

(No Model.)

3 Sheets—Sheet 1.

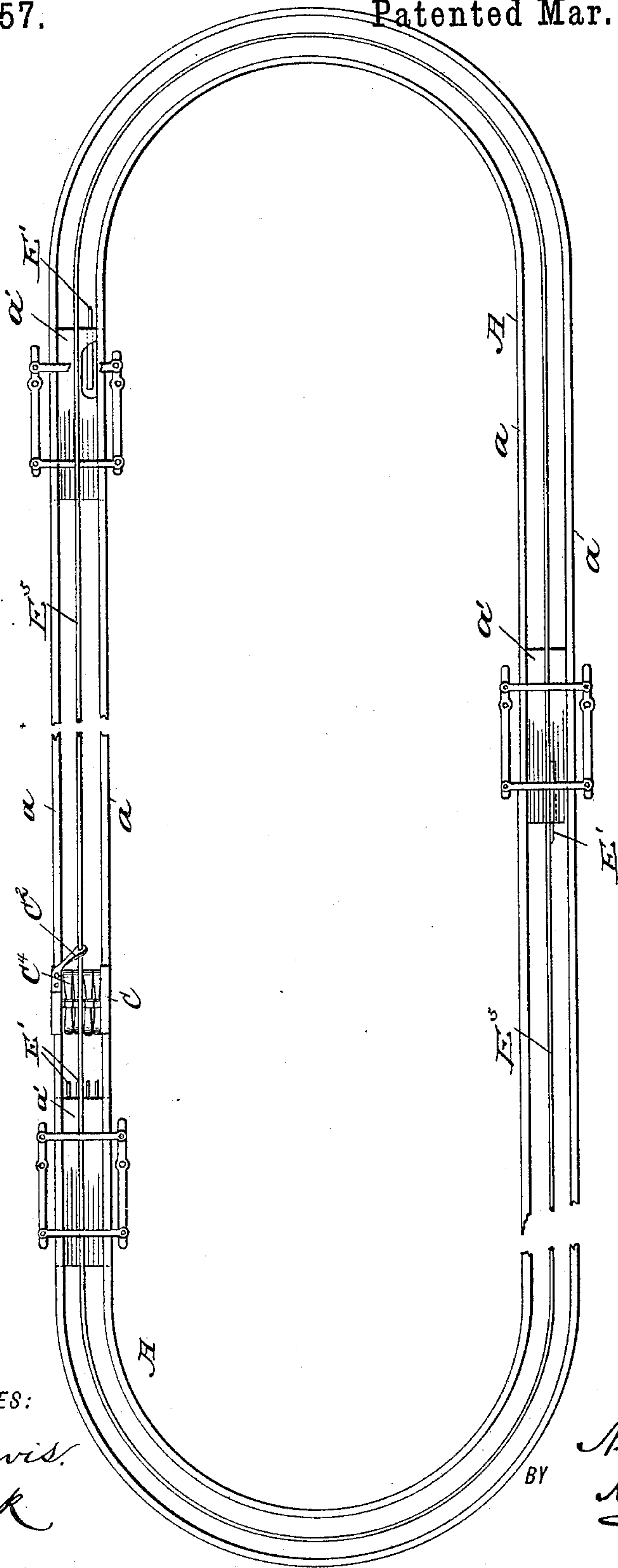
N. WEEKS, Jr.

CASH CARRIER APPARATUS.

No. 399,457.

Patented Mar. 12, 1889.

Fig. 1.



WITNESSES:

W. R. Davis.
C. Sedgwick

INVENTOR:

