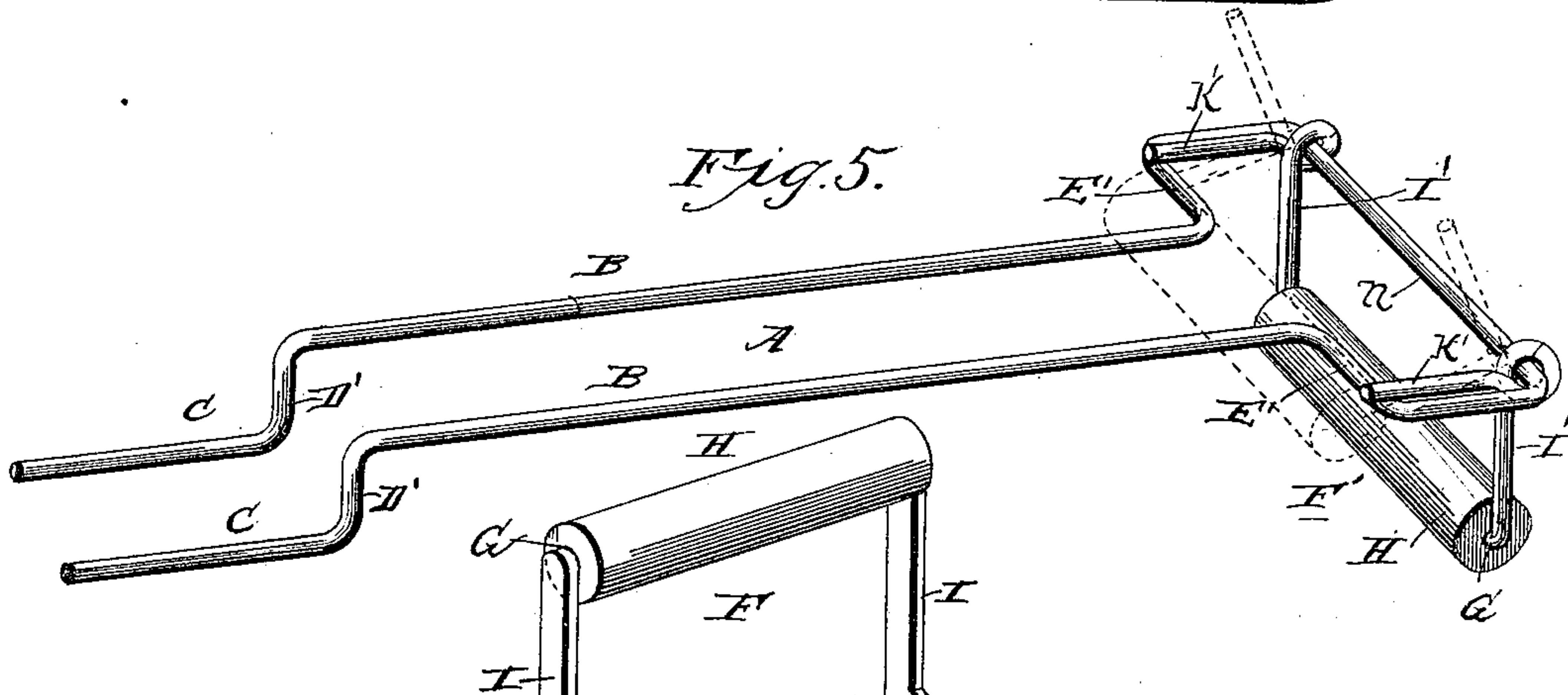
