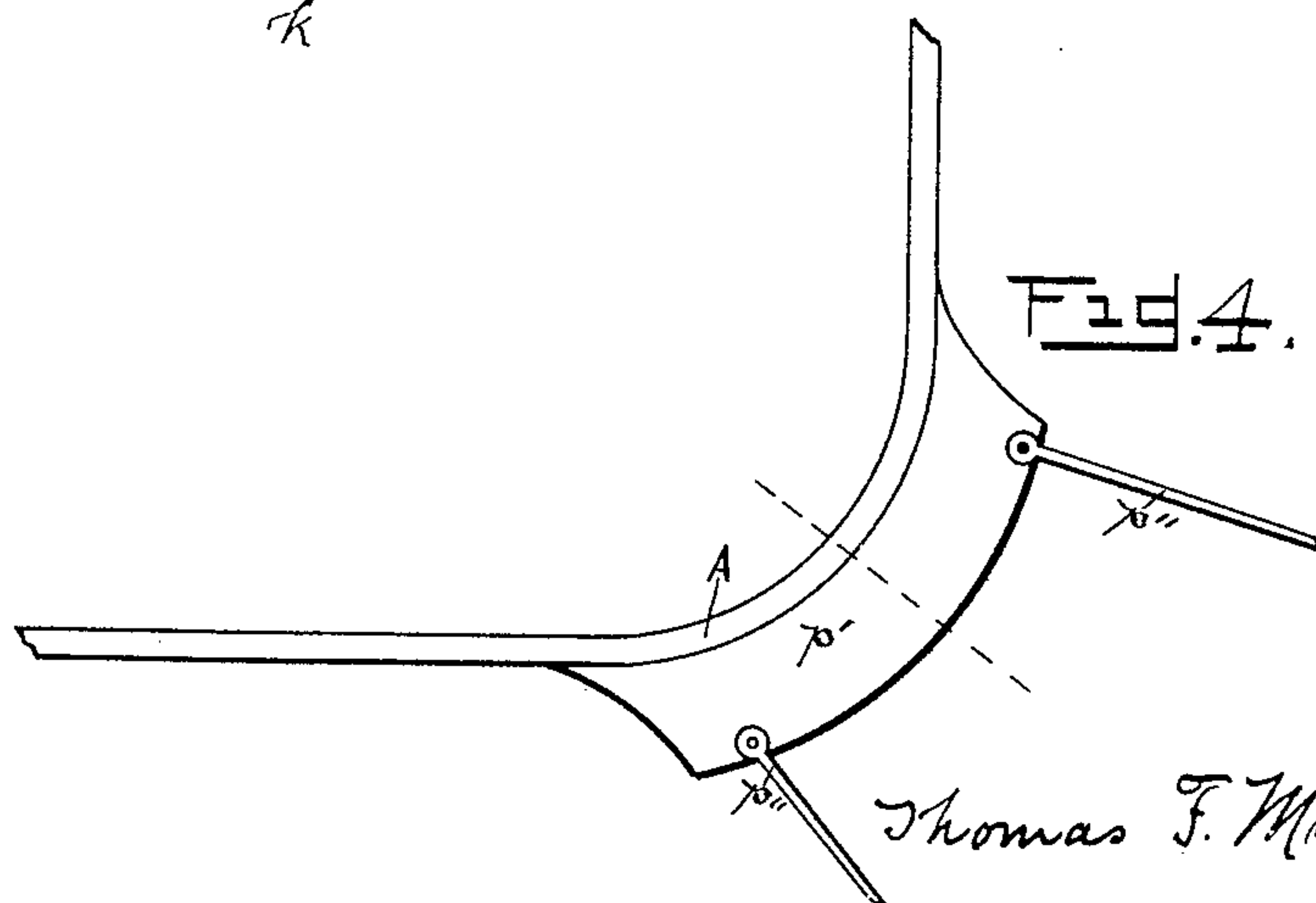
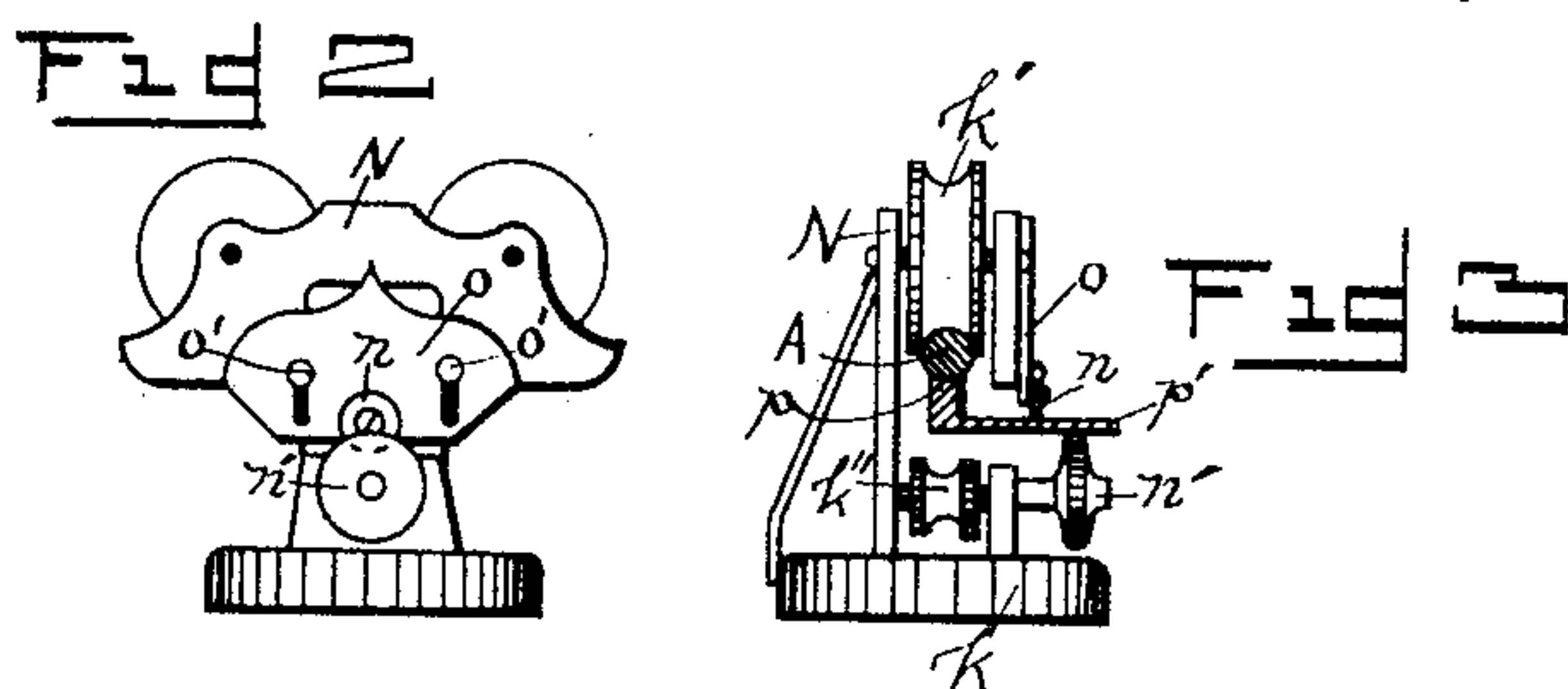
