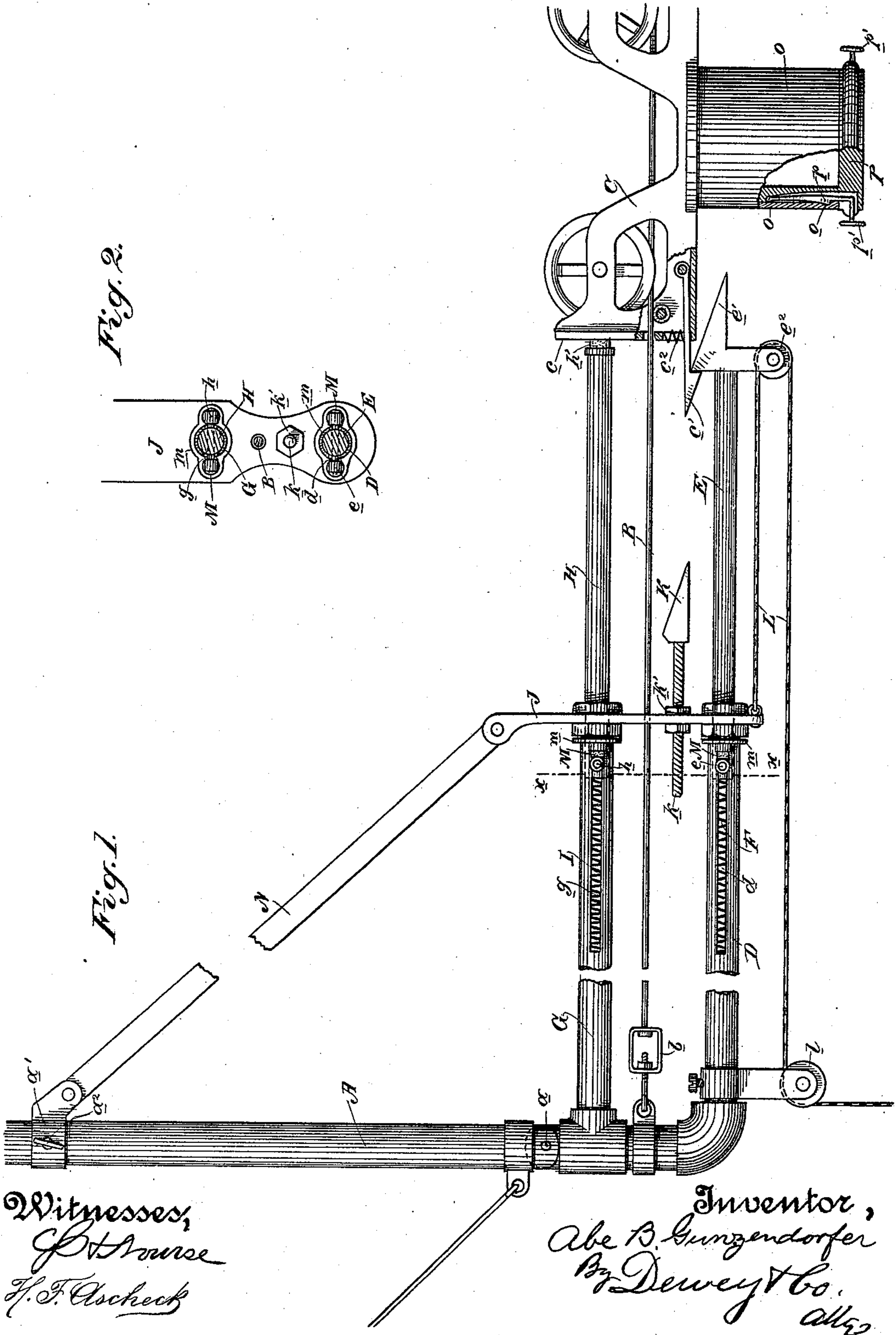


(No Model.)

A. B. GUNZENDORFER.
CASH CARRIER.

No. 486,250.

Patented Nov. 15, 1892.



