(No Model.)

H. FLETTER.

CASH CARRIER.

No. 452,475. Patented May 19, 1891.

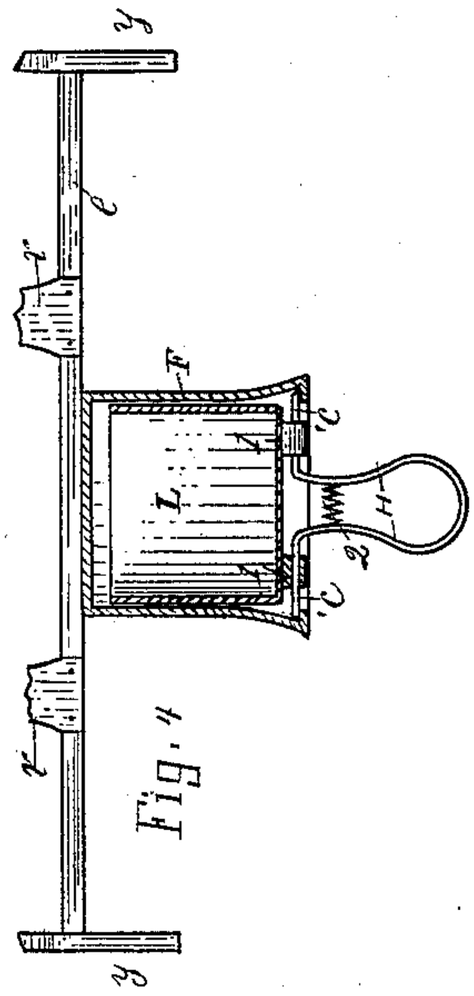

Fig. 4

Fig. 1

Fig. 5

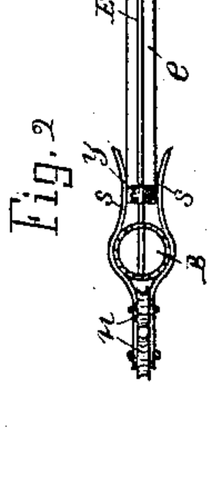

Fig. 2

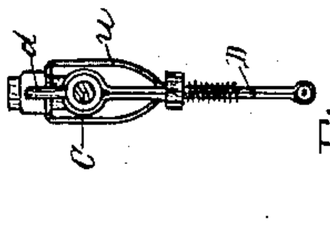

Fig. 3

Witnesses.
John C. Perkins
Stephen D. O'Brien.

Inventor.
Henry Fletter
By Lucien C. Hart
Atty.

UNITED STATES PATENT OFFICE.

HENRY FLETTER, OF KALAMAZOO, MICHIGAN, ASSIGNOR, BY DIRECT AND MESNE ASSIGNMENTS, TO THE LAMSON CONSOLIDATED STORE SERVICE COMPANY, OF NEW JERSEY.

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 452,475, dated May 19, 1891.

Application filed January 19, 1887. Serial No. 224,779. (No model.)

To all whom it may concern:

Be it known that I, HENRY FLETTER, a citizen of the United States, residing at Kalamazoo, county of Kalamazoo, State of Michigan, have invented a new and useful Cash-Carrier, of which the following is a specification.

This invention relates to cash-carriers the cars of which are thrown by projectile force over a suspended wire track.

It has for its object certain details of improvements and novel association of parts, substantially as below described and claimed.

In the drawings forming a part of this specification, Figure 1 is a side elevation; Fig. 2, a section on line 1 1 in Fig. 1 looking from a point above said line; Fig. 3, a section of parts on line 3 3 looking from a point at the left; Fig. 4, broken details of the car in Fig. 1, the cash-box being in vertical section; and Fig. 5 is an enlarged view looking down on one end of the car, parts being in section on line 2 2 in Fig. 1.

Referring to the lettered parts of the drawings, B is a pendent support, preferably a hollow pipe, supposed to be suspended from the ceiling overhead in a room; but the upper end of the pipe is here shown broken. The wire track E is anchored to the support B and stretched taut in the ordinary manner of such tracks. In this connection it will be understood that the construction here shown, except the car, is of course duplicated at the other end of the track or other station, only one station being here shown.

At A, C, and P is shown a frame attached to the support B and extended therefrom above and on a plane with the track E. The rod C of the frame is parallel with the track E, and the rod A of course serves as a brace. The bar *e* of the carriage is below the track, and is centrally provided with a cash-box pendent below it. The elbow-bars *r* are made from two like straps with a space between them, in which space are the wheels *x* and track E, said wheels being journaled or pivoted at the bend of the elbow, Figs. 1 and 5. The free end of the elbow-bars *r* is forked or recessed, Fig. 5, and may or may not be provided with a rubber bumper R in said recess to contact with the car-thrower D.

