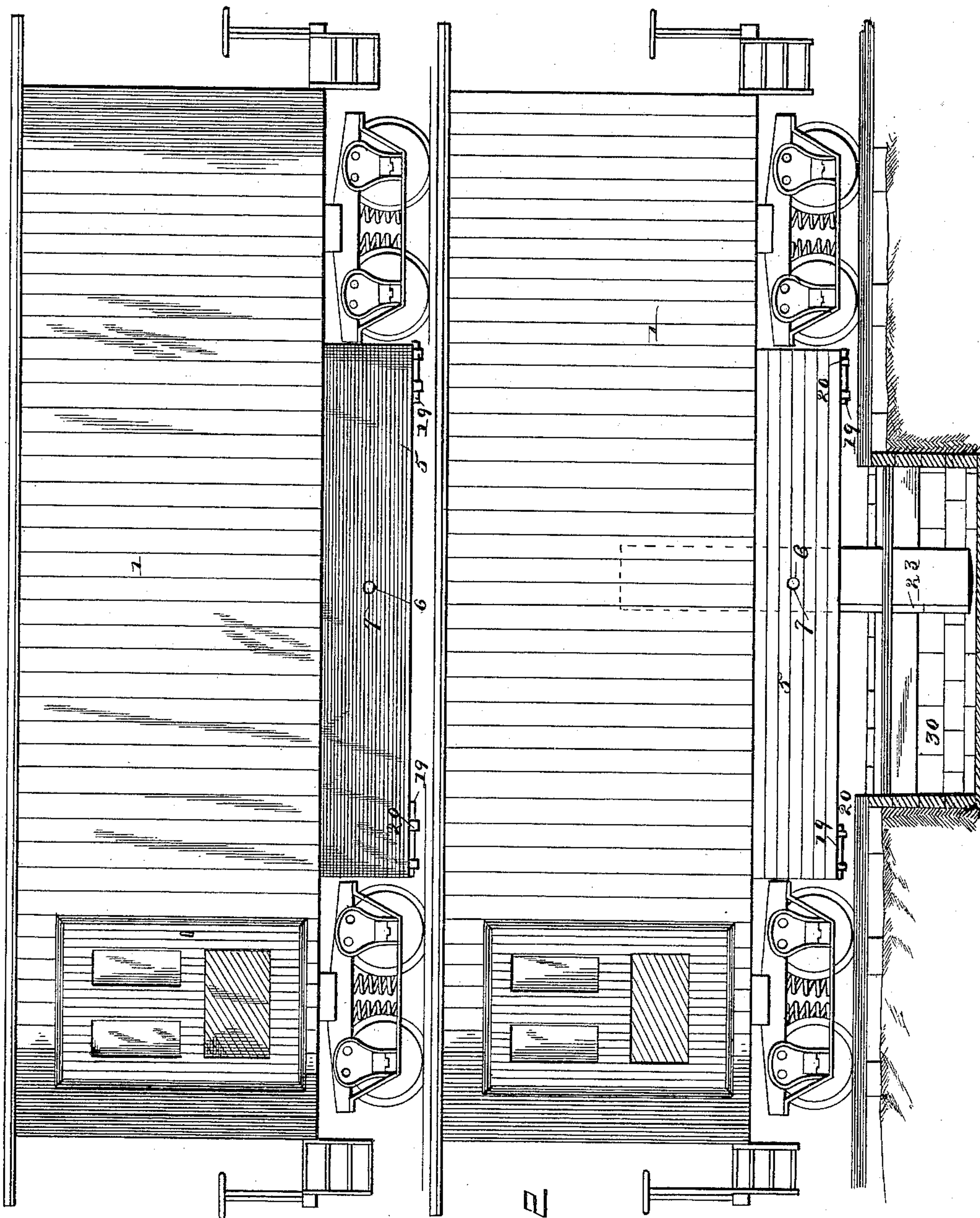


3 Sheets—Sheet 1.

CAR FOR THE TRANSMISSION OF SPECIE.