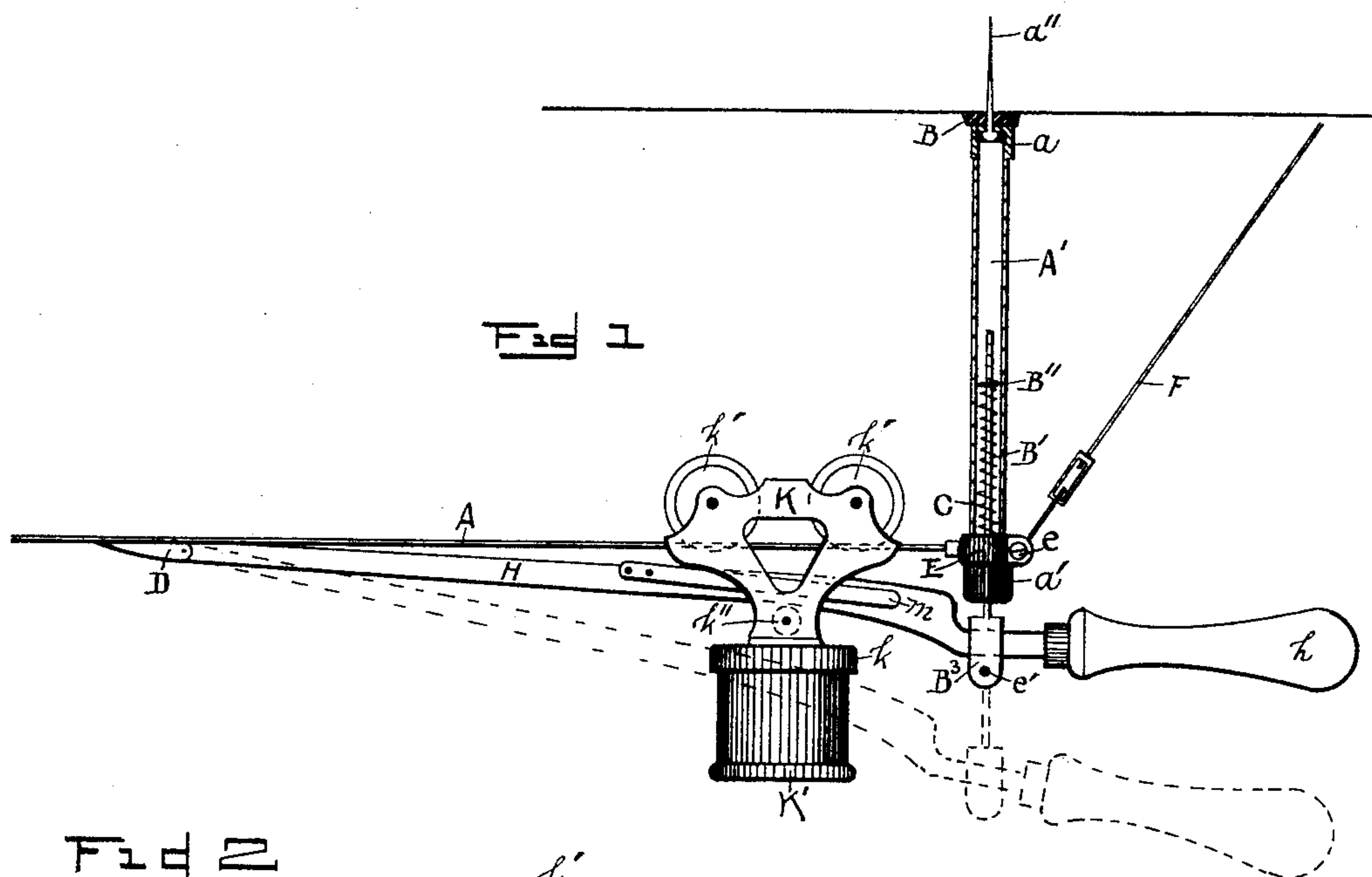


