(No Model.) 3 Sheets—Sheet 1.

H. M. WEAVER.

CASH CARRIER APPARATUS.

No. 490,695. Patented Jan. 31, 1893.

Fig. 1.

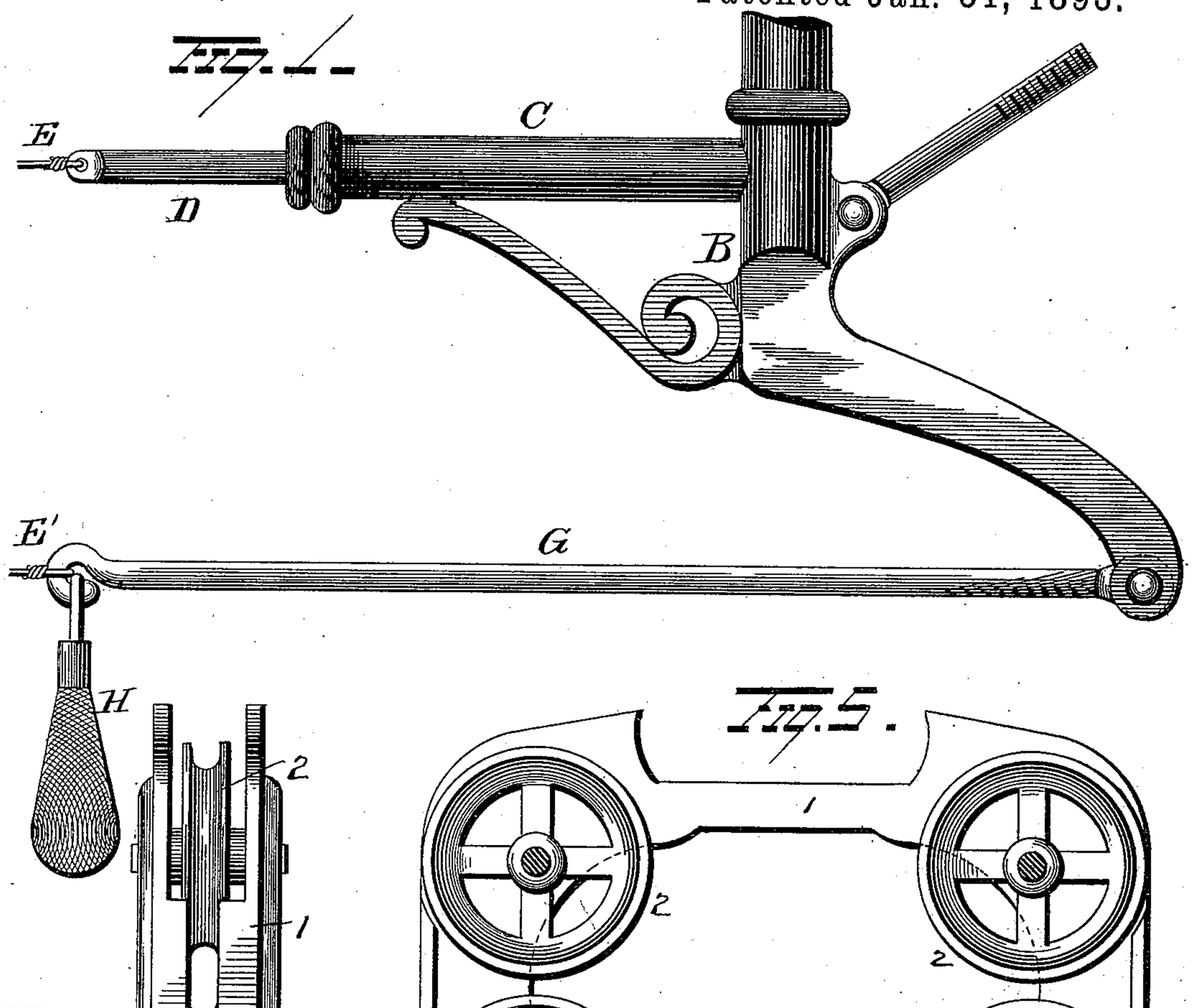


Fig. 6.