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UNITED STATES PATENT OFFICE.

ABE B. GUNZENDORFER, OF MONTEREY, CALIFORNIA.

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 486,250, dated November 15, 1892.

Application filed May 25, 1892. Serial No. 434,330. (No model.)

To all whom it may concern:

Be it known that I, ABE B. GUNZENDORFER, a citizen of the United States, residing at Monterey, Monterey county, State of California, have invented an Improvement in Cash-Carriers; and I hereby declare the following to be a full, clear, and exact description of the same.

My invention relates to that class of cash-carriers in which the car is propelled from one end of the track to the other by means of a sudden force applied at either end.

My invention consists in the novel construction, combination, and arrangement of parts hereinafter fully described, and specifically pointed out in the claims.

The objects of my invention are to provide simple and effective means for receiving and locking the car at the end of the line, releasing and immediately projecting it on its travel, regulating the power of the propelling device, adjusting the track to any suitable inclination, and locking and releasing the cash-box in its casing.

Referring to the accompanying drawings for a more complete explanation of my invention, Figure 1 is a view of my carrier. Fig. 2 is a vertical cross-section on the line $x x$ of Fig. 1.

A is a hanger suitably suspended and braced from the ceiling. To the lower portion of this hanger is connected the track-wire B, which is supposed to extend to and to be connected with the hanger at the other end of the line.

The wire has a turnbuckle b let into it, whereby it may be tightened when necessary. Upon the track B is mounted and adapted to travel the car C, the frame of which has end stop-plates c . Extending horizontally from the lower end of hanger A is a tubular arm D, in which is telescoped a sliding rod E, said rod being steadied, guided, and limited in its movement by a cross-pin e , projecting through elongated slots d in the tubular arm D. A spring F is seated within the arm D and bears against the rear end of the sliding rod E, whereby said rod is held normally in a projected position. Upon the forward end of the rod E is secured a beveled catch e' , and upon the end of car C is pivoted a correspondingly-beveled latch c' , controlled by a spring c^2 . There is a similar latch on the other end

of the car for engagement with the devices at the other end of the line. It will now be seen that when the car reaches catch e' its latch, meeting said catch, will rise over and drop down behind it to its engagement, thus locking the car in position. Extending horizontally from bracket A, just above and parallel to arm D, is a second tubular arm G, in which is telescoped a sliding projector-rod H, which is guided, steadied, and limited in its movement by a pin h , projecting through a slot g in arm G. A spring I is seated in arm G and bears on the inner end of rod H to protect it. The forward end of the rod, which is provided with a buffer-cushion h' , is in line with the end stop-plate c of car C.

J is a connecting and supporting plate between arms D and G. In this and between said arms is carried the threaded shank k of the beveled releasing-cam K, said shank having a nut k' seated upon it, whereby the position forward or back of the releasing-cam can be varied. This cam lies in the path of movement of latch c' of the car, which said latch is adapted to travel upon the cam and to be thereby released from catch e' .

L is the operating chain, cord, or wire. I prefer to use a chain. It passes up over a guide-pulley l on arm D, thence forwardly to a pulley e^2 , carried by rod E at its forward end, and thence back again to a fixed connection, here shown as on the bottom of plate J.

The operation of these parts is as follows: When the car is projected from the other end of the line and reaches catch e' , its latch c' engages said catch, as heretofore described, and the car is locked. The car is limited and stopped in its movement by its end plate c coming against the end of projector-rod H, which, yielding slightly, breaks the shock of the contact, and the buffer-cushion deadens the noise. Now when the car is to be projected again the operator pulls down on chain L, which has the effect of retracting rod E. The catch e' of this rod being in engagement with the latch c' of the car, said car is thereby drawn back, and its stop-plate c also forces back projector-rod H. Thus the springs of both rods are compressed. This backward movement continues until latch c' reaches and moves up on the releasing-cam K. This lifts the latch from its engagement with catch