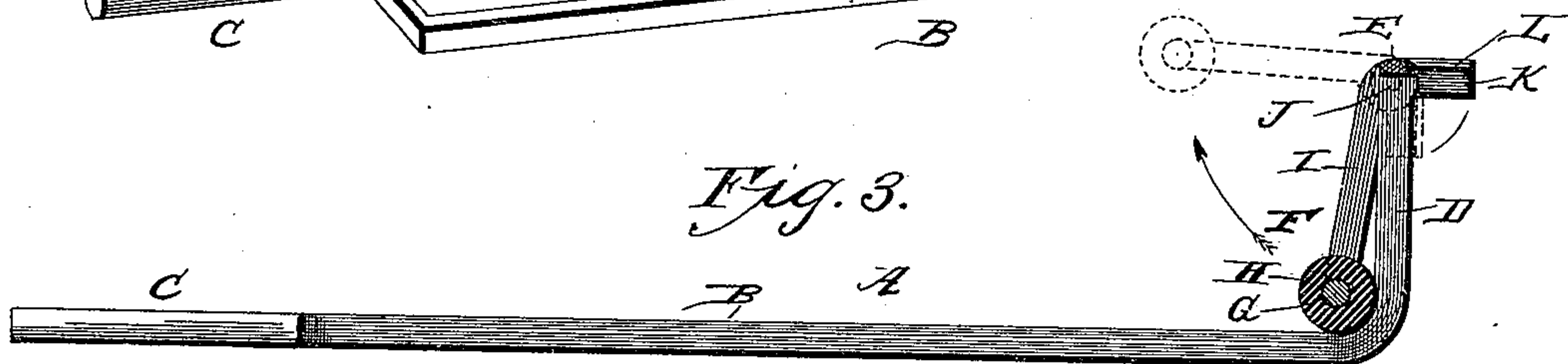
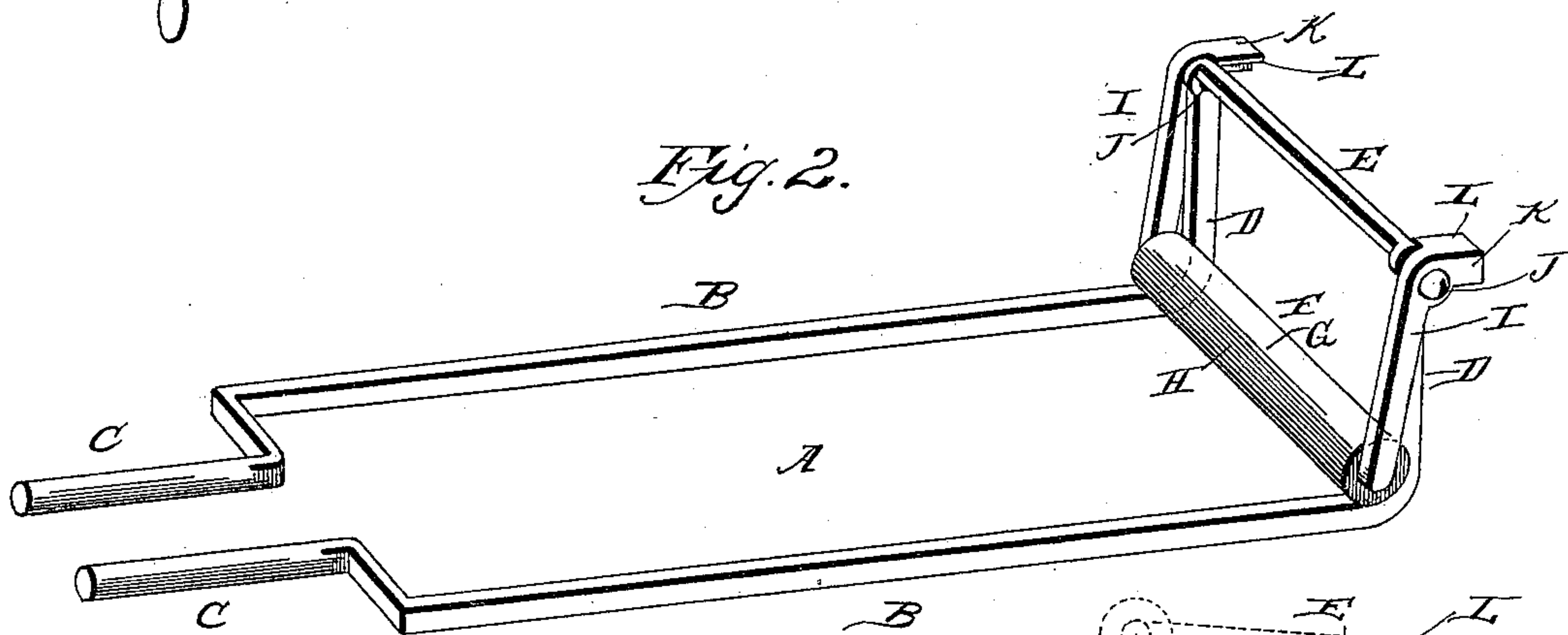