N. Weeks Jr.
Munn & Co.

BY

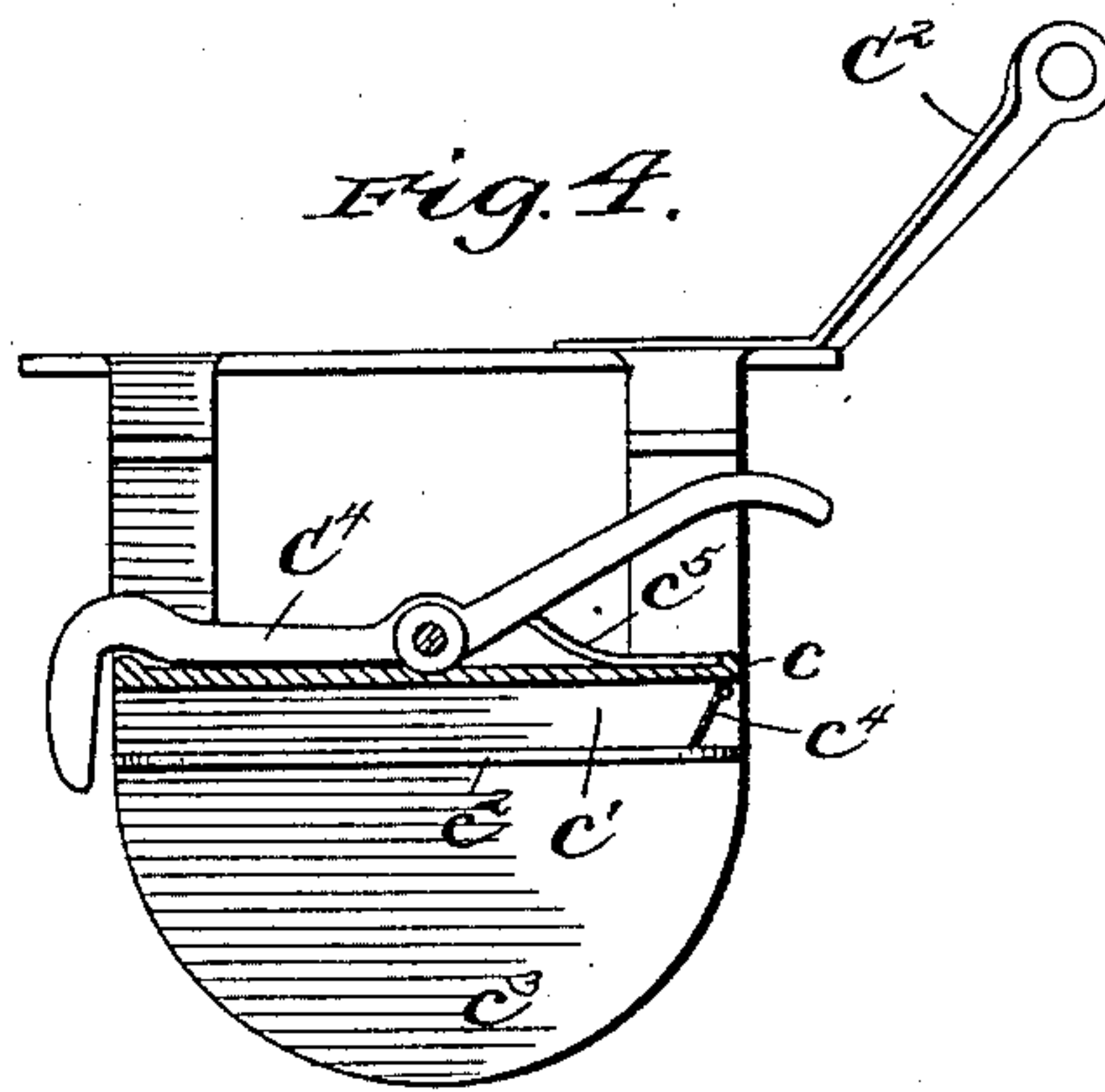
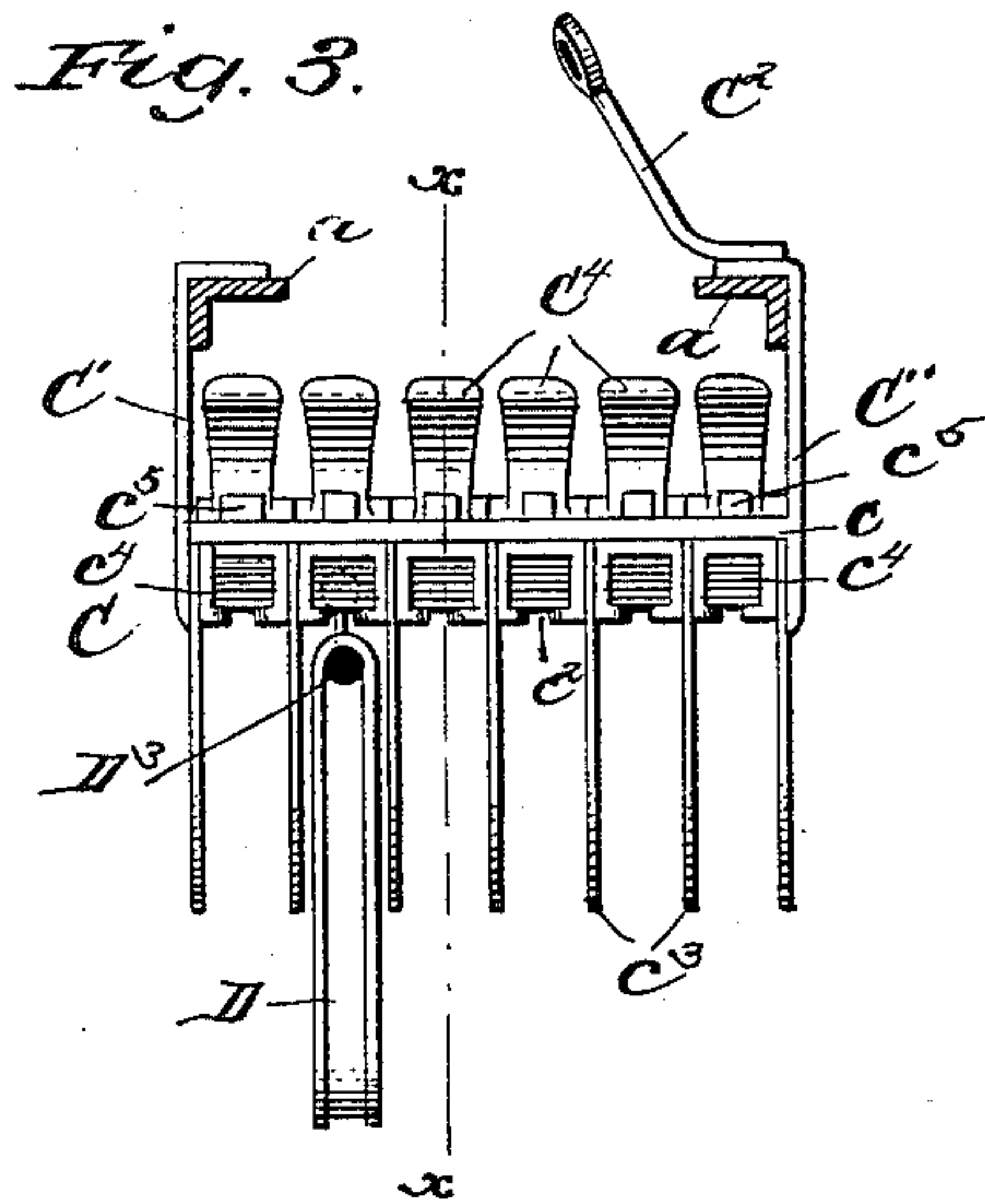