(No Model.)

T. F. MARK.
CASH CARRIER.

No. 497,885.

Patented May 23, 1893.



WITNESSES:

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THOMAS F. MARK, OF FREMONT, NEBRASKA.

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 497,885, dated May 23, 1893.

Application filed August 1, 1892. Serial No. 441,896. (No model.)

To all whom it may concern:

Be it known that I, THOMAS F. MARK, of Fremont, in the county of Dodge and State of Nebraska, have invented certain useful Improvements in Cash-Carriers; and I do hereby declare that the following is a full, clear, and exact description thereof, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

This invention has relation to a new and novel cash carrier system, the object being to provide a lever propelled carrier, as described more fully hereinafter.

In the accompanying drawings, Figure 1, shows a terminal station of a carrier system, embodying my invention, with the lever closed; Fig. 2, a side view showing the special cup used with my device. Fig. 3 is an end view of Fig. 2, and Fig. 4 a top view of the curve as employed in my device.

The object of my invention is to provide a cash carrier system, which shall be free of an operating, or propelling spring, be simple of construction and positive in its action, and in furtherance of this aim, I provide a lever propelled carrier as described more fully hereinafter and finally pointed out in the claims.

In my invention, I support the track wire A by means of the depending hangers A', which are preferably hollow iron tubes, provided with the two terminal caps a, a', which are threaded upon these hangers. The upper cap a is provided with a supporting screw a'', which is secured within the cap by being embedded in lead, which has a tendency to deaden the noise caused by the carriers in passing from station to station. To still further deaden the noise, I provide the rubber washer B placed between the ceiling and the cap. At the lower end I provide the cap a' with a central opening, through which the spring actuated supporting rod B' is adapted to pass. The supporting rod B' is threaded at its upper end and provided with the nut B'', while at the lower end I provide the bifurcated shoe B³ as shown. The rod B' is supported by means of the spring C, which is held within the hanger and between the cap a' and the adjustable nut B'', by means of which the tension of said spring is regulated.

D represents a shoe which is attached directly to the track wire A, a suitable distance from the end of the wire, which latter is held by means of the split ring E, to which the track wire is secured by any suitable means. The screw e securing the wire-retaining ring E, is adapted to hold the brace wire F, provided with a turnbuckle and preferably secured to the ceiling.

Pivotaly secured to the shoe D, is the carriage operating lever H which is a narrow steel bar slightly tapering toward the pivotal end, and provided with the operating handle h. This operating lever is supported between the bifurcated shoe B³ of the spring supporting rod B', between which it is movably held, the pin e' securing the lever in the shoe. At rest the lever lies adjoining the track wire A as shown in Fig. 1.

