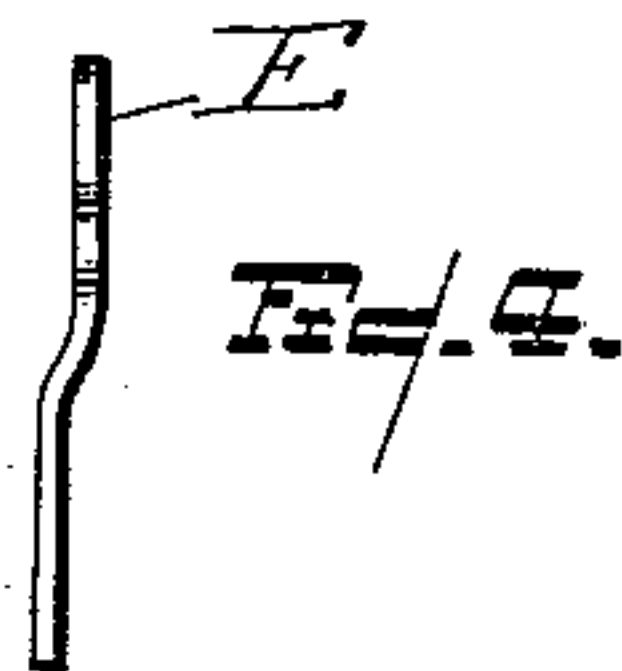