e', and thus frees the car. Immediately spring I throws projector-rod H forward, which has the effect of propelling the car forwardly over the track. The spring F at the same time
 5 throws rod E forward, and thus all the parts are returned to position. It will readily be seen that by adjusting the releasing-cam K forward or back the degree of compression of spring I is regulated, and therefore the
 10 operator can send the car over the line with such propelling force as may be required. To relieve the shock and deaden the noise of the returning-rods E and H there are small buffer-cushions M secured to collars *m* on
 15 ends of the arms D and G, against which the cross-pins *e* and *h* come in contact. In order to incline the track B, as may be required by its course, I make a hinge-joint *a* near the lower end of the hanger A, and upon said
 20 hanger I mount a sliding sleeve *a'*, adapted to be fixed in position by a set-screw *a*². This sleeve is connected with plate J by a brace-link N, which is pivoted to both, as shown. By setting the sleeve up or down the link N
 25 will tilt arms D and G and track B by inclining the lower end of the hanger which turns about its hinge-joint *a*.

O is the hollow open-bottomed casing secured to car C and adapted to receive from
 30 below the cash-box P. In order to provide an easy connection between casing and receptacle, I make in the lower interior surface of the casing an annular groove *o*. To the sides of box P are secured spring-catches *p*,
 35 adapted to engage said groove and to be forced from their engagement by projecting push-pieces *p'*. The receptacle can be moved up into the casing and its catches spring to their engagement at any point.

40 Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a cash-carrier, the combination of a car having a latch, a hanger having the tubular arm D, a spring within said arm, a slid-
 45 able rod having its inner end mounted within said arm and bearing against said spring, a catch carried by the forward end of the slidable rod and adapted to engage with said
 50 latch, means for retracting said rod with its engaged car, a spring-controlled projector-rod with which the car comes in contact, whereby said rod is forced back, and a releasing device to trip the car-latch and permit the pro-
 55 jector-rod to throw the car forward, substantially as herein described.

2. In a cash-carrier, the combination of a hanger, the parallel horizontally-arranged

tubular arms D and G, extending from its lower end, a spring located within each of 60 said tubular arms, the parallel slidable rods E and H in line with the outer ends of the arms and having their inner ends entering said arms and bearing against said springs, a beveled catch on the outer end of one of said 65 rods, a car having a pivotally-secured latch adapted to engage said catch, a stop-plate on the car adapted to contact with the outer end of the other or projector rod H, means for re-
 70 tracting the rod E and car and thereby retracting the rod H, and a releasing device in the path of the latch on the car for releasing the same from contact with its catch and per-
 75 mitting the upper rod H to project the car forward, substantially as herein described.

3. In a cash-carrier, the combination of the hanger, the tubular rods projecting horizon-
 80 tally from its lower end and having slotted sides, the retractor-rod E and projector-rod H in line with the outer ends of the arms D
 85 and G and having their inner ends mounted within said arms, springs in the arms bearing against the ends of the rods, pins on the inner ends of the rods working in the slotted sides of the arms to guide and steady the
 90 rods, a car having a stop-plate for engaging the projector-rod and a spring-latch for engaging a catch on the retractor-rod, means for retracting the latter rod and car and
 95 thereby retracting the projector-rod, and a beveled releasing-cam in the path of the latch for releasing the same and permitting the projector-rod to throw the car forward, sub-
 100 stantially as herein described.

4. In a cash-carrier, the combination, with 95 the hanger and its tubular arms, the rods telescopically mounted in said arms, springs within the arms against which the rods bear, a car having a latch engaging a catch on one
 100 of said rods, and means for retracting the rods and car, of a sleeve adjustably mounted on the hanger, a connecting and supporting plate J between the tubular arms, a link pivot-
 105 ally connected with said plate and sleeve, and a threaded shank adjustably mounted in said plate between the arm and having an inclined cam upon its outer end in the path of the
 110 latch on the car for releasing the latch from its catch, substantially as herein described.

In witness whereof I have hereunto set my hand.

ABE B. GUNZENDORFER.

Witnesses:

S. H. NOURSE,
 J. A. BAYLESS.