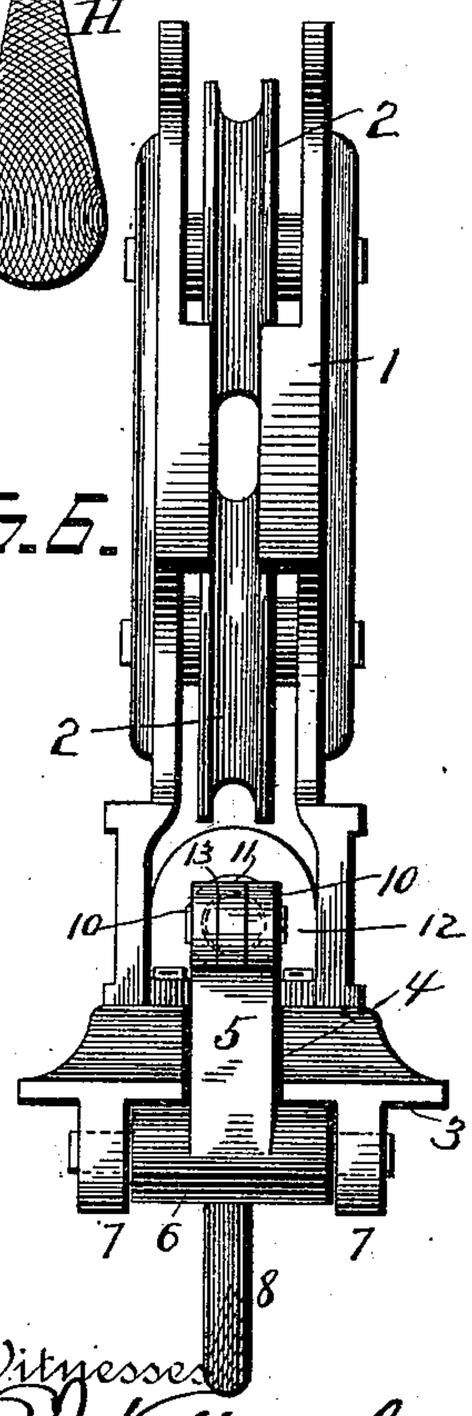