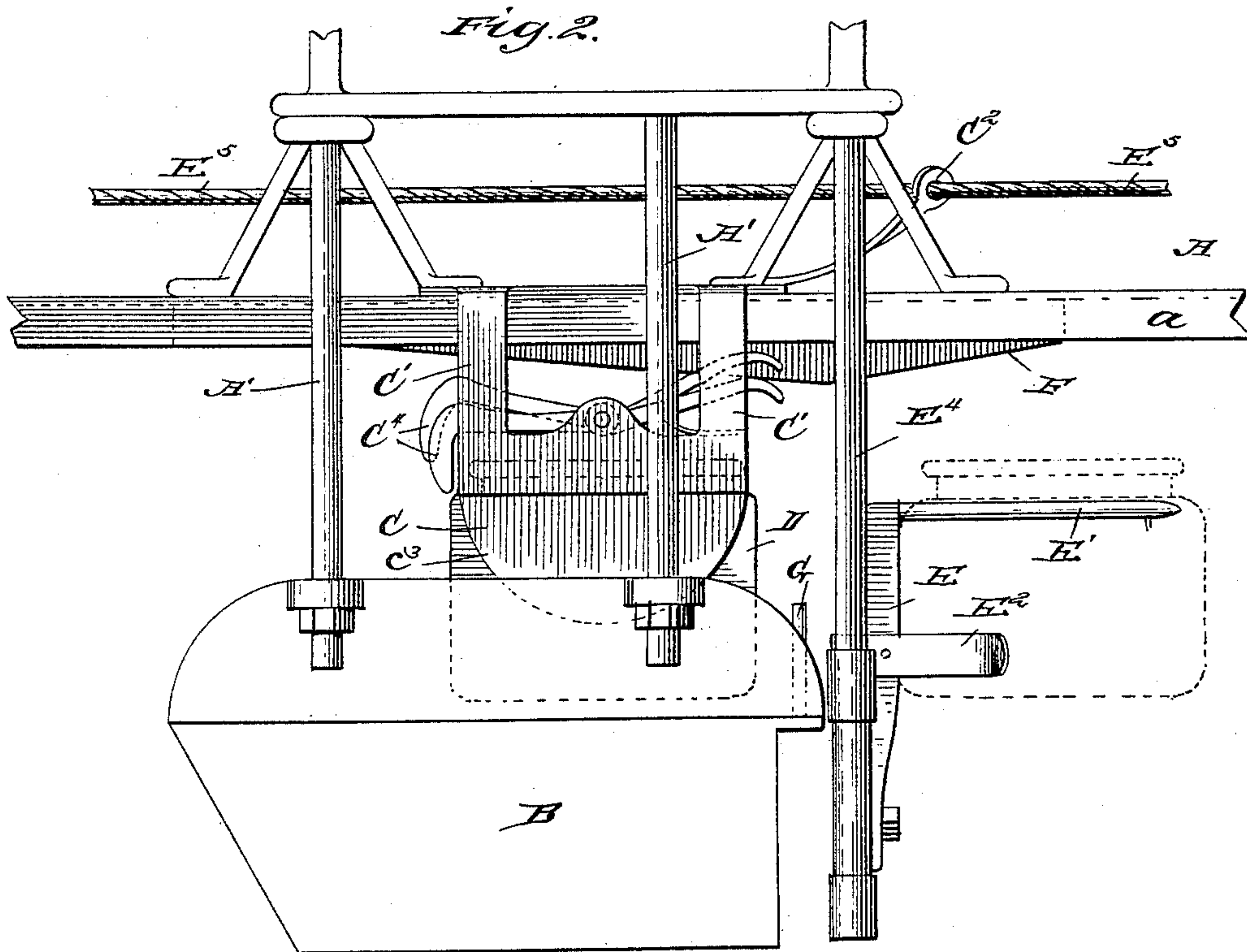
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Fig. 5.