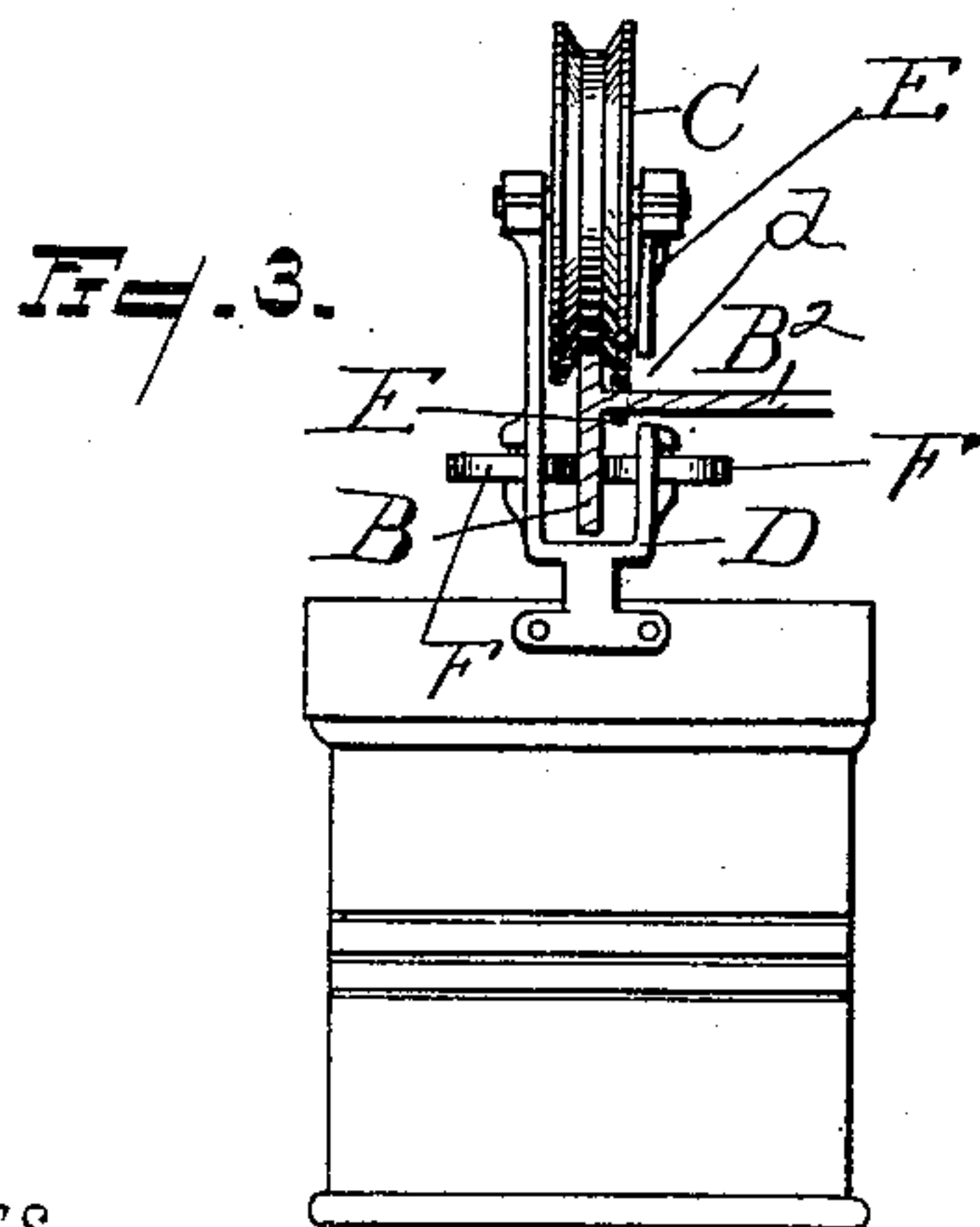
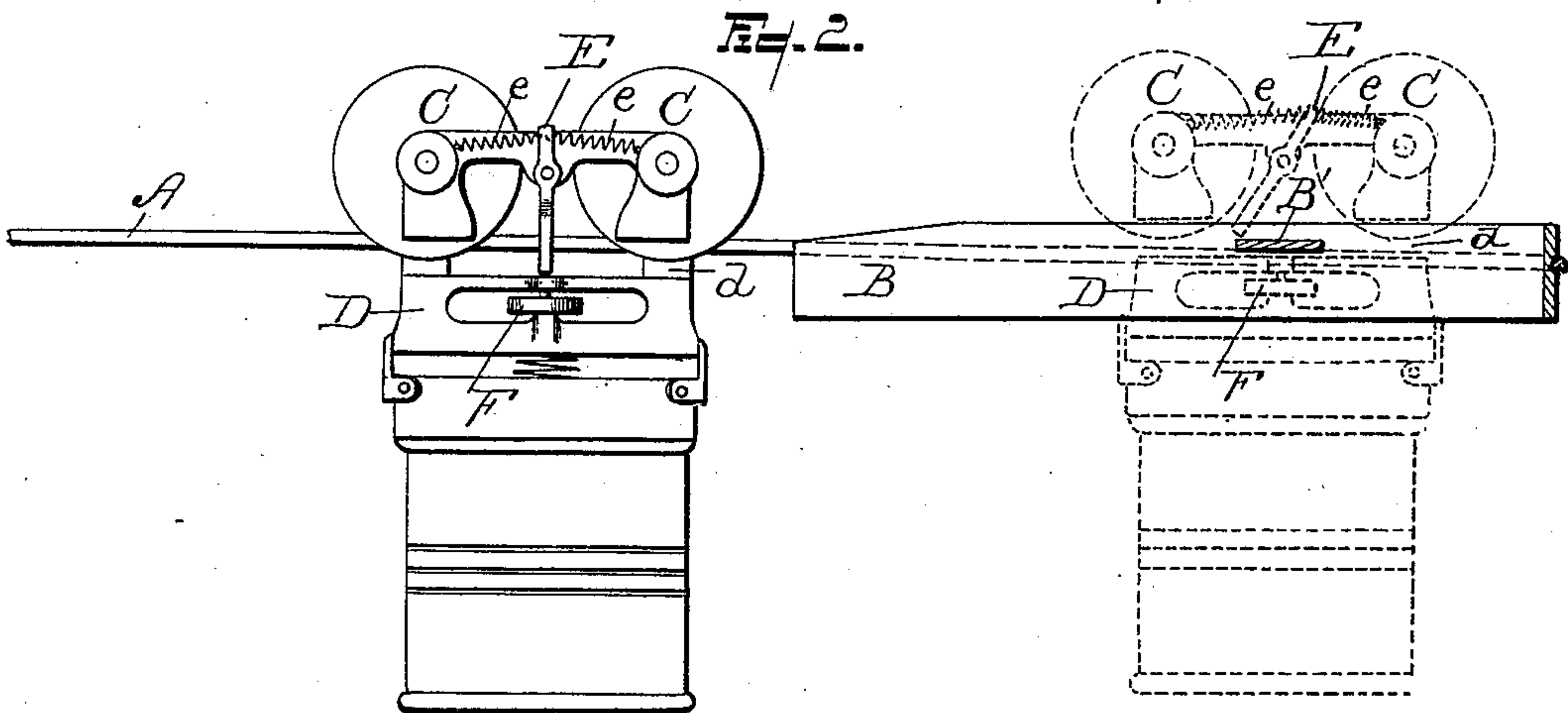