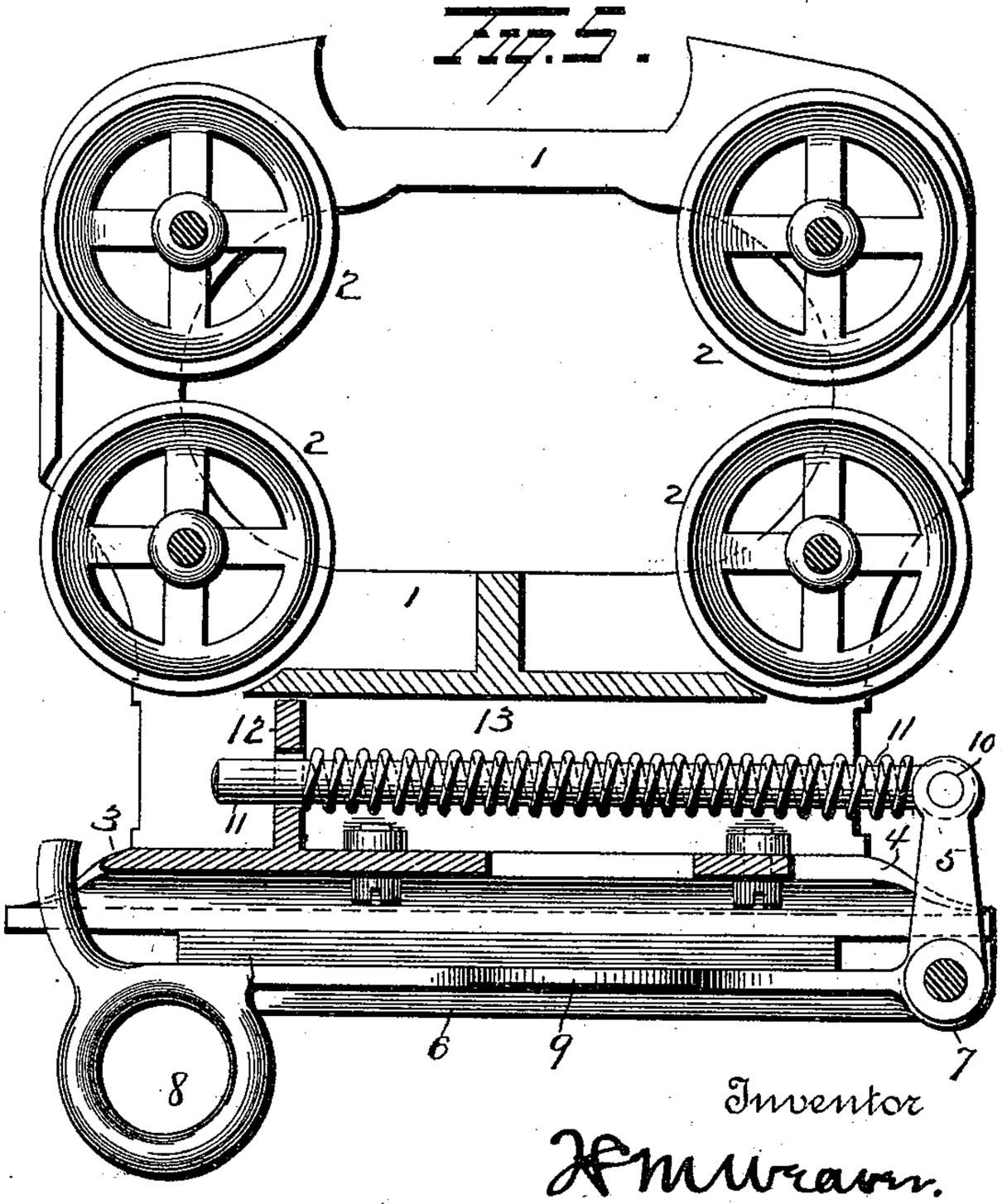