The cash carrier comprises the cast metal carriage K, which is secured to the circular metallic lid k, and is provided with the two narrow grooved track wheels k', k', by means of which the carriage is supported, and the small grooved lower wheel k'' as shown in Figs. 1 and 3. The cup K' is detachably secured to the lid k by means of two spring arms, as is usual in devices of this class. The track wire A may be suspended horizontally or at an angle. At rest the carrier K, is held at one of the terminal stations, and to insure proper retention and position of this carriage, I provide the lever H with an ordinary strap spring m, which is secured to the lever so that the free end is at the handle or operating end of the lever, as shown in Fig. 1, and it is upon this spring m, that the carriage is removably impinged. If desired two such springs could be used, one upon each side of the lever.

When all the working effects have been properly constructed and arranged, the operation of my device will be as follows:

In starting the cash carrier, the carriage would have to be carried toward the end of the track wire as far as possible, and so that the carriage will be securely held by the spring m, which acts in the capacity of a stop to the carriage. Having secured the carriage, it will simply be necessary to, draw down the operating handle into the position of the dotted lines when the operating lever H, will ride upon the wheel k'' until sufficient

pressure has been exerted when the carriage will shoot outward with great velocity, to the opposite side, where the carriage will ride over the similar operating lever, and there
5 be stopped by means of the wheel k'' and held by means of two strap springs m , in the manner as shown and described in and for Fig. 1.

As there are occasions when the line re-
10 quires a curve, I have provided a special carrier N as shown in Figs. 2 and 3. This carrier is similar and operates as the simple one shown in Fig. 1, with the exception that one of the side frames is partly removed and in
15 addition, I provide the two wheels n, n' , and the slidable apron o . To prevent the carrier from swinging in rounding the curves, I provide the track wire at the curves, with the similar curved angle irons p , as shown in Figs.
20 5 and 3. To the flange p' of said angle-iron I secure the stay wires p'' . As the moving special carrier N which is only used on the lines having curves, is shot forward the apron
25 o will collide with the flange p' of the angle iron and be forced upward, until the small wheel n which acts as a support for the apron, rides upon the top of this flange, and so carries this apron over the flange. The change
30 of direction will also have a tendency to throw the cup N, N out of position and to counteract this, I provide the lower wheel n' which is adapted to ride below the flange of the angle iron and to retain the carrier in
35 proper position in rounding the curves. The apron o is guided by means of the screws o', o' , which work within slots of the apron and so readily permit this gravity actuating apron to rise and fall in passing upon and off the
40 flanged curve.

My device is noticeable because of its simplicity, and

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

45 1. In a lever propelled cash carrier, the combination with a track wire, of a lever pivotally secured to said track wire, said lever being held adjoining said track wire, a cash carrier adapted to ride upon said wire and over
50 said lever, and a spring secured to said lever to stop said carrier and retain it upon said lever, all arranged substantially as and for the purpose set forth.

2. In a lever propelled cash carrier, the com-

55 bination with a track wire, of a lever pivotally secured to said track wire, a spring for movably holding the free end of said lever adjoining said track wire, a cash carrier adapted to ride upon said wire and over said lever,
60 and a spring secured to said lever to stop said carrier and retain it upon said lever, all arranged substantially as and for the purpose set forth.

3. In a cash carrier system, the combination with a track wire, of hangers for support-
65 ing said track wire, levers pivotally secured to said track wire, spring actuated supporting rods adapted to reciprocate within said hangers and adapted to hold the free ends of
70 said levers adjoining said track wire, a cash carrier adapted to ride upon said wire and over said lever, and a spring secured to said lever to stop said carrier and retain it upon
75 said lever, all arranged substantially as and for the purpose set forth.

4. In a cash carrier system, the combination with a track wire, of hangers for support-
ing said track wire, spring actuated supporting rods adapted to reciprocate within said
80 hangers and adapted to hold the free ends of said levers adjoining said track wire, a cash carrier comprising said track wire and adapted to ride upon said track wire and over said
85 lever, a roll within said carriage adapted to receive the impact in riding upon the lever, and a spring secured to said lever to retain said carrier upon said lever, all substantially
as and for the purpose set forth.

5. In a cash carrier system, the combination with a track wire, of a curved angle iron
90 secured to said track wire, the flange of said angle iron extending in a horizontal plane, a cash carrier provided with a supporting carriage upon one side wheels for supporting
95 said carriage, a vertically reciprocating apron upon the open side of the carrier and provided with a supporting roll, and a guide adapted to guide said carrier and ride below
100 the flange of said angle iron in rounding a curve all substantially as and for the purpose set forth.

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

THOMAS F. MARK.

Witnesses:

ANSON W. ATWOOD,
H. T. KING.