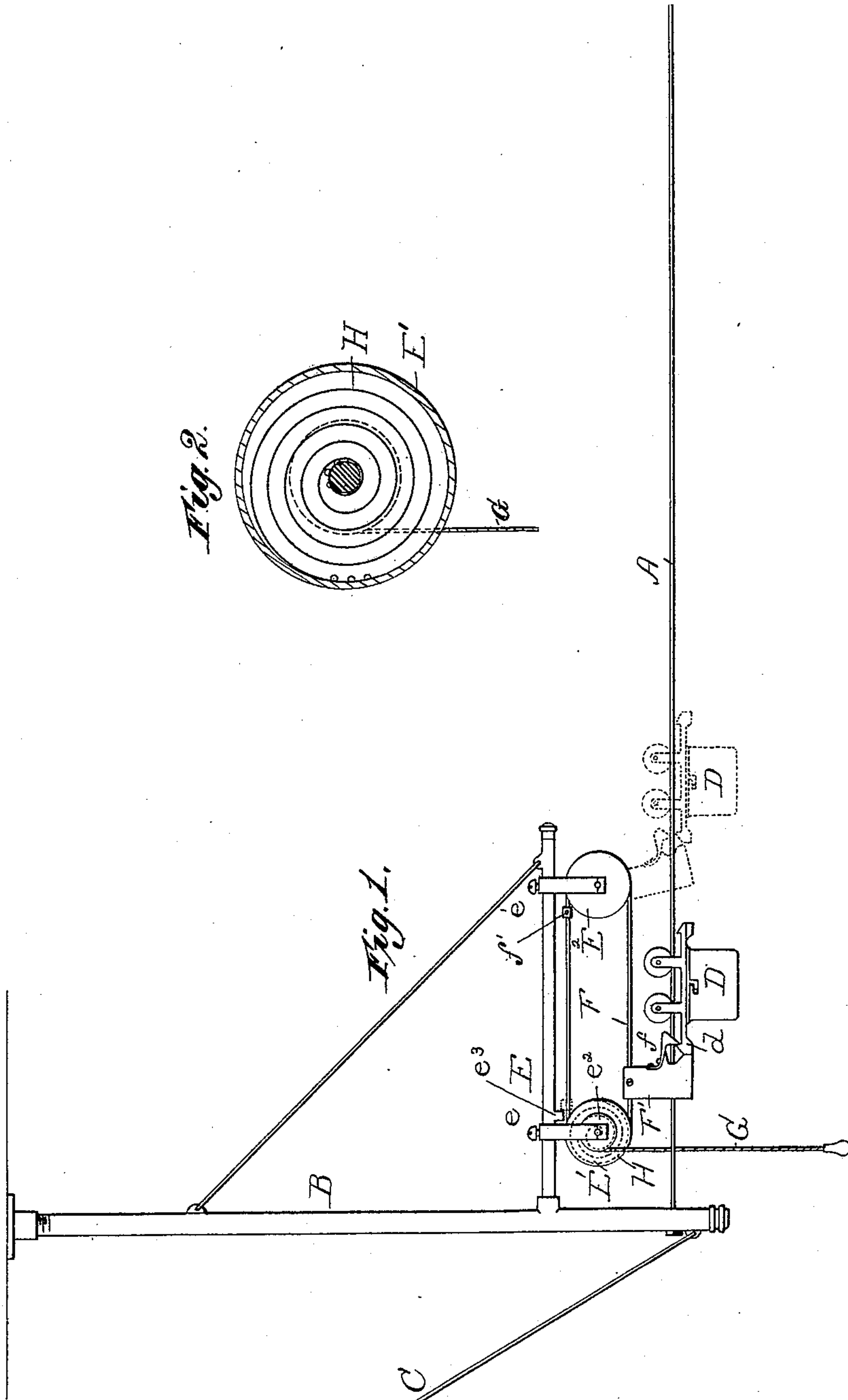


(No Model.)

E. P. ZERBE.
CASH CARRIER.

No. 404,943.

Patented June 11, 1889.



WITNESSES
Samuel C Thomas
Halter H Chamberlin.

INVENTOR
Emil P. Zerbe
W. W. Fegget
Att'y
Attorney

UNITED STATES PATENT OFFICE.

