

(No Model.)

Z. S. HOLBROOK.
CASH CARRIER.

No. 455,330.

Patented July 7, 1891.

Fig. 1.

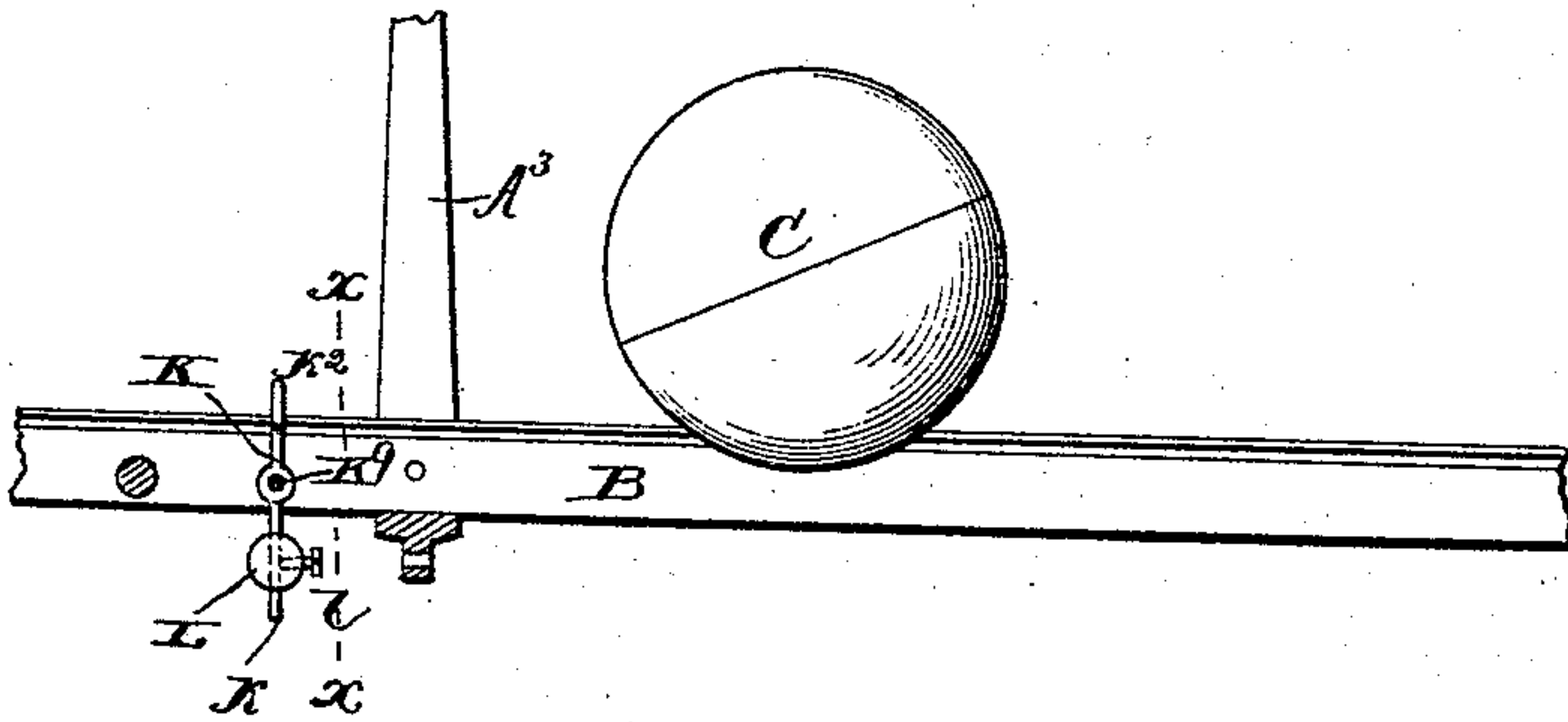
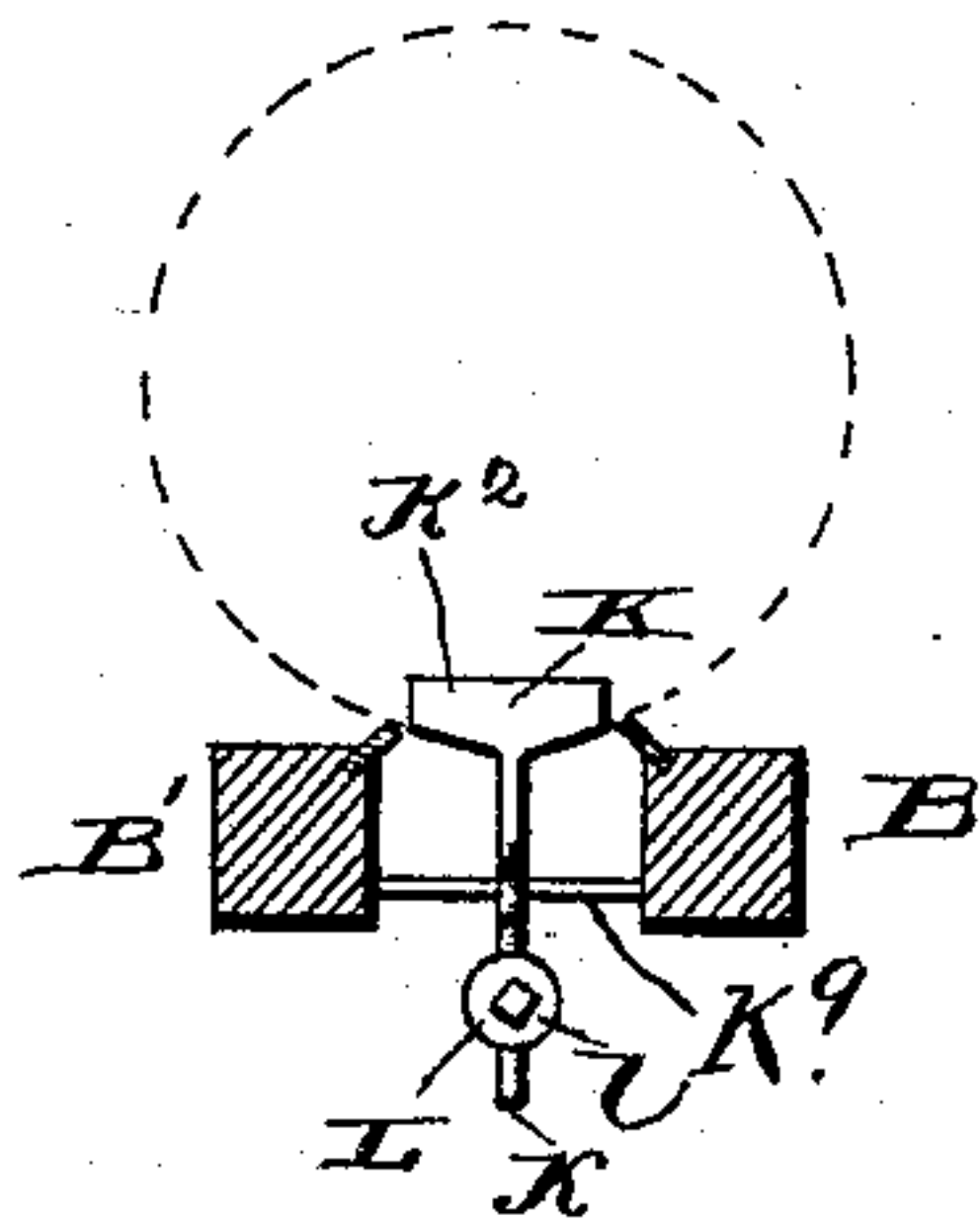