No. 409,894.

Patented Aug. 27, 1889.



Witnesses:

John Muir
W. S. L. Wall

264

Inventar

George T. Yost.

By his Attorneys

Chowbey

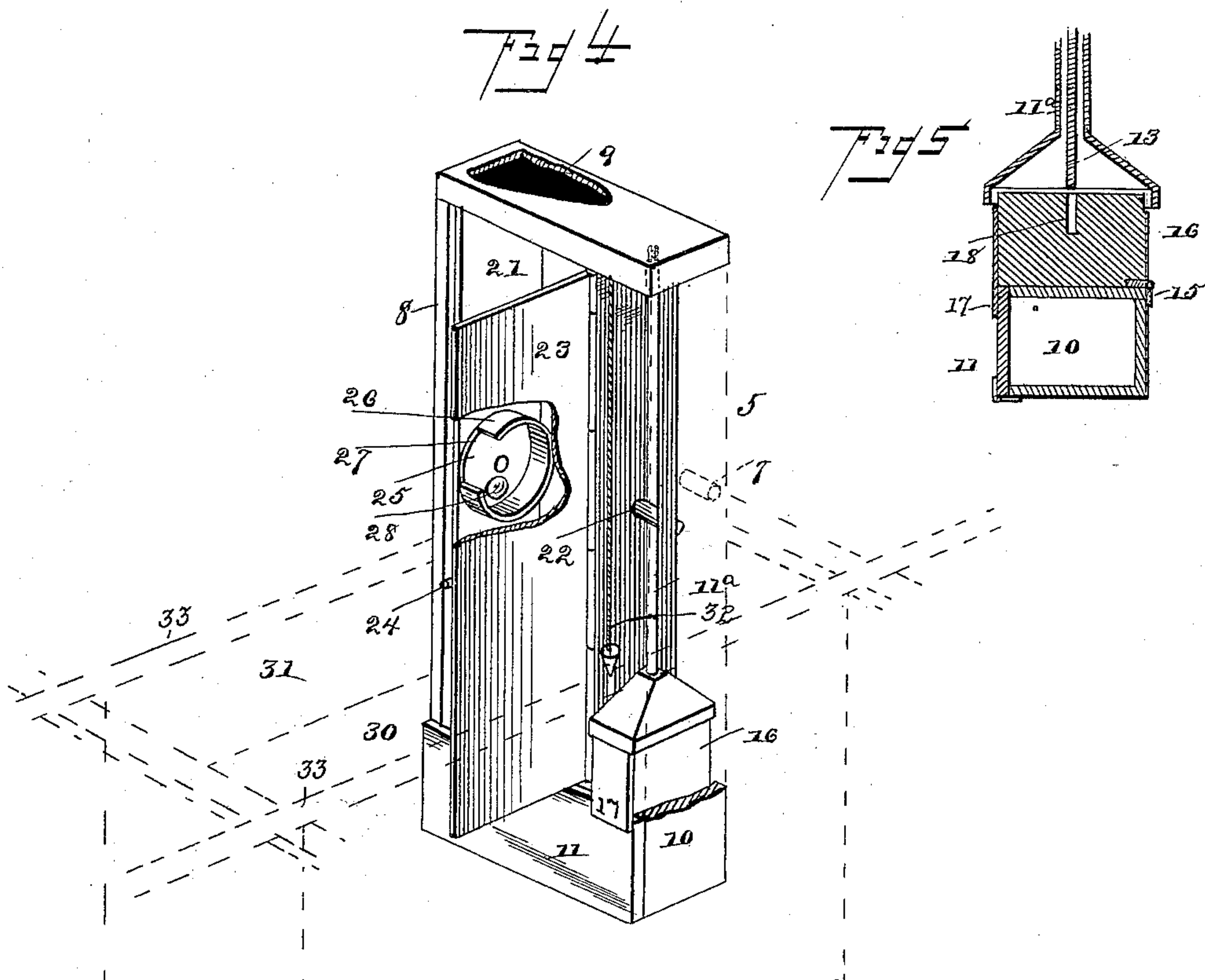
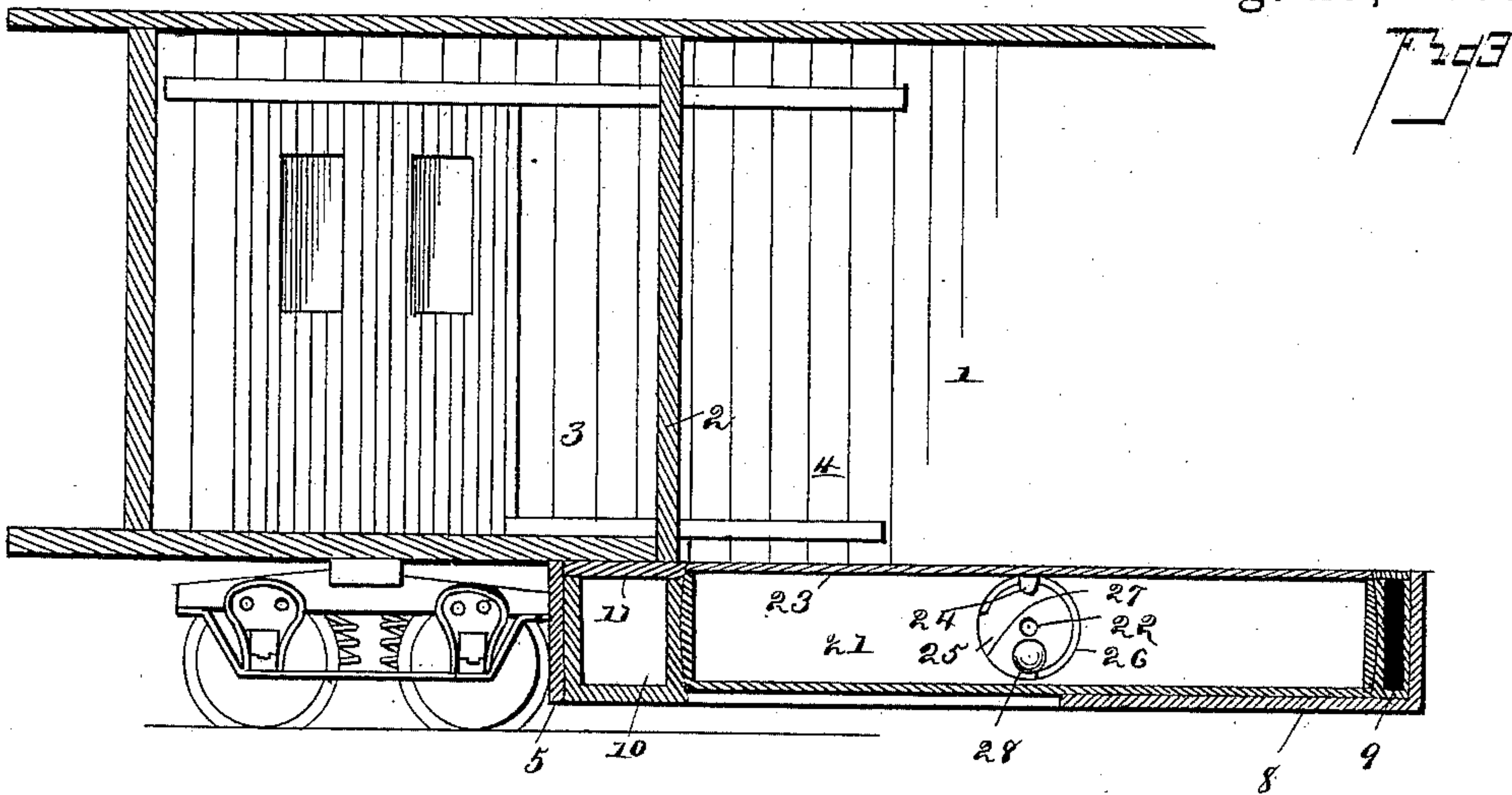
(No Model.)