EMIL P. ZERBE, OF DETROIT, ASSIGNOR TO EDWARD A. OWEN, ADOLPH A. CAILLE, AND ARTHUR CAILLE, OF EAST SAGINAW, MICHIGAN.

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 404,943, dated June 11, 1889.

Application filed October 1, 1888. Serial No. 286,834. (No model.)

To all whom it may concern:

Be it known that I, EMIL P. ZERBE, a citizen of the United States, residing at Detroit, county of Wayne, State of Michigan, have
5 invented a certain new and useful Improvement in Cash-Carriers; and I declare the following to be a full, clear, and exact description of the invention, such as will enable
10 others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 represents a side elevation of one
15 station of my improved cash-carrier system, including the car. Fig. 2 is a part in detail.

It is the object of my invention to provide a cash-carrier that is extremely simple and durable and easily repaired, and in which the
20 car may be given any desired impetus in traveling from station to station.

In the drawings, A represents the usual taut wire used in this class of cash-carriers; B, the usual hanger descending from the ceiling to which the wire is fastened; C, the braces
25 of the hanger B, and D any usual car provided with a detachable cup and adapted to travel on the wire.

E is a bar extending horizontally from the
30 hanger B and properly braced to hold it rigid.

E' E² are pulleys journaled in the brackets e e', which are adjustably engaged at each end of the bar E.

F is an endless strap or cord passing over the pulleys E' E², and F' is a propelling-block attached to said strap. Said block is provided
35 with a beveled latch f, adapted to engage with the catch d on the bed-plate of the car.

G is a strap or cord provided with a suitable handle and adapted to be wound on the
40 drum e² of the pulley E'. As will be seen, when this strap is unwound from the drum it will tend to give the pulley a revolving motion.

H is a suitable spring adapted to return the pulley to its initial position after it has
45 been revolved by the strap G.

The operation of my invention will now be understood. The car stands at rest at the sta-

tion, engaged by the beveled latch f on the pro- 50
pelling-block. To send it to the other station, the operator pulls on the strap G and unwinds it from the drum. This revolves the pulley and causes the endless strap to travel
55 on the pulleys, carrying the block F' with it from pulley to pulley, and the block forces the car forward. When the block reaches the pulley E², its forward end with the beveled latch will be raised, as shown in dotted lines in Fig. 1, and the car will thus be released and
60 forced to travel along the wire by the impetus given it. A suitable stop f', adapted to come into contact with a stop e³ on the bar E, may be placed on the strap in such position as to stop the block after it has released the car. 65

What I claim is—

1. In a cash-carrier apparatus, the combination, with the line-wire and the carrier mounted thereon, of two pulleys suspended above said wire, an endless strap on said
70 pulleys, and a propelling-block attached to said strap and provided with a catch adapted to engage the carrier, said block adapted to be disengaged from the carrier by its forward end striking the forward pulley and tilting it, 75 substantially as described.

2. In a cash and parcel carrier apparatus, the combination, with the usual taut wire and car, of an endless strap or cord extending between and embracing two pulleys situated
80 at one end of the said wire, a propelling-block attached to said strap or cord and adapted to travel with it, a beveled latch on said propelling-block, constructed to engage with the car and retain it adjacent to the
85 propelling-block until released, a strap wound upon a drum on one of the pulleys for revolving the same and projecting the propelling-block, and a spring adapted to return the propelling-block to its initial position, sub- 90
stantially as described.

3. A cash and parcel carrier mechanism consisting of the combination, with a line-wire, its supports, and a car, of pulleys E' E², belt F, and propelling-block F', actuat- 95
ing cord or strap G, and a retracting-spring, all situated at one end of the line-wire, substantially as described.

4. In a cash and parcel carrier apparatus,
the combination, with the car and the pro-
pelling-block, the belt and pulleys, of the
actuating cord or strap, said propelling-block
5 provided with a latch to engage the car, said
latch adapted to be automatically disengaged
at or adjacent to the forward pulley, substan-
tially as described.

In testimony whereof I sign this specifica-
tion in the presence of two witnesses.

EMIL P. ZERBE.

Witnesses:

M. B. O'DOHERTY,
SAMUEL E. THOMAS.