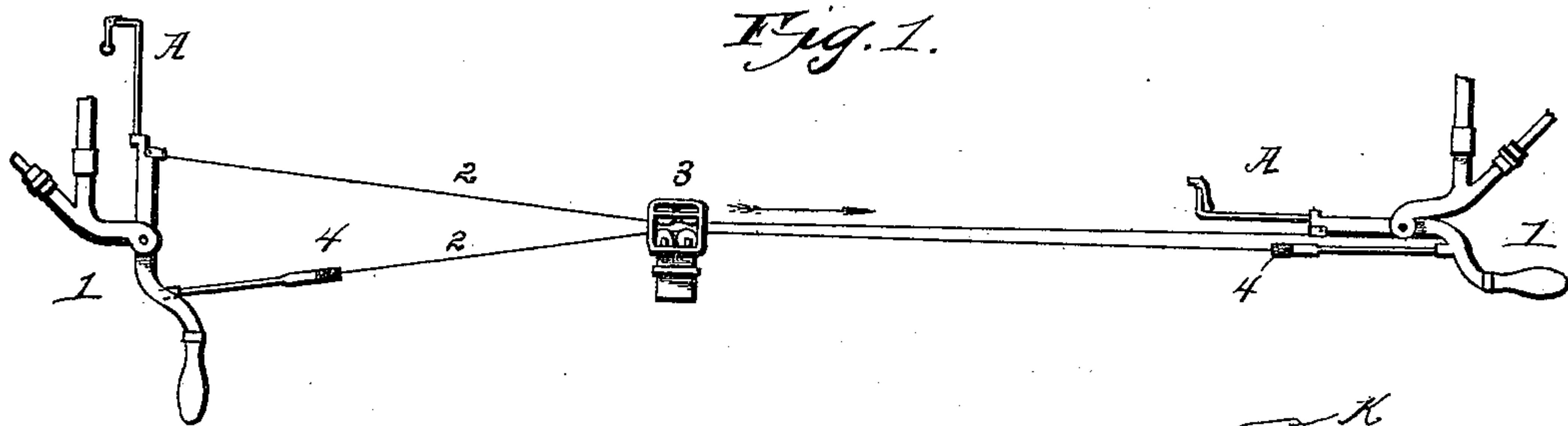


