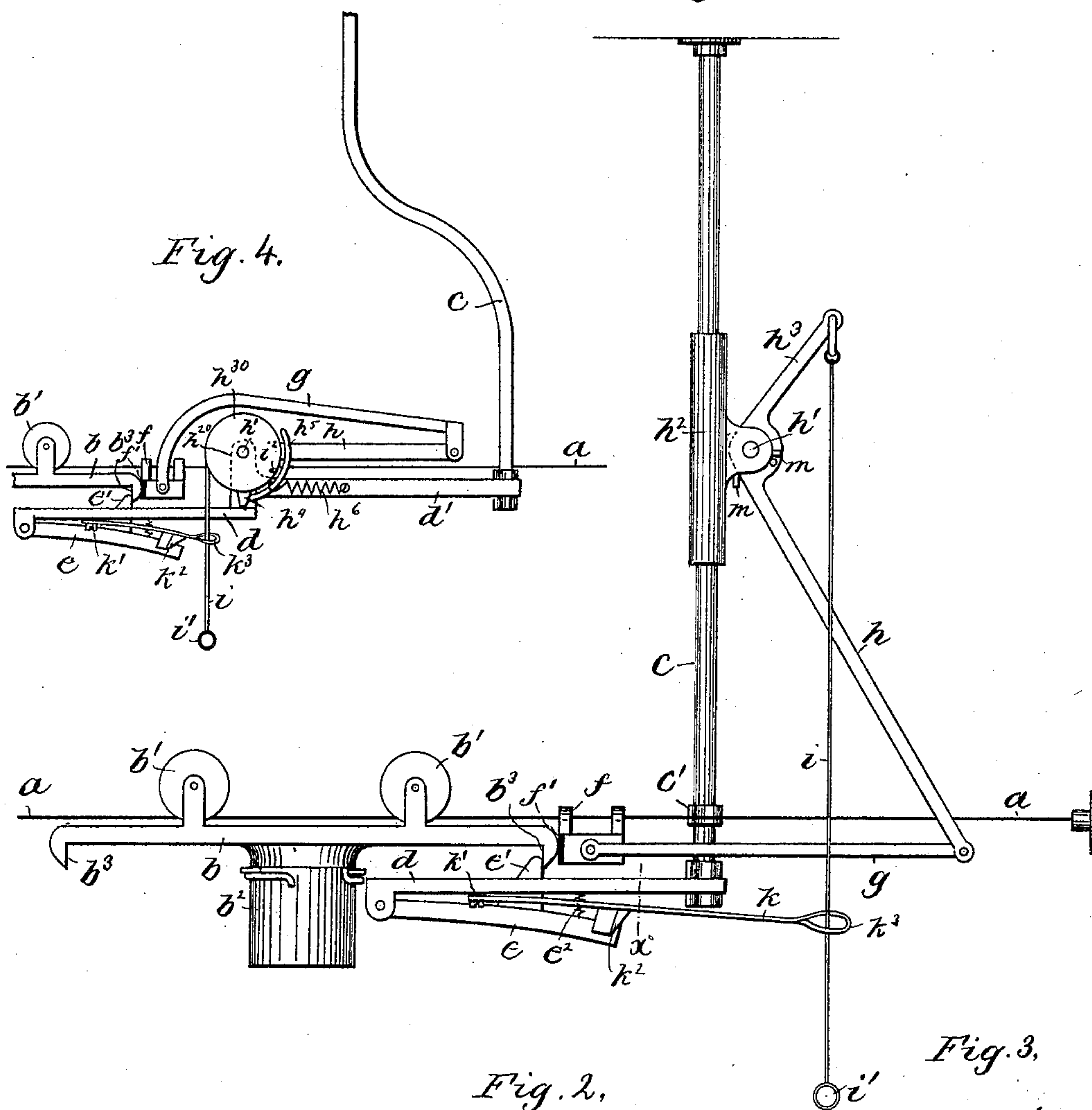


Fig. 2.