Fig. 5.



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(No Model.)

3 Sheets—Sheet 2.

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CASH CARRIER APPARATUS.

No. 490,695. Patented Jan. 31, 1893.

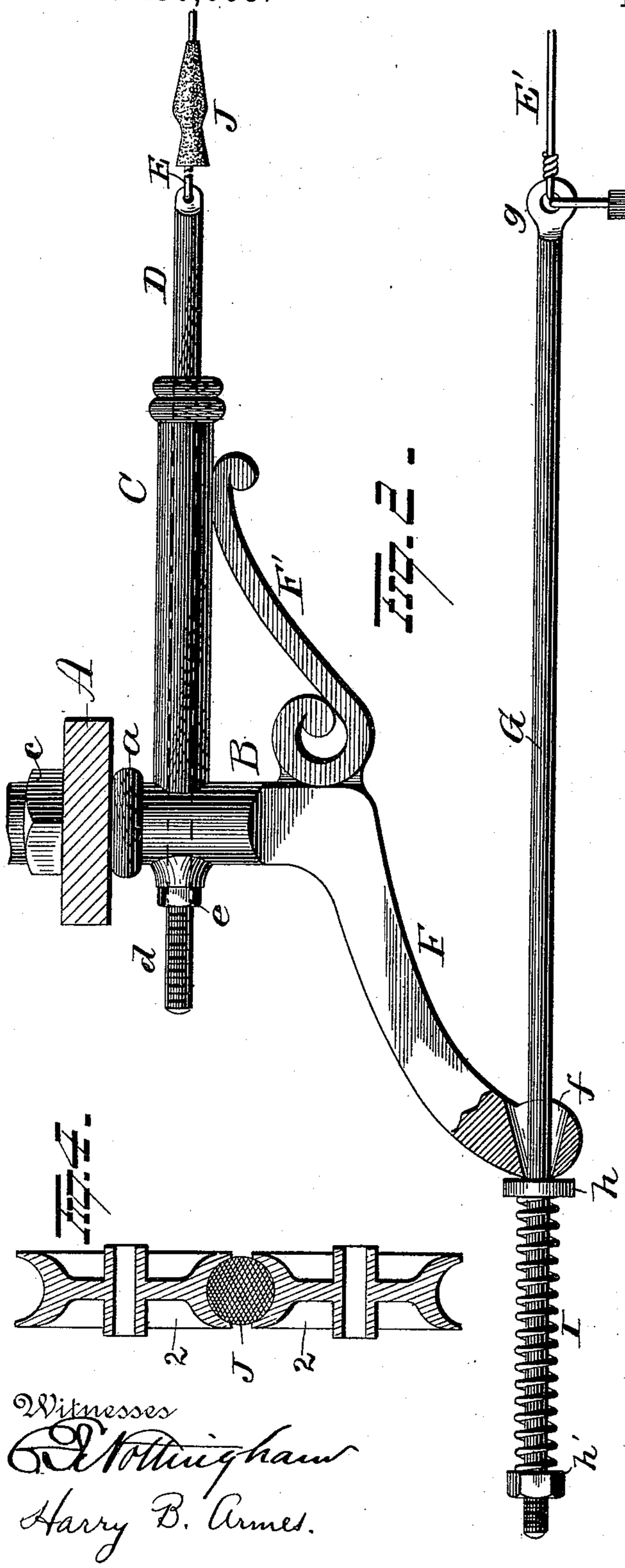

Fig. 2.

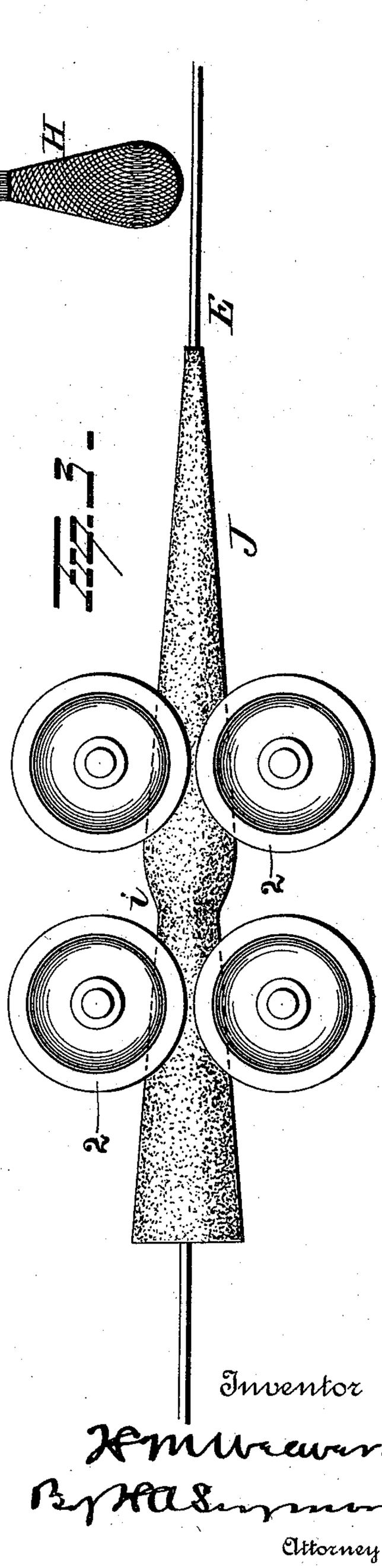

Fig. 3.

Fig. 4.

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3 Sheets—Sheet 3.

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CASH CARRIER APPARATUS.

No. 490,695. Patented Jan. 31, 1893.

