(No Model.)

J. W. CLARK.

CASH CARRIER.

No. 545,152. Patented Aug. 27, 1895.

Fig. 3.

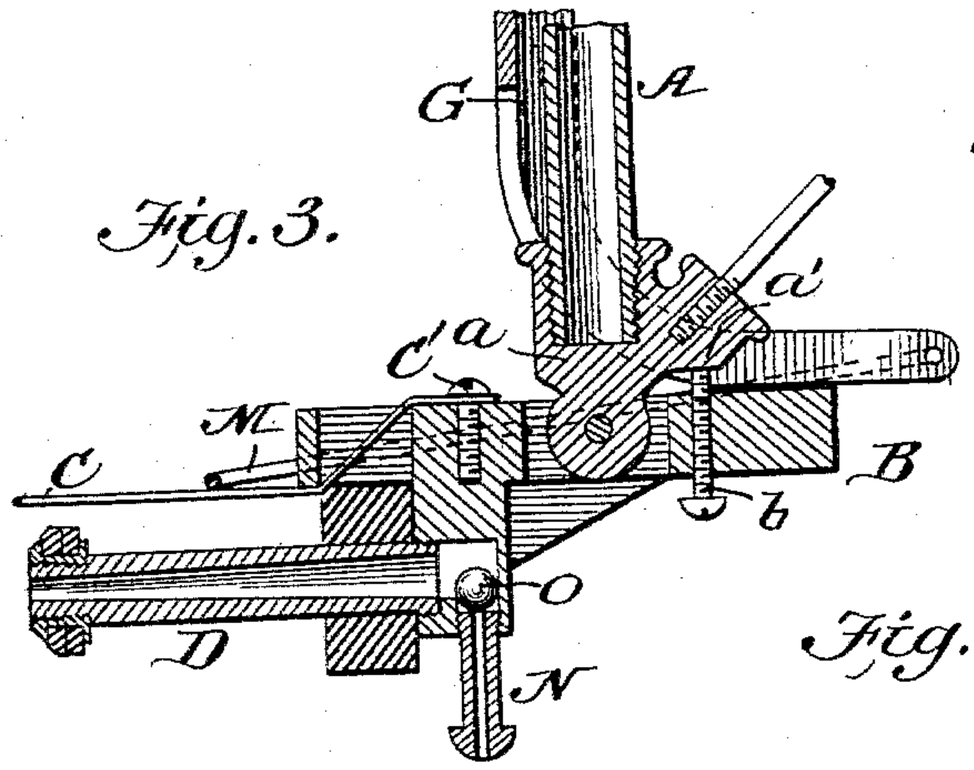


Fig. 1.

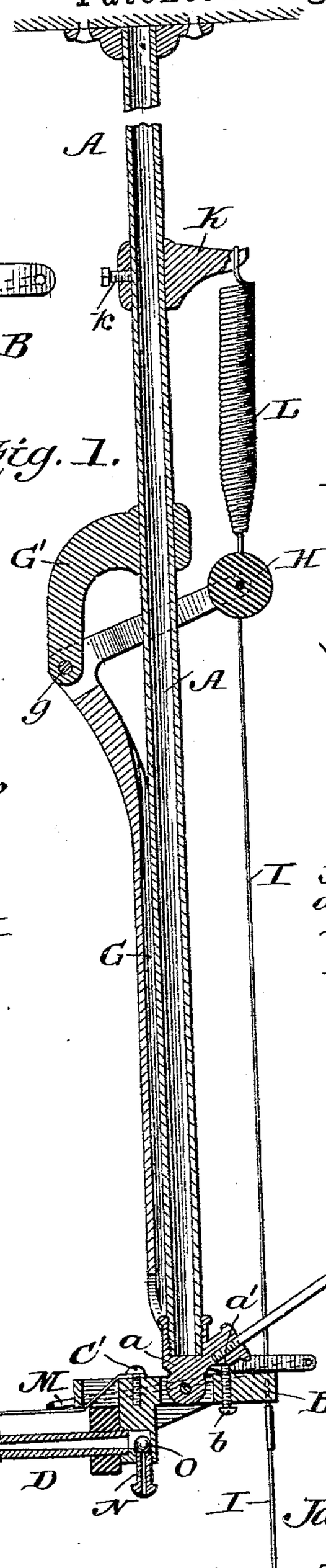


Fig. 4.