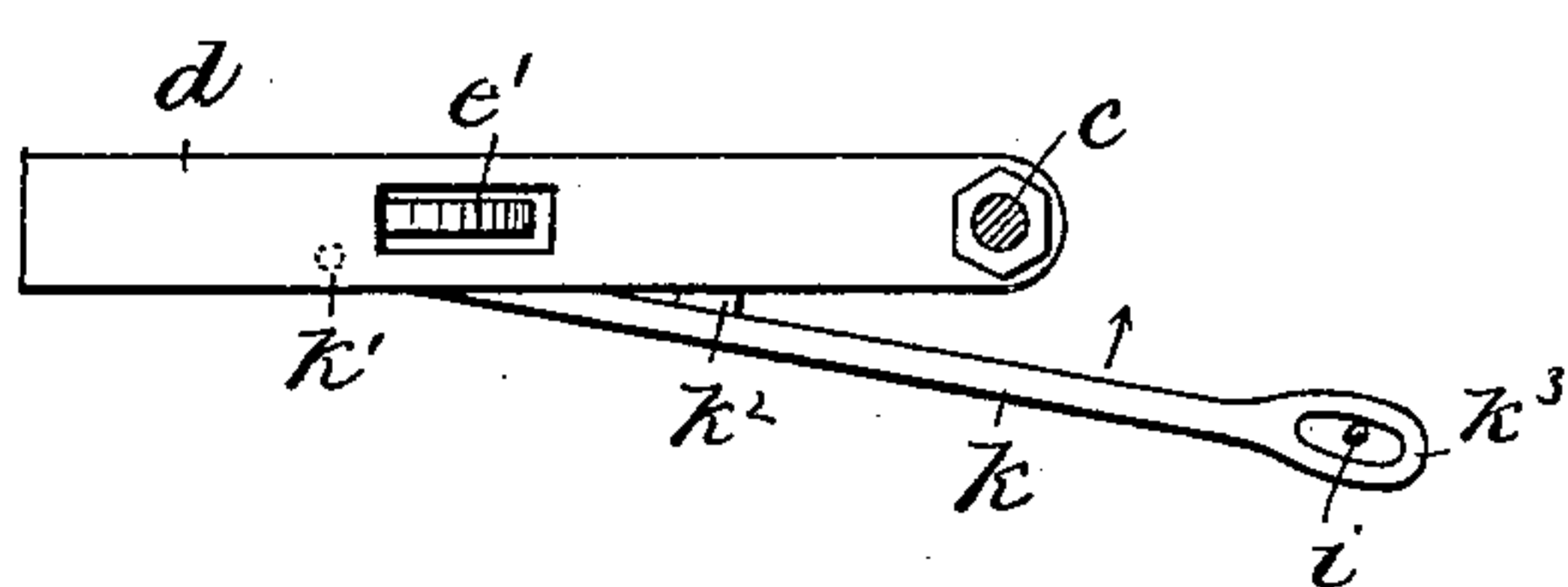
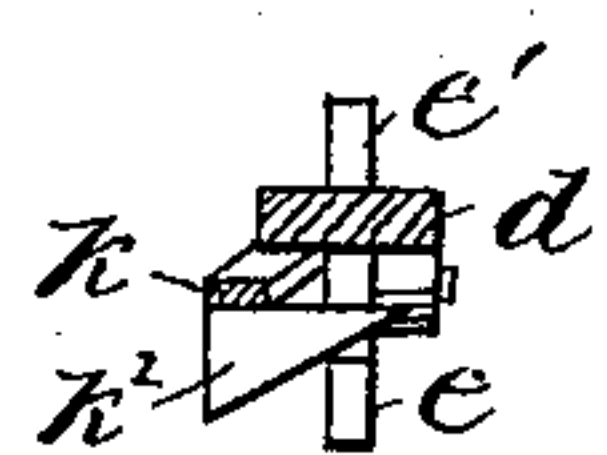


Fig. 3.



Witnesses.

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UNITED STATES PATENT OFFICE.

THOMAS M. KENNEY, OF CAMBRIDGE, MASSACHUSETTS.

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 397,237, dated February 5, 1889.

Application filed May 24, 1888. Serial No. 274,993. (No model.)

To all whom it may concern:

Be it known that I, THOMAS M. KENNEY, of Cambridge, county of Middlesex, and State of Massachusetts, have invented an Improvement in Cash-Carriers, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

My invention, relating to cash-carriers, consists, mainly, in devices employed for propelling the carrier along the track.

The invention is embodied in an apparatus comprising a track and carrier movable thereon in both directions, and a propelling device at each end of the track, or, in other words, at the stations between which the carrier is moved.

The apparatus at the station comprises a lock or holder that engages the car coming into the station and prevents it from rebounding or moving away from the station, a slide-follower movable along the track and connected with the long arm of a lever, the short arm of which is acted upon when the car is to be propelled. The said lever is commonly operated by hand, and has its short arm connected with a cord provided with a handle for the operator, the said cord also engaging a releasing device for the car, by which, when the said cord is operated to actuate the propelling-lever, the car is released by its catch and permitted to be moved rapidly forward by the multiplied movement of the long arm of the propelling-lever relative to the short arm that is acted upon directly by the operator.