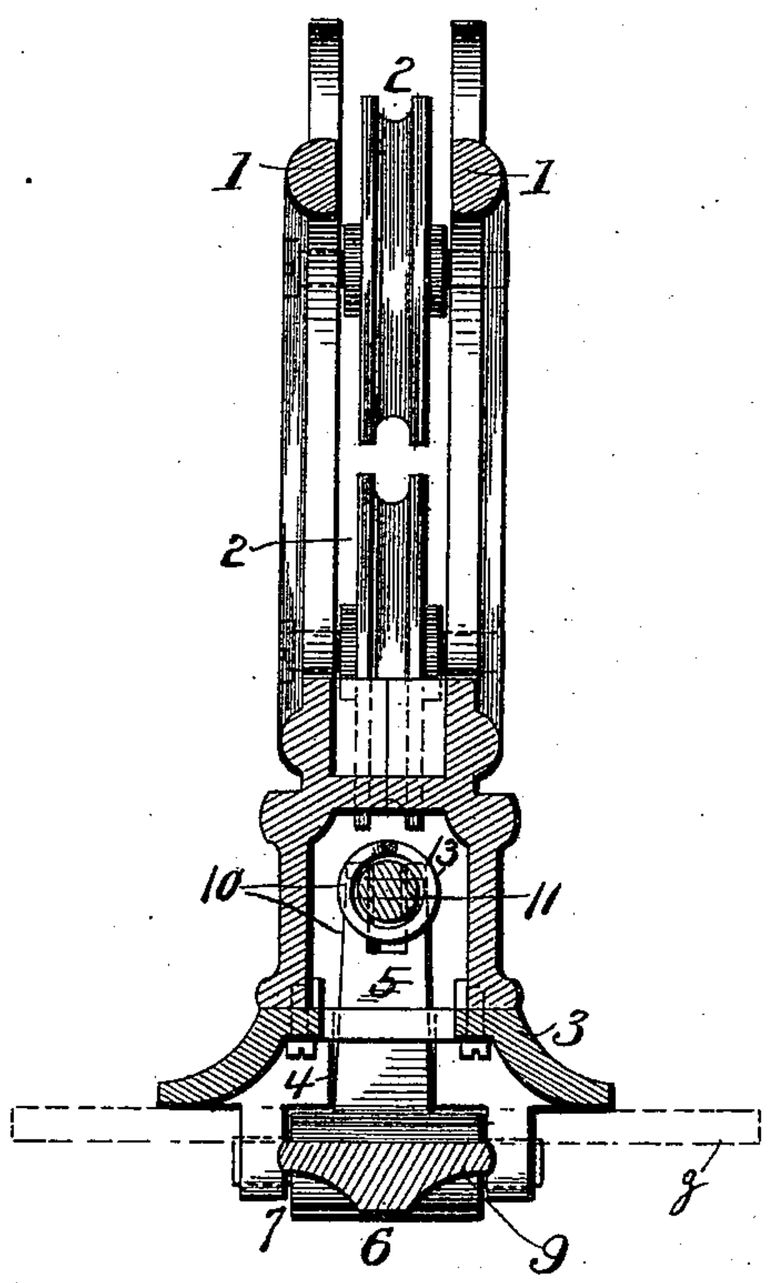

FIG. 1.

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UNITED STATES PATENT OFFICE.

HENRY M. WEAVER, OF MANSFIELD, OHIO.

CASH-CARRIER APPARATUS.

SPECIFICATION forming part of Letters Patent No. 490,695, dated January 31, 1893.

Application filed May 19, 1892. Serial No. 433,625. (No model.)

To all whom it may concern:

Be it known that I, HENRY M. WEAVER, a resident of Mansfield, in the county of Richland and State of Ohio, have invented certain new and useful Improvements in Cash-Carrier Apparatus; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to an improvement in cash carrier apparatus,—the object of the invention being to produce simple and efficient means for supporting and regulating the tension of the track wire.

A further object is to provide simple devices for yieldingly supporting the propelling wire and regulating its tension.

A further object is to produce an improved stop for the car.

A further object is to construct a yielding stop in such manner that it will also serve as a catch for the car to prevent the rebounding thereof.

A further object is to provide simple and efficient means for carrying letters, papers and similar articles.

With these objects in view the invention consists in certain novel features of construction and combinations and arrangements of parts as hereinafter set forth and pointed out in the claims.

In the accompanying drawings: Figure 1 is a view of the carrier wires and devices for supporting them at the outer station. Fig. 2 is a similar view of the devices at the home or inner station. Fig. 3 is a view illustrating my improved stop and catch. Fig. 4 is a sectional view of the stop, showing the relation of the car wheels thereto. Fig. 5 is an end elevation of the car, and Fig. 6 is a vertical transverse section.