The thrower D is provided with eyed ends adapted to slide on the guide-bar C of the frame A C and the track E. The thrower is forced a short distance forward by pulling quickly and forcibly on the handle T of the cord *c*. This cord *c* passes up over pulley *v'*, journaled to the support B, thence forward to the end P of the frame A C, around pulley *t*, and thence back and is attached to the thrower D. The thrower thus contacting with the car forces it over the track E from one station to another. The spring-cushion *i* limits the distance the thrower is carried forward. This cushion prevents too great a concussion, and by its use the operator has more confidence and is more liable to give the desired force to the throw. By means of the collar *z* and set-screw the spring-cushion is adjustable on the guide-bar C. An elastic cord *a* is attached to the thrower D at *d*, passes over the pulley *v*, journaled to support B, and from thence extends forward and is attached to the frame. The construction of this cord brings the thrower D back to place; but this in some instances, if desired, may be dispensed with—such, for instance, as when the track is so short that the car goes with force enough to carry the thrower back when intercepting it at the opposite station. If desired, the forked ends of the wheel-supports *r r* may be dispensed with and the thrower D be permitted to contact with the groove of the car-wheel *x*. In short, any style of car may be used which can be thrown over the track by means substantially as herein shown.

u is a tripper of bell-crank shape, pivoted to the thrower D and extending above it, where the cord *c*, Fig. 1, is attached.

b is a vertically-playing spring-actuated catch, and *y* are vertical end pieces forked at the upper end, so as to clear the track. The lower end of the catch *b* is beveled, and the upper end of the end piece *y* on like planes, so that when the car reaches the station the contact of these bevels forces the catch up and allows the end piece to catch behind it, as in Fig. 1. When the car is held by this catch, a pull on the cord *c* of course first operates the bell-crank to raise the catch *b*, and the upper end of the bell-crank tripper soon contacting

with the projection *f* of the thrower D forces the thrower D forward and sends the then-released car over the track E. In lieu of this latch device or in combination therewith the car may be held by the lower end of the piece *y* entering the spring-clamp *s s*. Figs. 1 and 2 show the clamp secured to the support B and open at the front to receive with a grasping hold the piece *y;* but in many instances no means whatever for locking or holding the car will be necessary; but the clamp *s s* is deemed desirable, as the resistance against the effort to start the thrower D gives the latter greater force when once released. The pulleys *n n* may be employed to guide the cord *c*. The pulleys *v v'* are supposed to be in a mortise through the pipe B; but this is a matter of choice. The pipe is here shown broken to show the pulleys plainly. By this simple arrangement of car and thrower D there is but little liability of the parts getting out of order, and the parts act with great accuracy, owing largely to the thrower being a vertical bar sliding at its upper and lower ends on the guide-bar and wire and presenting its edge to contact with the forked end of the wheel-support. By this means great force with little power can be imparted to the car, and the operator soon becomes so proficient as to impart accurately the needed force to throw the car to the station at the cashier's desk.

At F is a bell-shaped receptacle pendant from the car and flanged inward at the lower rim, Fig. 4.

The cash-box L has two perforated lugs 1 on the bottom. The light elastic handle H, bent upon itself in loop form, is re-enforced by the spring 2. Above this spring the ends are bent laterally, passing loosely through the lugs 1 and catch on the flange of the receptacle F, Fig. 4, at *c' c'*. The cash-box is detached by compressing the handle H, which action disengages the ends *c'* from the flange.

Any suitable cash-box may be employed, and it may be used to carry parcels as well as cash.

Having thus described my invention, what I claim is—

1. The combination of a track, a car adapted to travel thereon, a car-thrower, a catch for engagement with the car, a tripper mounted on the thrower, and a cord connected with the tripper for releasing the catch and operating the thrower, substantially as described.

2. The combination of a track, a car adapted to travel thereon, a car-thrower, a catch for engagement with the car, a tripper for releasing said catch in operating the thrower, and a clamp engaging with the car for temporarily holding the car against the force exerted by the thrower, substantially as described.

3. In a cash-carrier apparatus, the combination, with an elevated track and a car adapted to traverse said track and provided with the vertical end pieces, of a pendent support provided with the frame, the pulley and spring-actuated catch, the thrower, and a bell-crank tripper pivoted thereto for operating said catch, and a cord for operating both the bell-crank tripper and thrower, substantially as set forth.

4. The combination of a track, a car adapted to travel thereon, a car-thrower unconnected with the car sliding on a way above the track, a catch for engagement with the car, and a tripper mounted on the thrower for releasing the catch in operating the thrower, substantially as described.

In testimony of the foregoing I have hereunto subscribed my name in presence of two witnesses.

HENRY FLETTER.

Witnesses:
HENRY G. M. HOWARD,
ISAAC M. MITTENTHAL.