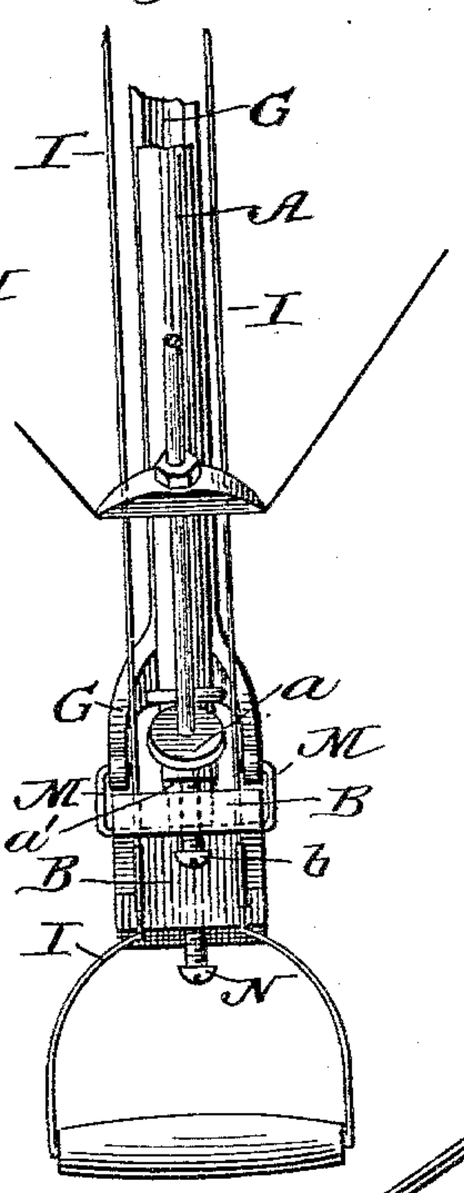
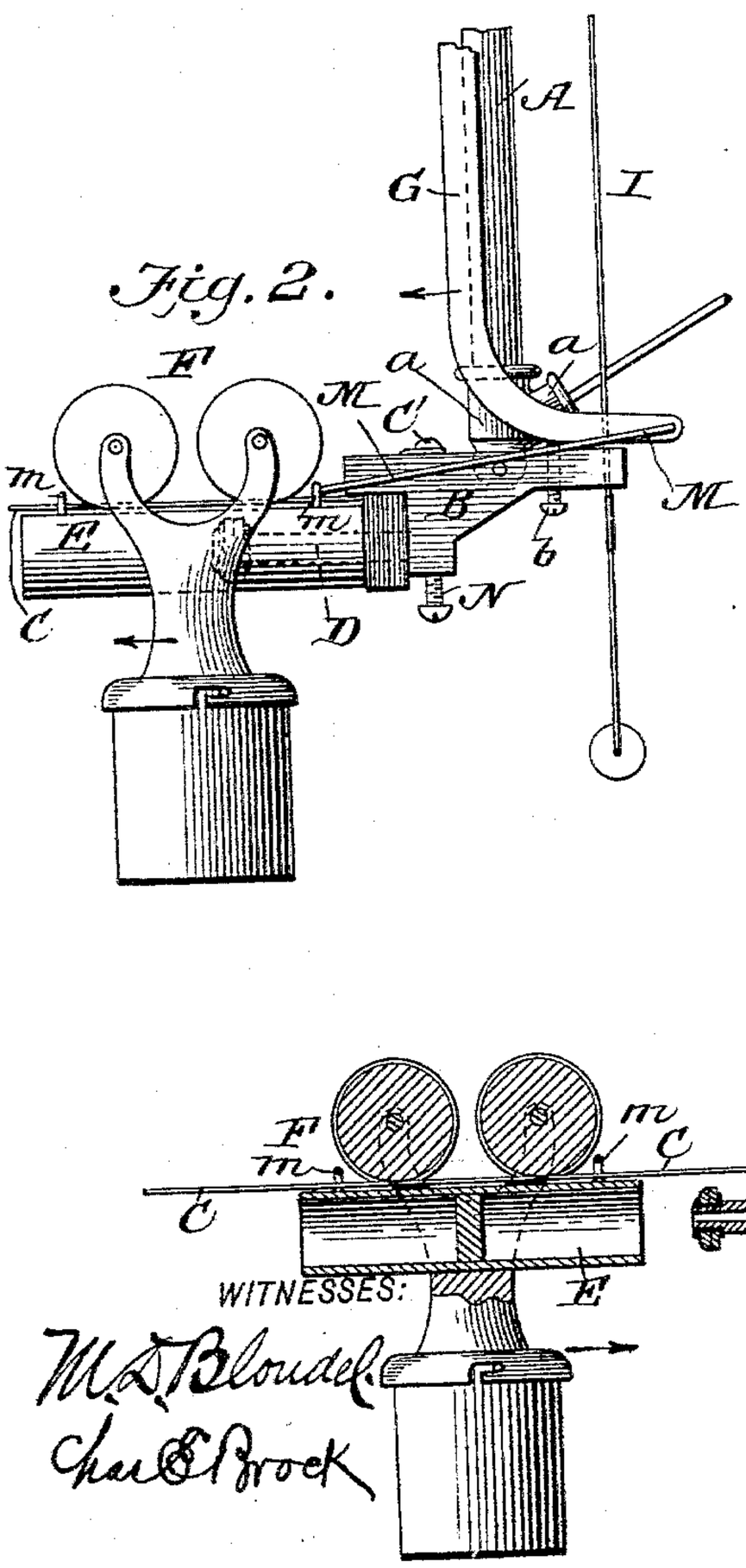