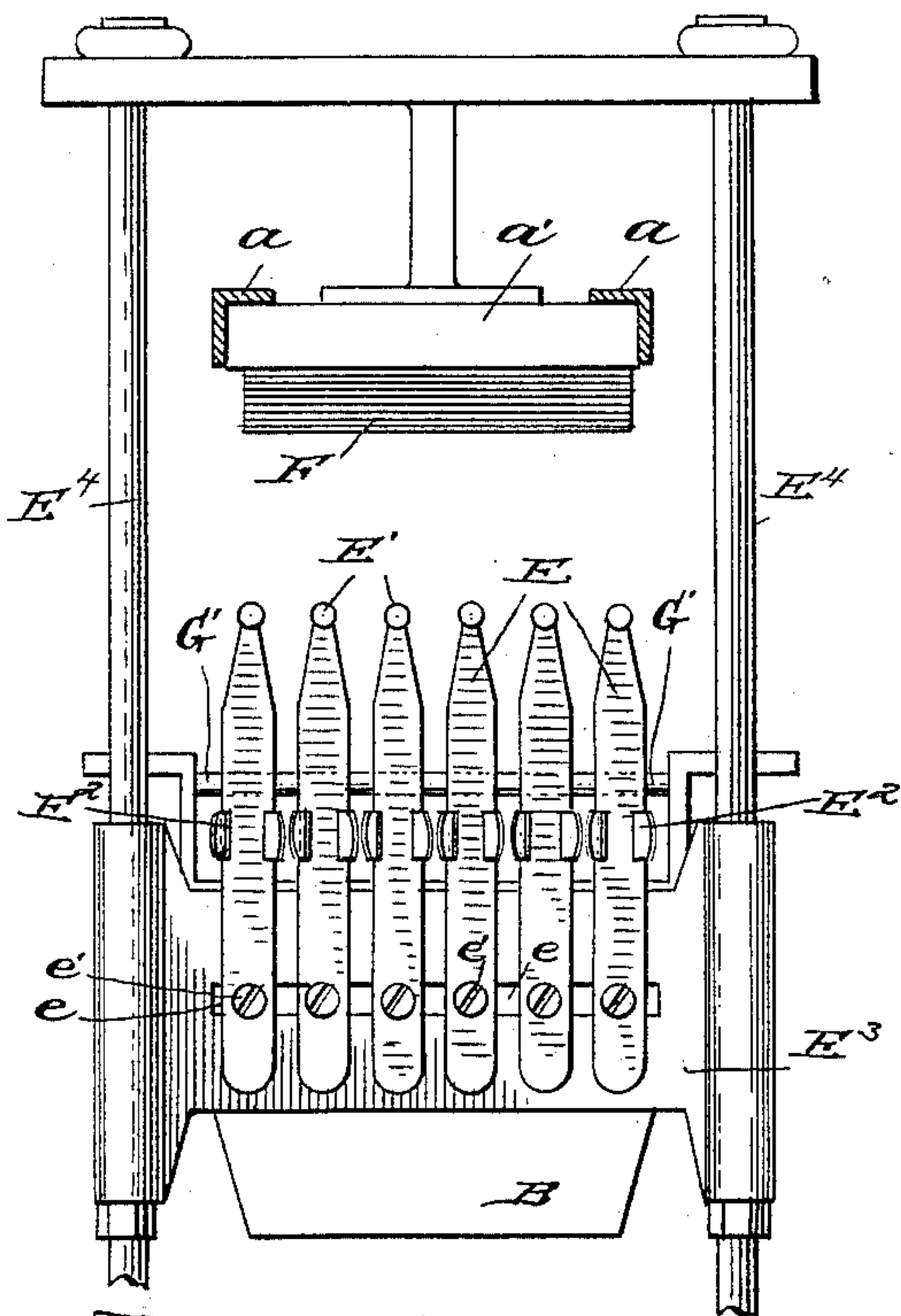