3 Sheets—Sheet 2.

G. T. YOST.
CAR FOR THE TRANSMISSION OF SPECIE.

No. 409,894.

Patented Aug. 27, 1889.



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(No Model.)

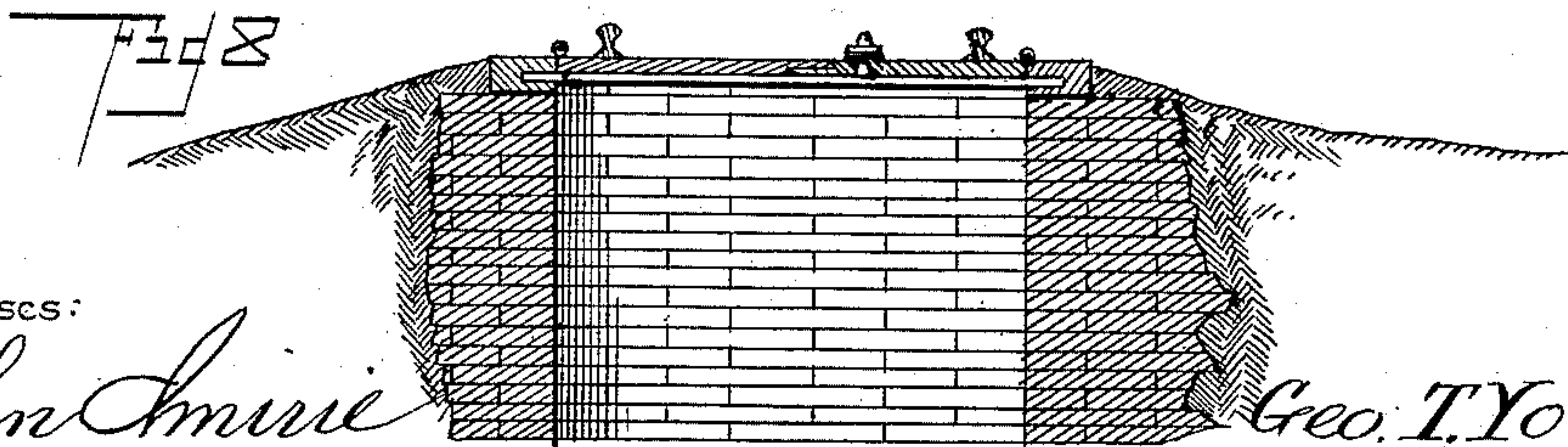