(No Model.)

C. D. REEVES.  
CASH CARRIER.

No. 438,714.

Patented Oct. 21, 1890.



Witnesses  
*Geo. Y. Thayer*  
*H. E. Price*

*Fig. 4.*  
By *I. K. I.*

Inventor  
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Attorneys  
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# UNITED STATES PATENT OFFICE.

CYRUS D. REEVES, OF KANSAS CITY, KANSAS.

## CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 438,714, dated October 21, 1890.

Application filed July 19, 1890. Serial No. 359,306. (No model.)

*To all whom it may concern:*

Be it known that I, CYRUS D. REEVES, of Kansas City, Wyandotte county, Kansas, have invented certain new and useful Improvements in Brakes for Cash and Bundle Carriers, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

10 My invention relates to improvements in brakes for cash or bundle carriers; and it consists in the peculiar combination and arrangement of devices, as will be hereinafter specified and claimed.

15 My object is to provide a locking mechanism to retain the carriage in position when it has reached the end of the line, and is designed to be attached, preferably, to that form of cash-carrier wherein the motion of the carriage or cash-box is obtained by the divergence of the wires on which said carriage travels, and which after entering said brake is prevented automatically from rebounding by the mechanism to be described.

25 Referring to the drawings which illustrate my invention, Figure 1 is a side elevation of my locking mechanism secured to the operating mechanism. Fig. 2 is a perspective view thereof detached from said operating mechanism. Fig. 3 is a vertical longitudinal section of the same, showing the locking or swinging arm in dotted lines in an open position. Fig. 4 is a detail inverted perspective view of the said locking-arm. Fig. 5 is a modified form of the attachment, showing the locking-arm raised, in dotted lines.

Similar letters and figures refer to similar parts in all the figures, in which—

40 A represents a locking device consisting of the horizontal arms B B, bent upward at their forward ends to form the vertical arms D D, which are connected to the cross-bar E at their upper ends. Said horizontal bars B are bent inward and rearward at C C, by which arms C C the frame A is secured to the operating mechanism 1.

50 The U-shaped bracket F consists of the cross-bar G, on which is secured in a suitable manner the roller H, of rubber, preferably, said arm G being bent upward to form the arms I, which are pivoted at their upper ends

to the outer side of the vertical arms D D of the frame A by the pin J, said arms I being bent forward, forming the short arms K, which are provided with the inwardly-extending flange L on their inner sides.

In Fig. 5 I show a modified form, in which the wire A is bent to form the loop N at its forward end, and thence, extending rearwardly at B B, is bent downward and rearwardly at D' D' and C C. The bail F' has the horizontal arm G, surrounded by the rubber roller H, said wire G being bent upward to form the vertical arms I', which are bent round the forward cross-bar of the wire frame, and thence rearwardly in a horizontal position at K', resting on the short arms E' of the wire framework A.

In practice the locking attachment is secured to the operating mechanism 1, as illustrated in Fig. 1, which mechanism is secured at either end of the wires 2 2. The carriage 3, being propelled in the direction desired by the divergence of the wires 2 2, strikes the roller H of the locking-arm F, forcing it to the position shown in dotted lines, Figs. 3 and 5, thence passing onward until it strikes a buffer 4, of suitable construction. The swinging arm immediately, by gravity, descends to its former position. Thus the carriage in its rebound from buffer 4 strikes the roller H, which, resting against the rear side of the upright arm D, prevents the carriage from escaping. When the locking-arm F is forced upward by the traveling carriage 3, the flange L on the inner side of the arm K strikes against the forward upper sides of the upright D, thus limiting the movement of the roller H to the height desired and allowing it to quickly resume its normal position.

In the modified form shown in Fig. 5 the roller H, being forced upward, strikes the arms E' E' of the wire frame A, allowing the carriage to pass. It then descends to its normal position, the arms K' descending and resting on the short arms E' E' of the frame A and preventing the further movement in a forward direction of the swinging arm F'.

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

1. In a cash and parcel carrier apparatus,



the combination, with a spreading-lever, of a U-shaped frame secured thereto and a swinging locking-arm secured to said frame, as described.

5 2. The combination of the frame-work A, having the rearwardly-extending securing-arms C C, the parallel horizontal arms B B, bent upward to form the vertical arms D D, and the cross-bar E, connecting the upper ends  
10 of the arms D D with the swinging or locking arm F, pivoted to the outer side of the upper ends of said upright portions D D, substantially as described.

15 3. The combination of a frame consisting of two parallel arms, said arms having right-angled portions at their outer ends, a cross-bar connecting the arms, a swinging arm se-

cured to the frame at its outer end, and a friction-roller on the swinging arm, as described.

4. The combination of the frame consisting of two parallel arms, securing-arms at the inner end thereof, a right-angled portion at its outer end, a bail-shaped swinging arm pivoted to said right-angled portion, a friction-  
25 roller on the swinging arm, and ears on the said arm to limit its movement, as described.

In testimony whereof I affix my signature in presence of two witnesses.

CYRUS D. REEVES.

Witnesses:

W. H. WALLACE,  
THOS. NORTHERN.