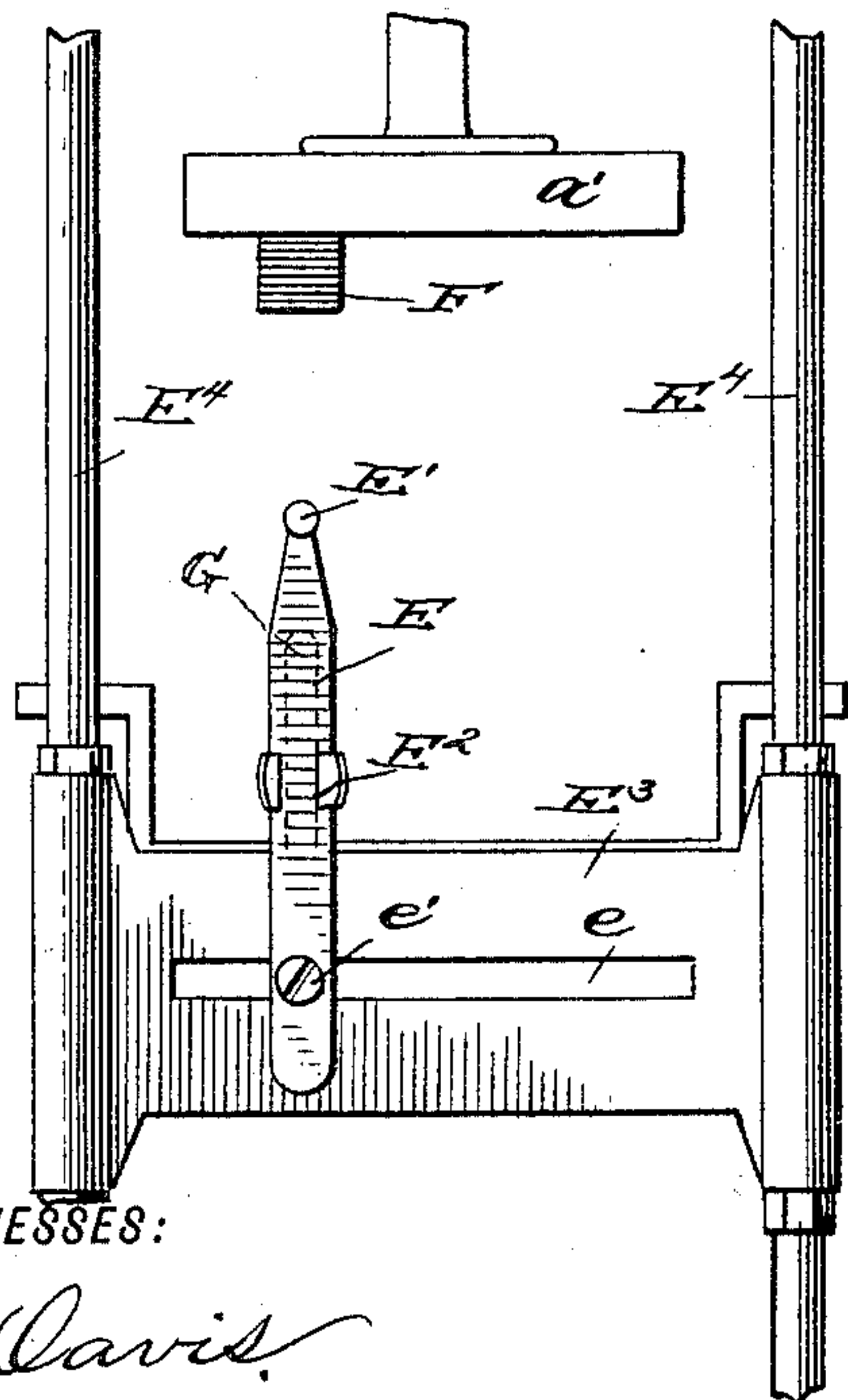