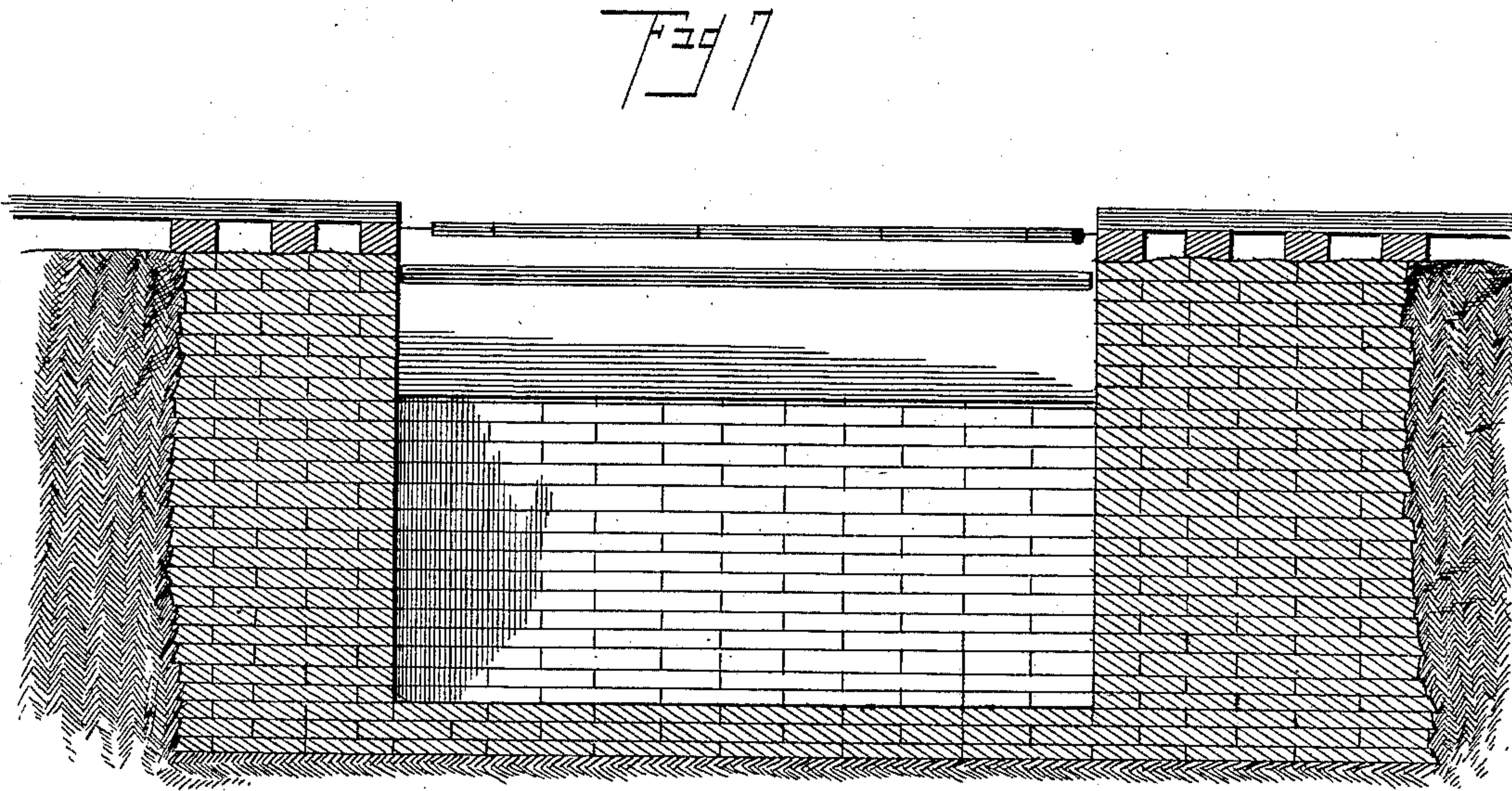
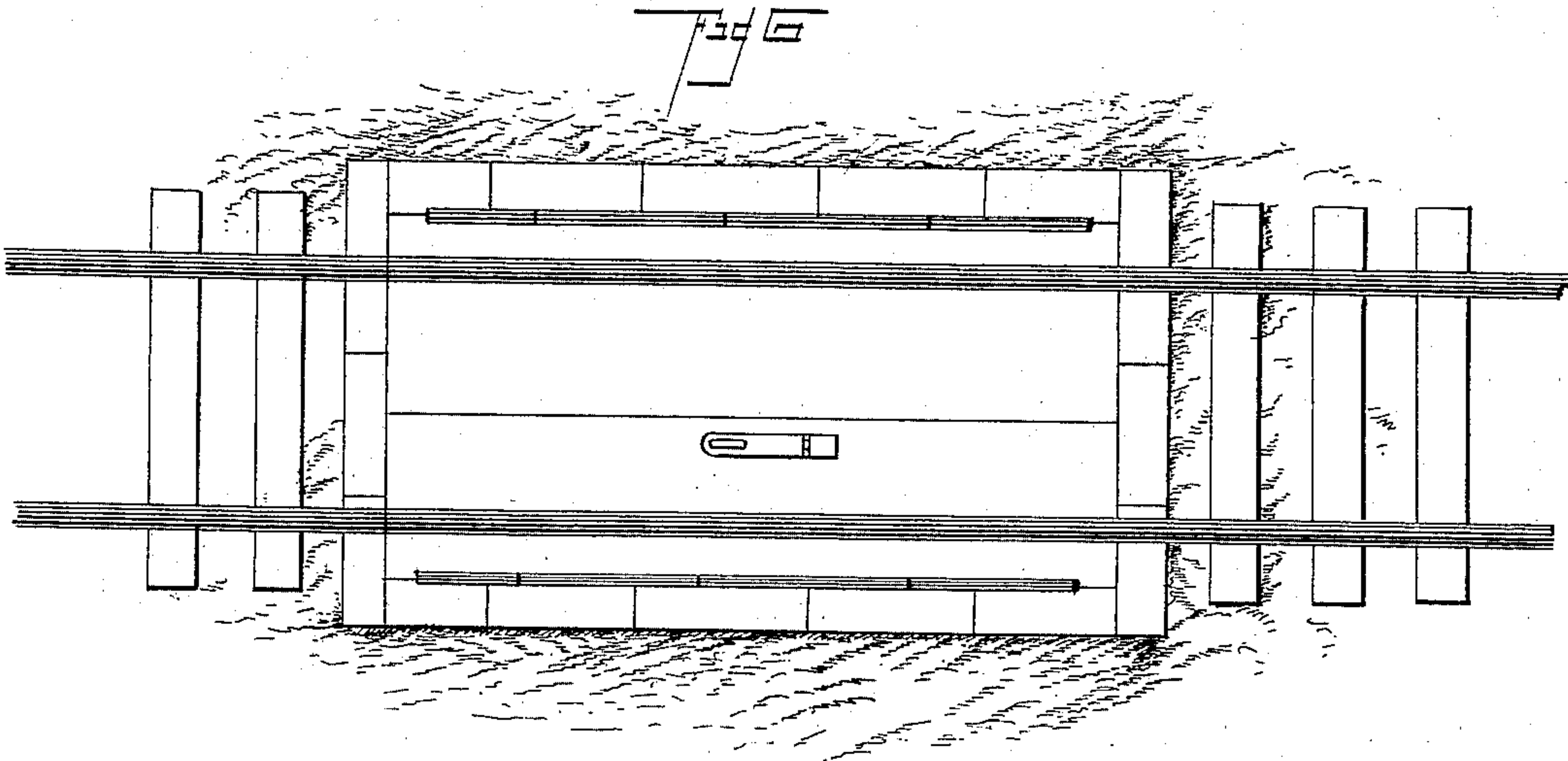
3 Sheets—Sheet 3.