Fig. 2.



Witnesses

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ZEPHANIAH S. HOLBROOK, OF CHICAGO, ILLINOIS, ASSIGNOR, BY MESNE ASSIGNMENTS, TO THE LAMSON CONSOLIDATED STORE SERVICE COMPANY, OF NEW JERSEY.

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 455,330, dated July 7, 1891.

Application filed November 2, 1882. Serial No. 75,761. (No model.)

To all whom it may concern:

Be it known that I, ZEPHANIAH S. HOLBROOK, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Automatic Cash-Carriers; and I do hereby declare the following to be a full, clear, and exact description of the same.

This invention relates to that class of automatic cash-carriers for store-service having inclined ways and traveling carriers; and it more especially relates to retarders arranged contiguous to the said ways, whereby the speed of the carriers thereon may be decreased, and in providing the retarders with movable weights, whereby the power required to swing the retarder may be varied, as will be herein-after more fully described and claimed.

In the accompanying drawings, in which corresponding parts are designated by similar letters, Figure 1 is a longitudinal section between the rails of a way provided with my improved retarder. Fig. 2 is a cross-section on line $x x$ of Fig. 1.

B indicates one of the track-rails, suspended by the yoke A^3 and being inclined, while pivoted between the said rail B and the corresponding rail B' on the pivot K^9 is the retarder K, having a cross-head k^2 above its

pivotal point and projecting above the top of the rails, and having below its pivotal point the depending bar or pin k , upon which slides a weight L, adapted to be clamped at any point thereon by the screw l . This weight is adjusted in such a position on the pendent arm as to permit the carriers (which may be spherical or otherwise) upon the track when they strike the cross-head k^2 to depress the latter without being stopped, and it will be seen that the mobility of the weight permits the pressure required to depress the cross-head to be varied, as may be demanded, by the weight and speed of the carriers.

Having thus described my invention, what I claim is—

The combination, with the track or way and with the carrier moving thereon, of a pivoted retarder arranged to encounter the carrier but to allow the said carrier to pass, and provided with an adjustable weight, substantially as shown and described.

In testimony that I claim the foregoing as my invention I affix my signature in presence of two witnesses.

ZEPHANIAH S. HOLBROOK.

Witnesses:

C. CLARENCE POOLE,
JESSE COX, Jr.