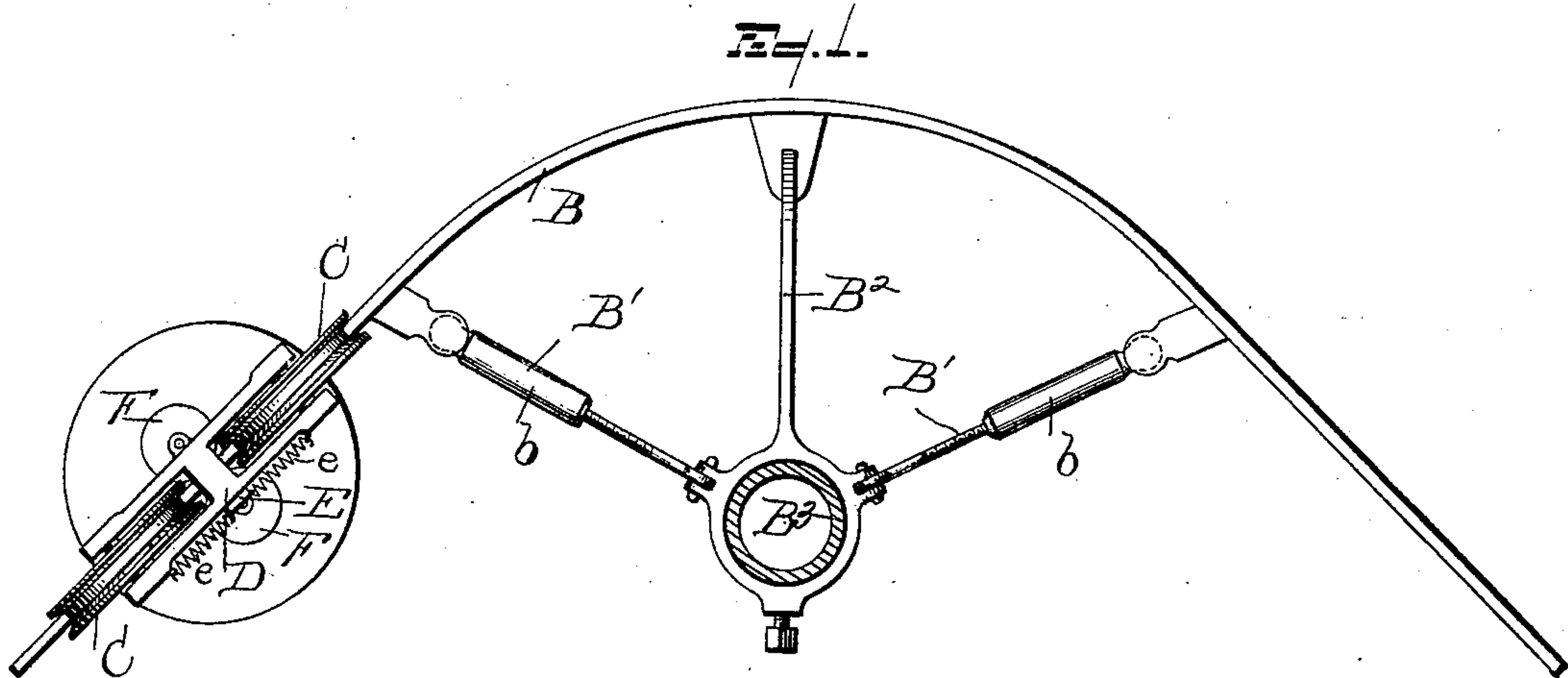