G. T. YOST.

CAR FOR THE TRANSMISSION OF SPECIE.

No. 409,894.

Patented Aug. 27, 1889.



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UNITED STATES PATENT OFFICE.

GEORGE THOMAS YOST, OF CASEYVILLE, ILLINOIS.

CAR FOR THE TRANSMISSION OF SPECIE.

SPECIFICATION forming part of Letters Patent No. 409,894, dated August 27, 1889.

Application filed April 24, 1889. Serial No. 308,395. (No model.)

To all whom it may concern:

Be it known that I, GEORGE THOMAS YOST, a citizen of the United States, residing at Caseyville, in the county of St. Clair and State of Illinois, have invented a new and useful Car for the Transmission of Specie, of which the following is a specification.

This invention has relation to cars for the transmission of specie and other valuables, and among the main objects in view are to make it absolutely burglar and fire proof, and to so construct the same as to be capable of unlocking only at certain points, whereby access to the contents of the car is absolutely impossible at other points and the honesty of the express-messenger or other person in charge need not be relied upon for its safe keeping.

A further object of the invention is to provide certain devices or features at those points along the road where it is desired to inspect or change the contents of the car, whereby they coact with certain features of construction embodied in the car to permit the latter to be unlocked, but this in such a manner that only the authorized receiver can obtain access to the contents of the car, and even he will be so located as to prevent any possibility of dishonesty or receiving aid from accomplices outside.

Referring to the drawings, Figure 1 represents an outside view or side elevation of a safety-car constructed in accordance with my invention. Fig. 2 is a similar view of the car, one of the treasure boxes or compartments being in position to open, as at a station expressly constructed for that purpose. Fig. 3 is a substantially vertical longitudinal section, and Fig. 4 is a detail, of the main treasure-box, showing the manner of locking the same. Fig. 5 is a detail in central vertical section of the smaller treasure-box and its locking mechanism. Fig. 6 is a plan of a receiving-opening; and Figs. 7 and 8 are a longitudinal and transverse section, respectively, of the same.

Like numerals of reference indicate like parts in all the figures of the drawings.

1 represents the body of the car, which to outward appearance is similar to those commonly used, and the same is provided in this instance with a partition 2 near one of its ends forming compartments 3 and 4.

Secured in any suitable manner to the sides of the car 1, and depending from its bottom intermediate the trucks of the car, is an oblong frame 5, which is provided with, in this instance and about its center, opposite bearings 6, in which is mounted by means of trunnions 7 a second frame 8, designed for pivotal movement within the depending frame 5. One end of the frame 8 is provided with weights 9, and the opposite end of the same is provided with a box or compartment 10, having a door 11 hinged thereto.

Within the frame 8 and immovably secured to one side of it is a tube 11^a, extending from the weighted end of the frame 8 to and nicely fitting around the edges of the bolt-block 16, so that the bolt-block may rise and lower within the lower end of the tube. Mounted in the tube for pendulous movement is a bolt 13, designed to hold the bolt-block down except when in an exact vertical position. The tube is to prevent any interference with the pendulous bolt which secures the block.

To the inner wall of the box 10 and upon its outer surface the bolt-block 16, having a catching finger or end 17, is pivoted, as at 15, and provided with a hole 18, which is designed to register exactly with the bolt 13 when the latter is in a perfectly vertical position. The bolt is of such a length as to terminate directly over the bolt-block, so that the latter can only be raised when the bolt registers with the opening in the block, and as the engaging-finger of the block takes over the door 11 of the box 10 said door cannot be opened unless the parts assume the vertical position described.

A supplemental lock 19 is secured to the bottom of the frame 8, and preferably at each end, the bolt of which takes into keepers 20, provided upon the bottom of the frame 5. This lock may be of any ordinary pattern, the combination of which or the key to which may or may not be known or retained by the messenger in charge, as it is absolutely useless unless used at the points along the route where it is designed to open the car.

Located within frame 8 and occupying that portion thereof unoccupied by the pendulous bolt and the box 10 I locate a second box 21, which is provided with trunnions 22, by which it is pivotally mounted within the frame 8,

and with a hinged lid or door 23, having a bolt rigidly projecting from the edge thereof, as at 24.

25 represents a circular disk mounted within the compartment and opposite the bolt of the door, and said disk is provided with an angular flange extending around a portion of its periphery, as at 26, and having a space 27 intermediate the ends of the flange. A weight, as 28, is affixed to the disk, which freely rotates, the weight being located at such a point as to normally maintain by gravity the flange of the disk in the path of the bolt when the box is in a horizontal position. When, however, either the box or the frame 8 is swung to a vertical position, the weight serves to bring the recess 29 of the disk opposite the bolt and the door of the compartment may be opened.

Having now described the construction of the car, I will proceed to describe the especially-constructed station at which the car may be opened.

