(No Model.)

J. M. CAILLE.

CASH CARRIER.

No. 456,980. Patented Aug. 4, 1891.

Fig. 1.

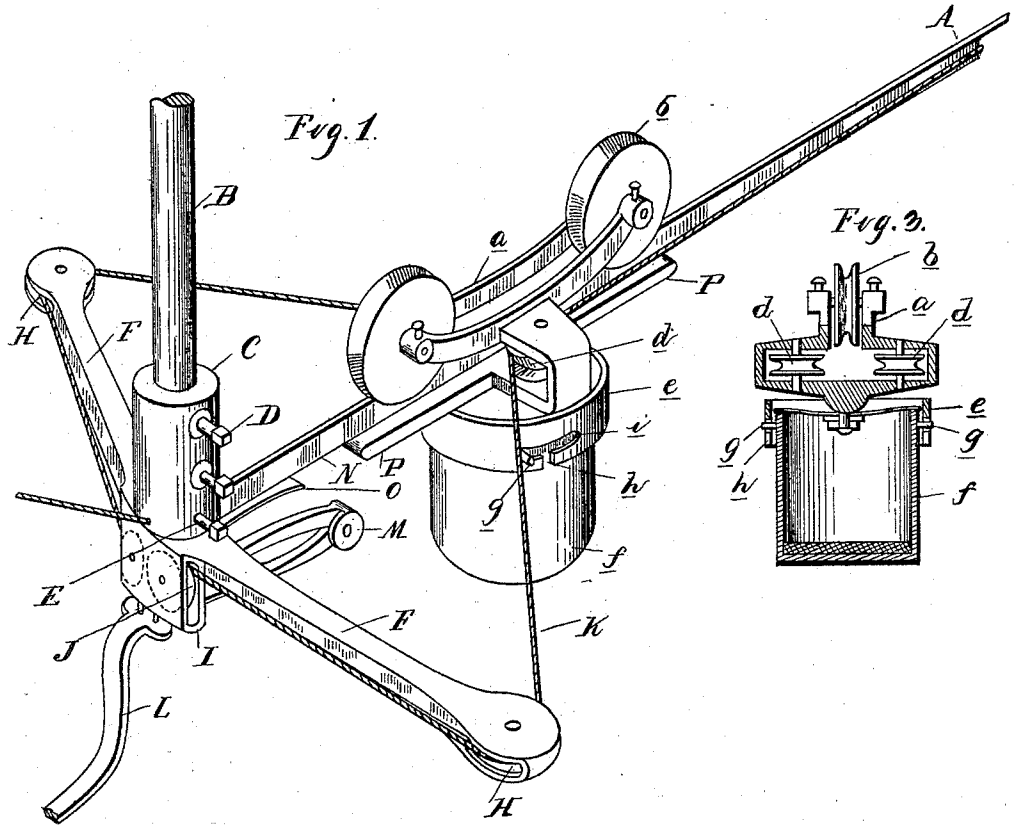
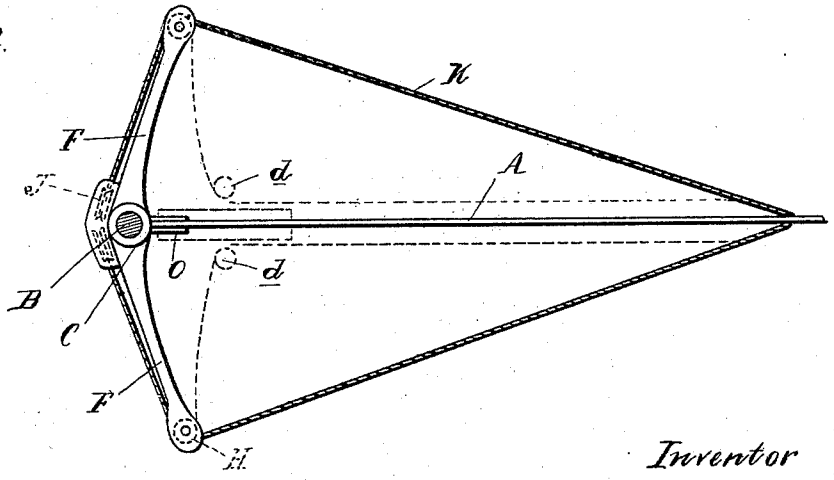


Fig. 3.