A represents the "home" or inner station plate, which is perforated for the reception of the screw-threaded upper end of a post or bracket B, said bracket or hanger B being provided with a collar or flange *a* adapted to bear against the under face of the plate A, and at its upper end said bracket or hanger is provided with a nut *c* to retain it in place.

At a point below the plate A, a horizontal, tubular arm C projects from the bracket or hanger B, through which a rod D passes, said rod also passing through the bracket or hanger B and terminating in a screwthreaded portion *d*, on which a nut *e* is screwed and adapted to bear against the hanger or bracket B or an enlargement thereon. To the other free end of the rod D, which projects beyond the free end of the arm C, the track wire E is secured. From this construction and arrangement of parts it will be seen that by turning the nut *e* on the screwthreaded portion *d*, the tension of the track wire can be easily, quickly, and effectually regulated. The rod D of the outer station may be secured in the tubular arm C, as shown in Fig. 1, or it may be provided with the adjustable devices as above described and as shown in Fig. 2.

From the lower end of the bracket or hanger B, an arm F projects inwardly and preferably rearwardly, the arms C and F being preferably braced by means of a brace F′. The lower end of the arm F is provided with a transverse, conical or tapering opening *f*, through which a horizontal rod G passes, the forward end of said rod being provided with a loop *g* for the attachment thereto of a propelling wire E′, and a, preferably, depending knob H.

Encircling the rod G behind the arm F is a washer or disk *h*, the rear end of said rod being preferably screw-threaded for the reception of a nut *h′*. Encircling the rod G between the washer or disk *h* and the nut *h′*, is a spring I, adapted to exert sufficient force on the rod G to maintain the propelling wire E′, normally taut, but yielding sufficiently when the forward end of said rod is pulled down to permit the propelling wire to be spread or separated from the track wire to a proper extent to propel the car. By the employment of the adjustable nut *h′* on the rear end of the rod G, the tension of the propelling wire can be easily and quickly regulated or adjusted.

Located on the track wire, at the end thereof, is my improved stop or catch J. This device is made preferably of rubber and is, in shape, a double or triple cone (or as many

cones as may be deemed desirable), joined by a neck (or necks) *i*. The wheels *j* of the carrier are made with broad treads so as to encompass the stop as shown in Fig. 4.

I am aware that it has heretofore been proposed to provide a conical stop for the car of a cash carrier, but with such prior constructions, the car, after coming into contact with the stop, is liable to rebound and run back on the track. By the provision of a stop constructed as above described and shown in the drawings, two of the wheels of the car will pass one or more of the cones of the stop and lodge on the adjacent neck *i*, thus producing a catch for the car and preventing the rebound thereof.

Referring now to my improved car for carrying papers, letters &c., 1 represents the frame of the car, in which the wheels 2 are mounted. The base plate 3 of the car has a longitudinally grooved or concave face and is provided at one end with a recess 4 for the accommodation of the short arm 5, of a lever 6, which lever is pivotally connected between lugs 7 projecting from the under face of the base plate 3. The lever 6 projects under the base plate 3 to the other end thereof, where it is provided with a loop 8, whereby to operate it. Beyond the loop 8 the free end of the lever is curved upwardly and made to extend above the end of the base plate and thus prevent papers which are placed between the lever 6 and the bottom of the base plate, from slipping from the car. Thus it will be seen that both the upturned projection at the free end and the arm 5 act as stops between which the papers &c., are confined. Ordinarily of course the spring is sufficient to clamp the papers but in case they are thick or the spring is weak the projection and arm prevent the papers from slipping out. At or near the center the lever 6 is preferably broadened as shown at 9 so as to have a broad bearing on the letter or paper being carried. The upper end of the short arm 5 of the lever is made with ears 10, between which a rod 11 is pivotally connected. The rod 11 passes through the frame of the car and through a perforated lug 12, projecting upwardly from the base plate, by which lug the rod is guided in its movements. A spring 13 encircles the rod 11, bearing at one end against the lug 12 and at the other end against the ears of arm 5. By means of this spring the lever 6 will be maintained firmly in contact with the letter or papers inserted between it and the base plate of the car.