Referring to Figs. 2 and 4, which are supposed to be at such points as a mint, mine, treasurer's vault, or other agency authorized for the sending and reception of valuables, 30 represents an excavation or opening in the earth somewhat wider than the track upon which the car is mounted, and is preferably a vault especially adapted for the purpose, having opposite downwardly-opening doors 31, secured to which are those sections 33 of the rails naturally passing thereover, whereby when the doors are lowered they carry with them the rail-sections. By bringing the car to a position wherein the tilting end of the frame 8 is directly thereover and throwing aside the covers of the vault and unlocking the frame at its ends, said frame may be tilted to a vertical position, and the operator is notified of such a fact by the provision of a plumb-level 32, provided at any portion of the frame 8 or the pendulous bolt. When in this position, the treasure-box 10 will be within the vault and the end of the pendulous bolt will register with the opening in the pivoted bolt-block. Now by raising the block vertically by hand, so as to disengage its catching end with the door 11, the contents of the box 10 may be removed, or said box may be filled, as the case may be. The closing of the box and locking of the same is a mere reversal of the operation just described. It is also apparent that when in this position the door 23 of the box 21 may be opened, in that the weighted disk will be rotated automatically so as to bring the recess 29 opposite the fixed bolt 24.

The larger box 21 is adapted for the transmission of valuables of a bulky nature, and also for specie to which access is desirable at points intermediate those from which the contents of the smaller box 10 are shipped and adapted to be opened. The box 10 is especially designed for the transmission of specie, and other precious valuables from one point to another the distance between which being very

considerable—as, for instance, the distance from New York to San Francisco—and I therefore construct excavations or vaults of the character described only at those points. For the purpose, however, of transmitting specie and other valuables intermediate the points above mentioned, I provide at those points vaults 30, considerably smaller or narrower than the first vaults described, and adapted merely to receive the tilting box 21, and too small to receive the large tilting frame 8, whereby access to the box 21 is secured without giving access to the smaller box 10.

I do not limit my invention to the details of construction herein described, but hold that I may vary the same in any manner and to any extent within the skill of persons conversant with the construction of cars of this character.

Having thus described my invention, what I claim is—

1. A safety-car provided with a compartment adapted to swing in combination with a box located in the compartment, a pivoted latch mounted on the compartment, and a pendulous bolt mounted above the latch and directly over an opening therein, substantially as and for the purpose set forth.

2. The combination, with a car-body, of a frame pivoted therein, at one end of which is located a compartment, means for automatically unlocking the compartment when in a vertical position, and a second compartment pivotally mounted within the frame, and means for unlocking the same when in a vertical position, substantially as specified.

3. The combination, with a car-body, of a pivoted frame provided with a compartment at one end and a counterbalancing-weight at the opposite end, substantially as specified.

4. The combination, with the car-body, of the pivoted frame mounted therein, and a compartment pivotally mounted in the frame and of a width considerably less than the frame, substantially as specified.

5. The combination, with the car-body, of the pivoted frame mounted therein and provided at one end with a compartment, a pivoted latch mounted on the compartment and adapted to engage with the door thereof and provided with an opening, and a tube secured to the side of the frame and provided with a bolt terminating about flush with the latch and adapted to be brought over the opening therein, substantially as specified.

6. The combination, with the car-body, of a pivoted frame depending therefrom and provided with a compartment, and a second compartment pivoted within the frame and narrower than the same, said narrow compartment being adapted for swinging downward into a vault agreeing in size therewith and too small to receive the frame, and the frame to swing into a wider compartment, substantially as specified.

7. The combination, with the pivoted frame,

of the pivoted box provided with the door and
fixed bolt, and of the weighted disk mounted
in the box and having an annular flange ex-
tending partially around the same, and an in-
5 termediate recess adapted to be brought into
line with the bolt when the box is in a vertical
position, substantially as specified:

In testimony that I claim the foregoing as
my own I have hereto affixed my signature
in presence of two witnesses.

GEORGE THOMAS YOST.

Witnesses:

CHARLES CANNADY,
NICHOLAS BOUL.