

No. 625,883.

Patented May 30, 1899.

W. HANLON.
CASH CARRIER APPARATUS.

(Application filed Jan. 31, 1899.)

(No Model.)

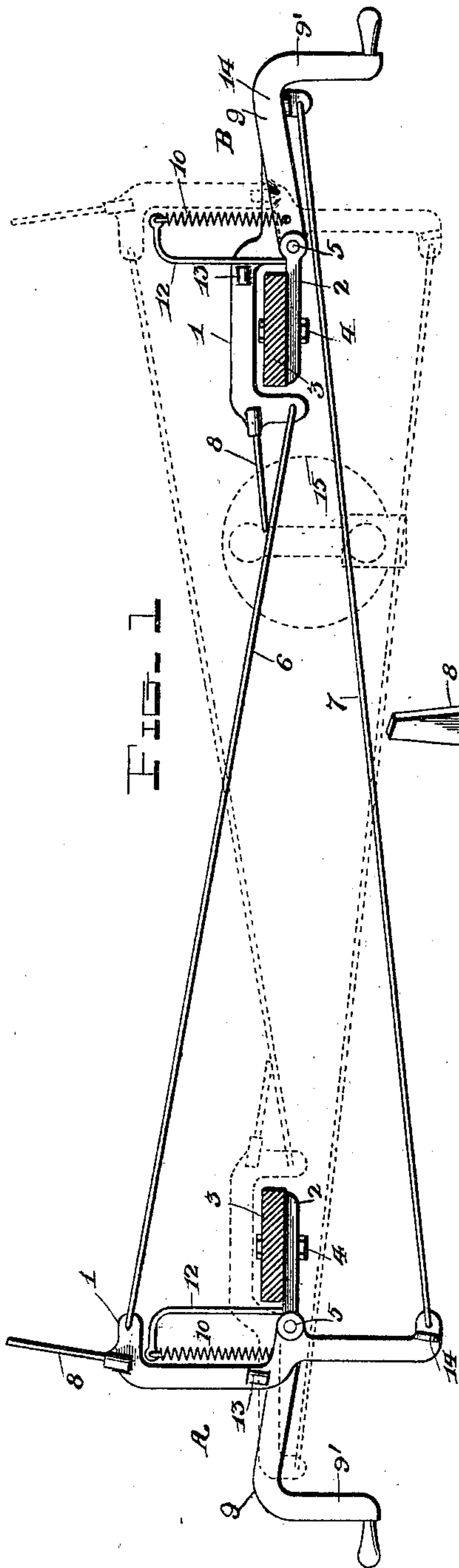


FIG-1

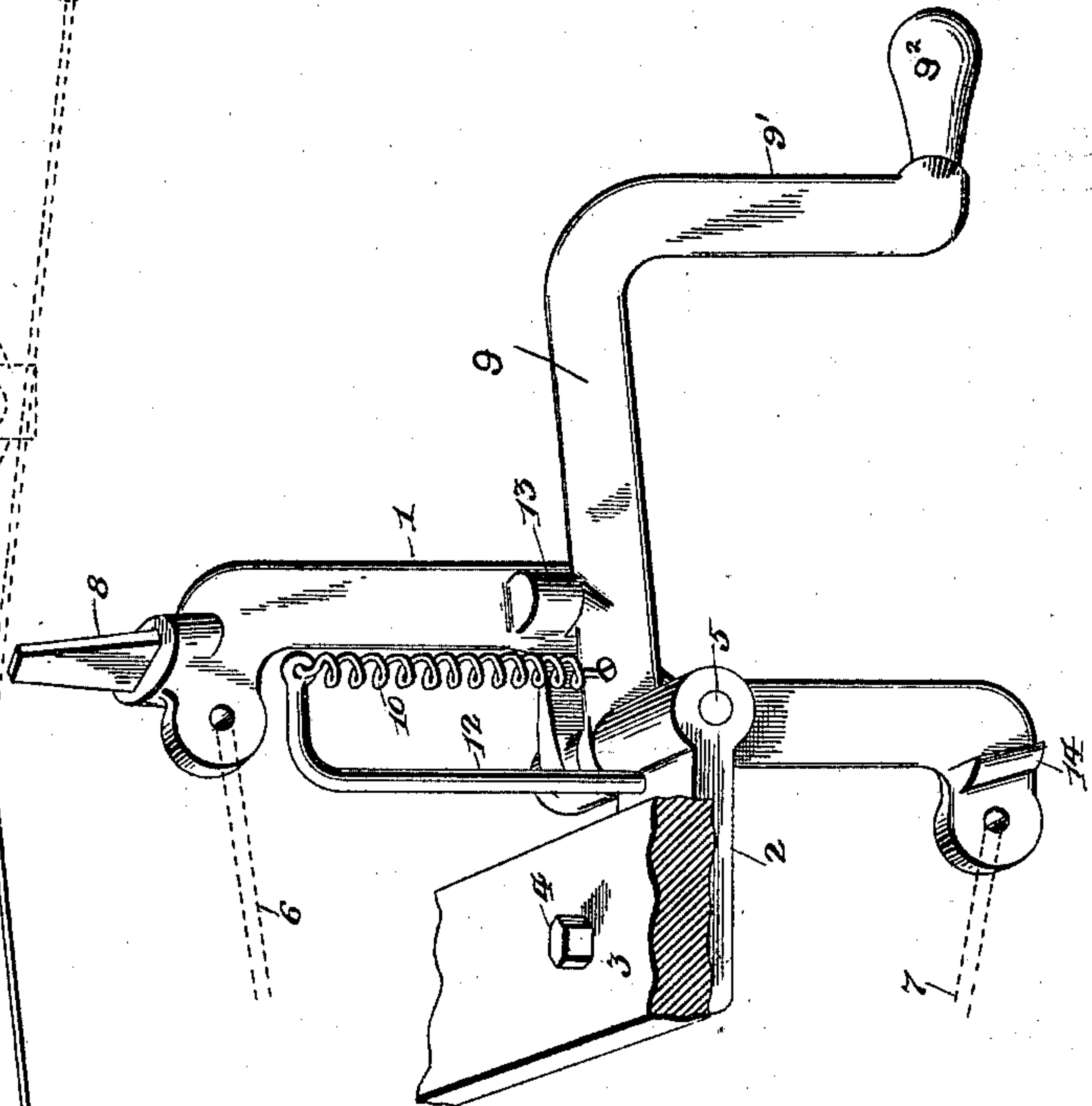


FIG-2

Witnesses:
Thomas Lloyd Farnham
L. Parker Farnham

Inventor:
William Hanlon
By Irving Elting
Attorney.

UNITED STATES PATENT OFFICE.

WILLIAM HANLON, OF POUGHKEEPSIE, NEW YORK.

CASH-CARRIER APPARATUS.

SPECIFICATION forming part of Letters Patent No. 625,883, dated May 30, 1899.

Application filed January 31, 1899. Serial No. 703,972. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM HANLON, a citizen of the United States, residing at Poughkeepsie, in the county of Dutchess and State of New York, have invented new and useful Improvements in Cash-Carrier Apparatus, of which the following is a specification.

My invention relates to improvements in cash-carrier apparatus; and the object is to simplify and improve the construction and increase the convenience, utility, and efficiency of the operation of the device.

To this end the invention consists in the construction, combination, and arrangement of the several parts of the device, as will be hereinafter more fully described, and particularly pointed out in the claims.

In the accompanying drawings the same reference characters indicate the same parts of the invention.

Figure 1 is a side elevation representing two stations embodying my improved cash-carrier apparatus. Fig. 2 is a perspective detail view of one of the stations.

A and B represent the stations, and as both are identical in construction the description of one will answer for both.

1 denotes the track-actuating lever, fulcrumed on a stud-bolt 5, fixed in the bracket 2, which is secured to a stationary support 3 by the bolt 4, the free ends of this lever carrying the usual track-wires 6 and 7, which extend in the same vertical plane and are correspondingly connected to the counterpart lever at the other station.

8 denotes a flexible or elastic buffer fixed to the upper arm of the track-lever and arranged to project into the path of the car when the track-lever is in a horizontal position to receive the car.

9 denotes the hand-operated lever, also fulcrumed on the stud-bolt 5, the fulcrum end of which is supported in position by the spiral spring 10, the opposite end of which is attached to the horizontal arm of a rod 12, fixed to the bracket 2.

13 and 14 denote lateral lugs projecting from the same side of the track-lever and into the path of the hand-lever 9, the lug 13 being above and the lug 14 below said hand-lever, the arrangement being such that when the parts are in the position shown by the full