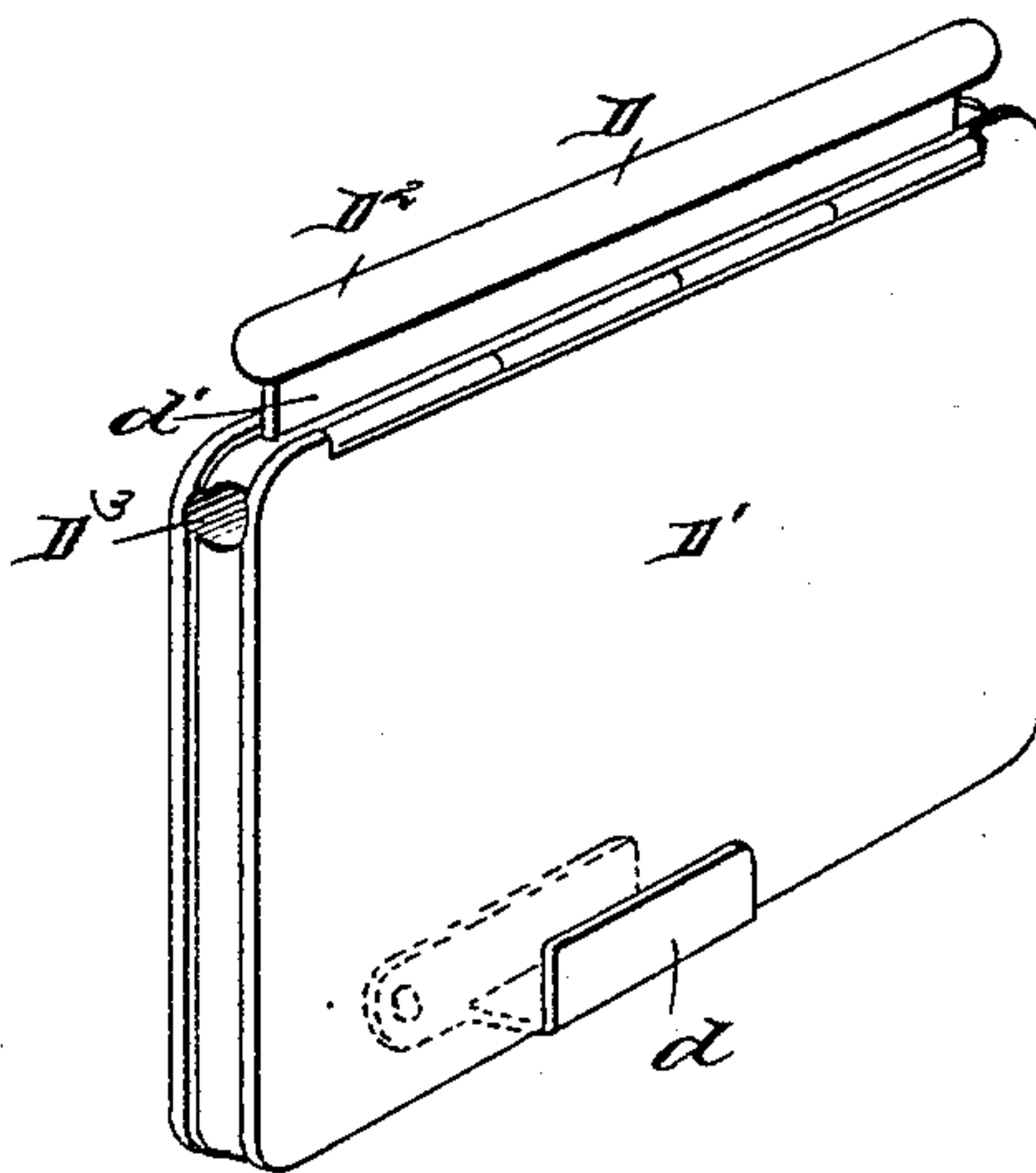
Fig. 6.