Fig. 2.



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UNITED STATES PATENT OFFICE.

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CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 545,152, dated August 27, 1895.

Application filed June 14, 1895. Serial No. 552,789. (No model.)

To all whom it may concern:

Be it known that I, JAMES WILSON CLARK, of Janesville, in the county of Rock and State of Wisconsin, have invented an Improved Cash-Carrier for Store-Service, of which the following is a specification.

This invention relates generally to an improved cash-carrier for store-service, and particularly to the means for propelling the car from one station to another.

The object of the invention is to provide a cheap and simple form of propulsion device, and another object is to provide an improved buffer attachment for retarding and checking the motion of a car at the receiving-station.

With these and such other objects as may hereinafter appear, my invention consists in the novel construction of the several parts and the peculiar combination or arrangement, all of which will be fully described hereinafter, and pointed out in the claims.

In the drawings forming a part of this specification, Figure 1 is a sectional view of my improved device, showing the car as approaching the receiving-station. Fig. 2 is a view showing the car starting from the station, and Figs. 3 and 4 show details of construction.

In carrying out my invention I employ a standard A, preferably suspended from the ceiling and held in position by guy ropes or wires, said wires being preferably attached to a casting *a*, screwed upon the lower end of the standard A. This casting *a* is also provided with a lug *a'*, against which bears a set-screw *b*, carried by the plate or block B, which is pivoted to the lower end of the casting, said plate having a line-wire C securely connected thereto by means of a screw C'. By having the plate B pivotally connected to the end of the standard A and having the set-screw *b* bearing against the lug *a'*, the plate B can be adjusted to any desired angle and thus effect the inclination of the line-wire C.