A car thus constructed is very simple in construction, cheap to manufacture and effectual in the performance of its functions.

Having fully described my invention what I claim as new and desire to secure by Letters Patent is:

1. The combination with a supporting bracket provided with a tapering opening, of a rod passing through this opening and capable of vibrating therein, its center of vibration being approximately at the smaller end of the opening, and a propelling wire connected with the rod, substantially as set forth.

2. The combination with a supporting bracket, and a track wire attached thereto, of an arm projecting from the bracket, said arm having a conical opening therein, a rod passed through the opening, a spring connected with the rod for forcing it in one direction, and a wire attached to the rod, substantially as set forth.

3. The combination with a bracket or hanger having an arm projecting therefrom, said arm having a transverse opening therein, of a rod passing through said opening, a spring on the rod in rear of said arm, and a propelling wire attached to said rod, substantially as set forth.

4. The combination with a bracket or hanger having an arm projecting therefrom, said arm having a transverse tapering opening, of a rod passing through said opening, a spring on said rod in rear of the bracket or hanger, and a propelling wire secured to said rod, substantially as set forth.

5. The combination with a bracket or hanger having an arm projecting therefrom, said arm having a transverse tapering opening, a rod passing through said opening, a disk on said rod behind the arm of the bracket or hanger, an adjustable nut on one end of said rod, a spring encircling the rod between said disk and nut, and a propelling wire secured to said rod and a knob connected to the free end of said arm, substantially as set forth.

6. The combination with a track wire having a yielding stop thereon, said stop formed with two enlargements and a restricted portion between them, of a carrier having wheels thereon opposite each other and adapted to engage the stop on opposite sides, substantially as set forth.

7. The combination with a track, of a stop of elastic material formed with two ridges with a restricted portion between them, substantially as set forth.

8. The combination with a track wire, of a stop composed of yielding material and made in the form of a series of yielding cones connected by narrow necks, substantially as set forth.

9. A stop for cash carriers composed of number of consecutive conical bodies made of elastic material and pointing in the same direction whereby the butt or large end of one is adjacent to the point or small end of the next one, substantially as set forth.

10. The combination with a track-wire and car thereon, of a stop on the wire composed of a number of consecutive conical bodies made of elastic material and pointing in the same direction whereby the small or point end of one is adjacent to the next one, and a neck tapering in the opposite direction from the cones and connecting adjacent ends of the cones, substantially as set forth.

11. In a cash carrier apparatus, the combination with the car, of a clamp constructed and arranged to carry letters, papers &c, said clamp provided with an upturned projection at its free end to prevent the letters, papers &c. from sliding from its grasp, substantially as set forth.

12. In a cash carrier apparatus the combination with a car, of a spring actuated clamp pivoted at the lower end of the car and provided with an upwardly extended projection at one end and an arm at the other end between which letters, papers, &c, are adapted to be held, substantially as set forth.

13. In a cash carrier apparatus, the combination with the car, of a pivoted lever, a rod pivotally connected to one arm thereof, and a spring encircling said rod and adapted to maintain the lever normally pressed toward the base plate of the car, substantially as set forth.

14. The combination with the car of a cash carrier, of a pivoted lever having a loop at one end thereof and a broadened portion between its ends an upwardly extending projection at its free end, and a spring for normally forcing said lever toward the car, substantially as set forth.

15. In a cash carrier apparatus, the combination with a car, of a lever pivoted at one end thereof and adapted to embrace the other end, a lug projecting from the car, a rod pivotally connected to one arm of said lever and passing through said lug, and a spring encircling said rod and adapted to maintain said lever normally pressed toward the car, substantially as set forth.

16. The combination with a car having a longitudinally grooved or concaved lower face, of a spring actuated lever hinged to the car and lying normally opposite the grooved or concaved portion of the lower face and adapted to hold letters, papers &c, between it and the lower face of the car, substantially as set forth.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

HENRY M. WEAVER.

Witnesses:
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J. K. JOHNSTON.