WITNESSES:

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Fig. 7.



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UNITED STATES PATENT OFFICE.

NELSON WEEKS, JR., OF LONG ISLAND CITY, NEW YORK.

CASH-CARRIER APPARATUS.

SPECIFICATION forming part of Letters Patent No. 399,457, dated March 12, 1889.

Application filed September 5, 1888. Serial No. 284,605. (No model.)

To all whom it may concern:

Be it known that I, NELSON WEEKS, JR., of Long Island City, in the county of Queens and State of New York, have invented a new and
5 Improved Cash-Carrier Apparatus, of which the following is a full, clear, and exact description.

The invention relates to that class of cash-carriers in which the cash holders or pockets
10 are automatically taken up by and discharged from a carriage.

The object of the invention is to so improve cash-carrier apparatus as to simplify and make stable their construction, and to effect the
15 complete independence of the several sales-stations, conveying the cash-pockets to and from each station by a single carriage without the interference with or dependence on the cash-pockets of the other stations.

To this end the invention consists in the peculiar construction and combination of the different portions of the apparatus, as herein-
20 after particularly described, and defined in the claims, a prominent feature being the location of the station devices with respect to the path of travel of a comparted carriage.

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

Figure 1 is a broken plan view of a cash-carrier apparatus embodying my invention. Fig. 2 is an enlarged side view of a station and the carriage thereat carrying a cash-
30 pocket, a second pocket being indicated by dotted lines in position to be taken up by the carriage. Fig. 3 is an end view of the carriage and a cash-pocket, the track being shown in section. Fig. 4 is a longitudinal sectional
40 elevation of the carriage on line $x x$, Fig. 3. Fig. 5 is a broken end view of the cashier's desk, the track being shown in section. Fig. 6 is a broken end view of one of the stations, and Fig. 7 is a perspective view of the cash
45 holder or pocket used in connection with my improved cash-carrier apparatus.

The track A is formed, preferably, of angle-irons $a a$, formed in a continuous circuit, as shown, the tracks being suspended from the
50 ceiling or other support in any suitable manner and braced and supported at each station

and the cashier's desk by boards a' . Rods A' , extending from the ceiling or other support, serve to support a basket or receptacle, B. The receptacle B, of which one is located at
55 each station and at the cash-desk, may be of any desired form, and may be supported beneath the track in any suitable manner.

The carriage C of my improved apparatus is designed to operate in conjunction with a
60 peculiar form of cash holder or pocket, D, specially adapted to the carriage, a peculiar and novel system of trips, to be hereinafter described, being provided for the automatic collection of the pockets by the carriage and
65 for the automatic discharge of said pockets into the baskets B.

The carriage C is provided with hangers C' , having inwardly-bent upper ends, adapted to suspend the carriage from the track rails or
70 irons a , and with an arm, C^2 , formed with an eye by which it is adapted to be secured to a continuously-traveling cord or cable, E^3 . A plate, c , extends across the carriage, C, from one hanger C' to the other, and at the under
75 side of the plate c the carriage is divided into a series of open-ended compartments or cells, c' , which extend longitudinally of the carriage and whose sides and top are or may be closed, the bottom of the carriage being
80 formed with a longitudinal slot, c^2 , for accommodating the cash-pocket, presently to be described. Depending from the carriage between each compartment c' is a series of
85 plates, c^3 , which prevent lateral play of the cash-pockets and steady the same in the carriage.

The pockets D are formed with a hinged or swinging side or cover, D' , which is held closed by any suitable catch device, d , and above the
90 top or back edge of the carriage is supported a head, D^2 , a web or neck, d' , uniting said head to the body of the pocket. The head D^2 is adapted to enter one of the compartments c' of carriage C and be supported
95 therein, the web d' lying then in slot c^2 of said compartment, as shown clearly in Fig. 3. The cash-pocket D is also formed with a longitudinally-extending tubular socket, D^3 , by means of which the pocket is temporarily
100 held on the horizontally-ranging arm E' of a standard or staff, E, one of which is located

at each station in the path of one of the compartments c' of the carriage. Below the arm E' each staff E is provided with clamps E^2 , between which the body of the cash-pocket D is received, and the said pocket is thus firmly held to be taken up by the carriage in the manner particularly described herein-after.

The standards E , which I will term the "take-up" standards, are adjustably secured to a fixed rigid cross-piece, E^3 , which is suitably supported in front of each station in the apparatus, as, for instance, by supporting-rods E^4 . The cross-piece E^3 is formed with a slot, e , and a screw, e' , passed through said slot and through the standard E' , secures the standard E at any desired point along the cross-piece E^3 , to bring the said standard into the path of that compartment c' which has been assigned to the station at which the standard is located.

As the carriage C approaches the standard E , if there be a cash-pocket on the same, its head D^2 will lie in the path of its corresponding compartment c' of the carriage, and as the latter passes over the pocket the end of the head D^2 will strike the downwardly-extending end of a spring latch or retainer, C^4 , which is pivotally secured on the top of the carriage C , a series of said latches being provided, one for each compartment C , and so located on said carriage that the downwardly-extending rear end of the latch will normally effect a closure of the rear end of the carriage-compartment. As the latch C^4 strikes the head D^2 of the cash-pocket, it forces the latter off its staff E , and it is carried to the cashier's desk to be deposited in the basket or receptacle thereat.

After the cash-pocket has entered the carriage its accidental escape therefrom is prevented by a gravity-gate, c^4 , Fig. 4, that is hinged at the entrance or forward end of each compartment c' .

The latches or retainers C^4 are pivoted about centrally of their length, and beneath their upwardly-bent ends a spring, c^5 , is placed, which normally acts to elevate the raised or upwardly-extending ends and maintain the downwardly-extending ends over the rear ends of the compartments.

To the under side of the boards a' of track A , at each station, is secured the trip-block F , formed with double or reverse bevels on its under side, and as the carriage C passes under the said trip-block the latter depresses the upwardly-extending forward end of that retainer C^4 which governs the compartment c' assigned to the station, and as the forward end of the retainer is depressed the downwardly-bent rear end of the retainer is raised, allowing the cash-pocket D to be ejected.