The plate B has a plunger D projecting forwardly therefrom in line with the line-wire and directly beneath the same, said plunger being intended to enter a dash-pot or cylinder E, carried by the car F, which travels upon the line-wire, the action of said plunger in entering the dash-pot or cylinder being that of a buffer to retard the motion of the car as it approaches the receiving-station. In order to propel the car from said station, I provide a lever G, which is angular in shape and is pivoted at *g* in a bracket G', attached to the standard A near the upper end thereof. The lever G is forked at its upper end to straddle the standard A and carries between the members thereof a rubber cushion H, and connected to the free ends of said bars at the pivotal point of the rubber roller or cushion is the operating cord or wire I, said rod having a suitable handle or ball upon its lower end.

An arm K is secured to the standard A, above the bracket G', by means of a set-screw *k*, and between said arm and the upper end of the lever G is interposed a coil-spring L, the purpose of which is to return the lever to the position shown in Fig. 1 and hold the same there until said lever is projected forwardly by pulling down upon the cord I. The lower end of the lever G is also bifurcated to straddle the lower end of the standard A and casting *a*, and connected with said end of the lever is a metallic-wire bail M, which bail contacts with and bears against a block or pin *m*, arranged upon the carriage, the construction and arrangements of these parts being such that when the cord or wire I is pulled downward the lever G is projected forwardly, and the lower end swinging outward causes the rigid bail to project or propel the car outward or forward by means of said bail bearing against the block or pin *m*. The moment the force is released from the cord or wire I the coil L will return all the parts to their normal position. By having the rubber roller or cushion H arranged between the upper ends of the lever said lever can be brought into forcible contact with the rigid standard A and thus give the lower end of the rubber an additional impetus or elasticity, thus projecting or propelling the car forward with an additional amount of energy or momentum.

In practice I make the dash-pot carried by the car a double one, so as to be operative at both ends of the line, and I also prefer to make the plunger tubular in form and provide the same with suitable packing-head, such as rubber or felt.

In order to provide against the dash-pot and

plunger interlocking to prevent the proper propulsion of the car, I construct the tubular plunger with a vent-pipe N and arrange a ball-valve O within the plunger, which is adapted to seat at the top of the vent-pipe, thus normally closing said pipe, but permitting the ingress of air whenever the car is started upon its forward movement. It is not absolutely necessary to provide this vent-pipe, nor is it necessary to construct the plunger in the tubular form; but I have found this construction to operate in a very successful manner, and shall probably employ the same in the practical construction of my apparatus.

No springs are employed in either the dash-pot or plunger, and it will therefore be seen that the apparatus at this point is exceedingly simple and durable.

By adjusting set-screw *b* the plate B can be adjusted as desired, and likewise the line-wire C.

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

1. In a cash carrier apparatus, the combination with a rigid standard, of a plate or block pivotally connected to the lower end thereof, and means whereby the block may be adjusted thereon, and the line wire attached to said pivoted plate or block, substantially as shown and described.

2. In a cash carrier apparatus, the combination, with the standard, of a plate or block attached to the lower end thereof, the line wire attached to said plate or block, a plunger projecting forwardly from said block, and in line with the line wire, and the car traveling upon said wire, and carrying a dash pot adapted to receive the plunger, substantially as shown and described.

3. In a cash carrier apparatus, the combination, with the standard, of a plate or block, secured to the lower end thereof, the line wire, secured to said plate or block, the car movable upon said wire, and having a pin or block arranged thereon, a lever pivoted upon the standard, and bifurcated at its upper and lower ends, a projecting or propelling bail attached to the lower end of the lever and adapted to contact with the pin or block on the carriage, an operating cord or wire, attached to the upper end of the lever, and means for returning said parts to their normal position, substantially as shown and described.

4. In a cash carrier apparatus, the combination, with the line wire, and standard, or suitable support to which said line wire is attached, of the carriage movable upon said line wire, and provided with a double dash pot or cylinder, and a tubular plunger supported from the standard or line wire support, said tubular plunger being provided with a vent pipe, and a ball valve located within the plunger at the inner end of said vent pipe, substantially as shown and described.

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

JAMES WILSON CLARK.

Witnesses:
W. A. JACKSON,
MAMIE E. QUIRK.