Figure 1 is a side elevation of a sufficient portion of a cash-carrier apparatus to illustrate this invention; Fig. 2, a plan view of the catch or locking device for the car and means for operating the same; Fig. 3, a sectional detail on line *x* of Fig. 1, and Fig. 4 a modification to be referred to.

The track *a* may be of any suitable or usual kind, being shown as composed of a wire stretched tightly between the stations or points between which the carrier *b* is to be sent.

The said carrier consists of a frame supported on wheels *b'*, that run on the track *a*,

and a receptacle, *b²*, for the cash or other material to be conveyed, which receptacle is shown as removable from the frame of the carrier, being held thereon by a suitable fastening, shown as a bayonet-joint, although the present invention does not consist in nor depend upon any specific construction of the carrier.

The carrier propelling and controlling mechanism at each station is supported on a stationary frame-piece, *c*, shown as a stiff rod attached to the ceiling or otherwise supported above the track *a*, with which the said rod is connected, as shown at *c'*. The said rod *c* supports at its lower end a stationary arm, *d*, extending along below and substantially parallel with the track *a*, and having pivoted upon it a locking device, *e*, having a projection, *e'*, that extends through an opening in the piece *d*, as clearly shown in Fig. 2, so as to engage a shoulder, *b³*, at the end of the carrier-frame as the carrier comes into the station, preventing the said carrier from moving outward until the locking device *e* is operated, so as to disengage its projection *e'* from the shoulder *b³* of the carrier. This disengagement is effected and a propelling impulse instantly thereafter applied to the carrier by the following devices: A slide-follower, *f*, is supported and guided on the track *a* or other guide parallel thereto in proper relation to act upon the end of the carrier-frame. The said follower is connected—as, for example, by a link or pitman, *g*—with one arm of the propelling-lever *h*, which is pivoted at *h'* upon a bracket or frame-piece, *h²*, supported on the stationary upright *c*.

The short arm *h³* of the propelling-lever is at an angle to its long arm, and is connected by a cord or other connector, *i*, with a handle, *i'*, accessible to the operator. The said cord *i* passes through an opening in the end of a releasing-arm, *k*, pivoted at *k'* on the frame-piece *d*, and provided with a cam or wedge, *k²*, which, as the said arm is moved in the direction of the arrow, Fig. 2, presses upon the end of the locking-arm *e*, moving it down against the stress of its spring *e²*, and thus disengaging the projection *e'* from the shoulder *b³*.

The guide k^3 in the end of the arm k , through which the cord i passes, is at one side of the direct vertical line from the point of attachment of the cord i with the arm h^3 of the propelling-lever, and the natural action of the hand of the operator in pulling down on the handle i' , so as to operate the lever h , also tends to move the arm k laterally, so that its wedge will cause the lock e to release the carrier after some pressure is already brought upon the propelling-lever, so that the latter is moved quickly, and, owing to the difference in length of its arms h h^2 , the follower f will be moved forward rapidly, giving a sudden quick impulse to the carrier, by which it is sent to the distant station.

The follower is provided with a cushion, f' , of rubber or other yielding material, against which the carrier strikes when coming into the station, and the movement of the propelling-lever is limited by suitable stops, m . The carrier will move the propelling-lever back to its normal position. (Shown in Fig. 1.)

In the modification shown in Fig. 4 the lever h is arranged to move through a longer arc, and the short arm h^{30} is made as a wheel, around which the propelling-cord i is passed, being fastened to the said wheel at i^2 . In this construction the lever is pivoted in a

bearing, h^{20} , on the arm d d' , connected with the lower end of the frame-piece c , and it is provided with an arm, h , having a finger, h^5 , that engages a spring, h^6 , which tends to retract the lever after it has been turned forward beyond the vertical position, said spring drawing the lever back beyond the vertical position, so that it will fall by the action of gravity into the position shown in the drawings.

I claim—

A cash-carrier apparatus comprising a track and carrier movable thereon, combined with a lock that engages a carrier at the station, and releasing-arm provided with a cam co-operating with said lock, a propelling-lever having a long arm that acts upon the carrier, and an operating-cord connected with the short arm and passing through an eye in the releasing-arm for the lock of the carrier to operate the same by the lateral pressure of said cord, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

THOMAS M. KENNEY.

Witnesses:

JOS. P. LIVERMORE,
JAS. J. MALONEY.