The ejection of the pocket is effected by a trip, G , in the form of a post or standard projecting upward in front of the basket B , and against which the end of the body of the cash-pocket strikes.

The trip-block F , take-up E , and trip-standard G of each station are relatively so arranged that they will not act upon or be acted upon by the compartments c' and retainers C^4 assigned to other stations. Each trip-standard G , take-up standard E , and trip-block F are arranged in a separate vertical plane parallel with the line of the tracks a , and the respective pockets c' and latches C^4 move in vertical planes coincident with the respective planes of the standards and trip-blocks and concentric with the line of the tracks, whereby the devices of one station do not project in the line of the devices of the other stations. By this arrangement the movement of the carriage need not be arrested or retarded in taking up or depositing a cash-pocket, nor is its action affected by the fact of having to or not having to take up or deposit a pocket at any particular station. Thus it may take up or deposit a pocket, or do both, at one station while carrying a pocket to a station beyond, or carrying other pockets from other stations to the cashier's desk.

The cashier's desk or station, Fig. 5, differs from the sales-stations only in being provided with a full complement of trip and take-up devices, one complete set for each station. The trip-block F of the cashier's desk may be one continuous block extending completely across, as shown, or it may be of separate blocks, as desired, and instead of a trip-standard for each compartment, it may have a bar, G' , across in front of the basket, as shown, against which the pockets will all strike and be ejected from the carriage.

In the plan, Fig. 1, I have shown two sales-stations only and the cashier's station; but in practice it will be understood there may be any number of stations, and the carriage C , I have shown adapted to six stations; but it may, of course, be constructed to operate in connection with any number of stations by increasing or diminishing the number of compartments and accompanying trip and take-up devices.

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

1. In a carrier apparatus, the combination, with a comparted carriage having a series of latches or retainers each normally effecting a closure of a single compartment, of separate trips at each station in the path of the carriage, the trip of each station being out of line with those of the remaining stations and in the line of a single compartment of the carriage, substantially as described.

2. In a carrier apparatus, a carriage divided longitudinally into sections corresponding to the different stations and a series of latches each of which normally effects a closure of a single section of the carriage, in combination with a trip-block at each station in the path of one of said latches, a trip-standard in alignment with said trip-block and acting to eject a pocket or holder as the said block

trips the latch, and an arm for temporarily holding the pockets to be taken up by the carriage, the trips and take-ups of each station being wholly out of line with the corresponding devices of the remaining stations and in line with a section of the carriage, substantially as described.

3. A carrier apparatus comprising a carriage and a cash pocket or holder therefor, the carriage being divided into longitudinal compartments and longitudinally slotted at the bottom wall, and the pocket formed with a head and adapted to said compartment to lie wholly within the plane thereof, and thus not project into the plane of the remaining compartments of the carriage, substantially as described.

4. In a carrier apparatus in which the carriage automatically takes up and discharges the cash pockets or holders, a take-up and carrier mechanism, comprising a carriage divided longitudinally into compartments, cash pockets or holders formed with a socket and having a head fitting the said compartments, to lie wholly within the plane thereof, and an arm at each station adapted to be received in the socket of the cash-pocket, substantially as described.

5. The combination, with the carriage formed with compartments, of latches or retainers pivotally mounted thereon and normally effecting a closure of one end of said compartments, substantially as described.

6. The combination, with the compartmented carriage, of latches or retainers pivoted thereon and normally effecting a closure of one end of each compartment, and automatically closing

gates at the opposite ends of each compartment, substantially as described.

7. In a carrier apparatus, a carriage divided longitudinally into compartments, the bottom wall of which is slotted longitudinally, and guide-plates or flanges extending therefrom between the said pockets, in combination with cash holders or pockets provided with heads fitting in said compartments and whose bodies fit between said flanges, substantially as described.

8. As a new article of manufacture, a cash-pocket for cash-carriers, formed with a head by which it is held in the carriage and with a socket by which it is held on the take-up arm, substantially as described.

9. A carrier apparatus comprising an endless track, a cash-station, and a series of sales-stations, baskets held below each of said stations, a compartmented carriage on said track provided with latches normally effecting a closure of the one end of said compartments, a trip-block at each station in the path of one of said latches and a trip-standard for the cash-pockets adapted to eject the same from the carriages simultaneously with the tripping of the latches, a take-up standard at each station provided with an arm for temporarily holding the cash-pockets, and a full complement of trips and take-ups at the cashier's desk representing each of the sales-stations, substantially as described.

NELSON WEEKS, JR.

Witnesses:

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