lines in Fig. 1 the hand-lever is held by its spring against the lug 13 on the track-lever.

In practice I provide both sides of the track-lever 1 with the lugs 13 14, so that in assembling the parts the said lever may be placed on either side of the hand-lever 9, as may be most convenient.

At station B the track-lever is in a substantially horizontal position, and it supports the hand-lever in the same position, as shown.

The car 15 is of the conventional form employed on this class of cash-carriers and is operated in substantially the same manner.

The free end of the hand-lever 9 terminates in a right-angular arm 9', provided with a handle 9², by means of which the said hand-lever may be conveniently manipulated.

One of the practical advantages of my improved cash-carrier apparatus is the manner of mounting the hand-lever in a position which permits the station proper to be brought from six to eight inches closer to the cashier's desk.

The tension of the spring 10 is so adjusted to return the arm 9 to its normal position and retain it in said position after the handle has been drawn down and released.

In the drawings I have shown the handle operated by a spiral spring; but it is apparent that any other form of spring or a counterbalance-weight may be employed on the opposite side of the fulcrum-point to restore the hand-lever to its horizontal position.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

1. In a cash-carrier apparatus of the class described, the combination with the track-actuating lever, of a hand-lever made separate therefrom and projecting into the path of said track-actuating lever, substantially as and for the purpose set forth.

2. In a cash-carrier apparatus of the class described, the combination with the track-actuating lever, and the spring-actuated hand-lever, of a fulcrum-bolt common to both levers, substantially as and for the purpose set forth.

3. In a cash-carrier apparatus of the class described, the combination with the track-lever, provided with the lateral lugs of the hand-lever having the same fulcrum-mount

and projecting into the path of said lugs, substantially as and for the purpose set forth.

4. In a cash-carrier apparatus of the class described, the combination with the track-
5 lever, the tracks and the car, of the flexible buffer carried by the track-lever and adapted to be projected into the path of the car, substantially as and for the purpose set forth.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

WILLIAM HANLON.

Witnesses:

L. PARKER FARRINGTON,
IRVING ELTING.