(No Model.)

E. P. ZERBE & F. S. CHURCH.
CASH CARRIER.

No. 404,944.

Patented June 11, 1889.



WITNESSES

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EMIL P. ZERBE AND FRANK. S. CHURCH, OF DETROIT, ASSIGNORS TO EDWARD A. OWEN, ADOLPH A. CAILLE, AND ARTHUR CAILLE, OF EAST SAGINAW, MICHIGAN.

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 404,944, dated June 11, 1889.

Application filed October 13, 1888. Serial No. 288,017. (No model.)

To all whom it may concern:

Be it known that we, EMIL P. ZERBE and FRANK. S. CHURCH, citizens of the United States, residing at Detroit, county of Wayne, State of Michigan, have invented a certain new and useful Improvement in Cash-Carriers; and we 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, which form a part of this specification.

Our invention relates to that class of cash-carriers in which a car is made to travel from station to station on a taut wire; and it is the object of our invention to provide a simple and effective apparatus, in which the wire may be made to turn an angle, and the car so constructed as to pass round the corner thus formed and continue on its way to its destination.

In the drawings, Figure 1 is a plan view of a section of the track; showing the curve in the same with car thereon. Fig. 2 is a side elevation of the car approaching the curve and section of curve with car dotted thereon. Fig. 3 is an end elevation of the car and a section of the track; and Fig. 4 is a detail view of a lever or guard, hereinafter referred to.

In the drawings, A represents the usual taut wire used in this style of cash-carrier apparatus. B is a strip of metal, along which the wire is stretched or strained in rounding a corner or angle, and on which the car is adapted to ride while rounding such curves. This strip or track B is supported by the horizontal arms B' B², extending from the hanger B³, which descends from the ceiling. The arms B' may be provided with an adjusting device—as, for instance, a turn-buckle b, or other convenient means—for adjusting the track to a greater or less angle, as desired.

C are the wheels of the car, which are adapted to travel on the wire and curved track, and D is the bed-plate of the car in which the wheels are journaled, and from

which the cup, basket, or other receptacle may be detachably hung. This bed-plate has on one side the opening or slot d, thus enabling it to pass the arms B' B³ in rounding curves.

E is a lever or guard fulcrumed to the bed-plate D on the side having the opening or slot d, and preferably above the same, and so arranged that the lower end will cover this slot, except when passing the arms B' B³, when it will be tripped by striking the arms, will ride over the same, and be brought back to a vertical position either by gravity or, if desired, by means of the coil-springs e, which are arranged on each side of the upper end of the lever or guard. It will be seen that by means of this lever the car is prevented from jumping from the wire while traveling thereon.

F are rollers on either or both sides of the bed-plate journaled at right angles to the wheels and adapted to lessen the friction between the bed-plate and the track while the car is rounding the curve.

Of course our device is equally applicable to all cash-carriers which travel on a taut wire now in use, and the means for propelling the car is therefore immaterial and simply a matter of choice. The peculiar shape of the tilting lever E also prevents the rims of the wheels when the car is traveling along the wire from riding up onto the wire and thus stop the car.

What we claim is—

1. In a cash-carrier apparatus, a car adapted to pass around a curve in the track, said car having its bed-plate open at one side to pass the supporting-arms of the curved track-section, and a small tilting lever pivoted to the bed-plate above the opening, said lever below the pivot bent inward to a point adjacent to the wire, its lower end adapted to close the opening in the side of the bed-plate, except when passing the supporting-arms of the curved track-section, and also to prevent the wheels from riding up onto the wire when passing from station to station, substantially as described.

2. In a cash-carrier apparatus, a car having one side of its bed-plate open, a lever pivoted to the bed-plate above the opening and having its lower end bent inward adjacent to the wire, and a spring or springs to assist in returning the lever to its normal position, substantially as described.

In testimony whereof we sign this specification in the presence of two witnesses.

EMIL P. ZERBE.

FRANK S. CHURCH.

Witnesses:

M. B. O'DOHERTY,

SAMUEL E. THOMAS.