Fig. 2.



Witnesses
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UNITED STATES PATENT OFFICE.

JOSEPH M. CAILLE, OF SAGINAW, MICHIGAN, ASSIGNOR TO A. ARTHUR CAILLE, OF SAME PLACE.

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 456,980, dated August 4, 1891.

Application filed March 5, 1891. Serial No. 383,929. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH M. CAILLE, a citizen of the United States, residing at Saginaw, in the county of Saginaw and State of Michigan, have invented certain new and useful Improvements in Cash-Carriers, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to new and useful improvements in store-service apparatus; and the invention consists in the peculiar construction of a propelling device of the car, and, further, in the peculiar construction, arrangement, and combination of the various parts, all as more fully hereinafter described.

In the drawings, Figure 1 is a perspective view of one station of a store-service apparatus embodying my invention, showing a car. Fig. 2 is a plan view of such a station, showing the position of the parts before and after the car has been thrown. Fig. 3 is a vertical central section through the car, detached.

A is the way or track, preferably a single wire connecting two stations.

B is a standard at one station, secured to the ceiling and having secured to its lower end a head C, preferably by means of set-screws D. The wire track passes through an aperture in the head, and is secured therein by means of the set-screw E.

F is a cross-bar, preferably cast integral with the head C and extending laterally on both sides thereof. At each end of the cross-bar a socket is formed, in which the grooved wheels H are journaled. Centrally of the cross-bar is formed a chamber I, in which the vertical grooved wheels J are journaled.

K is a flexible cord centrally secured to or engaging with the track and extending on both sides thereof toward the standard, passing around the wheels H in the ends of the cross-bar and thence over the wheels J, the ends being secured to the lever L, which is pivoted to the arm M of the head. I preferably secure the cord to a strip or fin N, which extends from the head beneath the track the proper distance, the cord being secured at the end.

O is a spring-catch arranged beneath the fin and adapted to hold the car at the station. The car comprises a body *a*, in which are journaled the track-wheels *b*. The body has the lateral extensions *c*, in which are journaled the propelling-wheels *d*, one on each side.

e is a circular flange into which the cash-cup *f* is adapted to engage. The cup has pins *g* on opposite sides, and the flange is provided with an entrance-slot *h*, and locking-slots *i i* on both sides, all so arranged that as soon as the pins have passed through the slot *h* the cup may be locked in position by being turned in either direction.

The parts being thus constructed and arranged, it is evident that the cord will normally be held taut in a straight line between the track and the wheels H, as shown by full lines in Fig. 2. This will be done by the weight of the lever L. As the car approaches the station, the wheels *d* engage the cord and bring it into parallelism with the track, taking up the slack, raising the lever L to its upper position until the car strikes the bumper and is held in position at the station by the spring O, bearing upon the arm P of the car. In this position the cord extends substantially at right angles from the wheels H to the wheels *d* on the car. The operator in pulling down upon the lever L draws the cords, which tend to assume their angular position and give the car sufficient impulse to propel it to the station at the opposite end of the line, where a similar station is constructed to receive and enable the operator to return the car. I thus obtain a simple propelling device cheap and efficient, with a single trackway.

What I claim as my invention is—

The combination of the way, a hanger, a horizontal arm M, extending inward from the hanger, a lever pivoted to the inner end of the arm, a cross-bar on the hanger, a laterally-diverging propelling-cord secured below the way and passing around the ends of the cross-bar and secured to the lever directly beneath the standard, and car on the way, having side wheels engaging the cord, substantially as described.

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

JOSEPH M. CAILLE.

Witnesses:
E. A. PERKINS,
WM. P. WARREN.