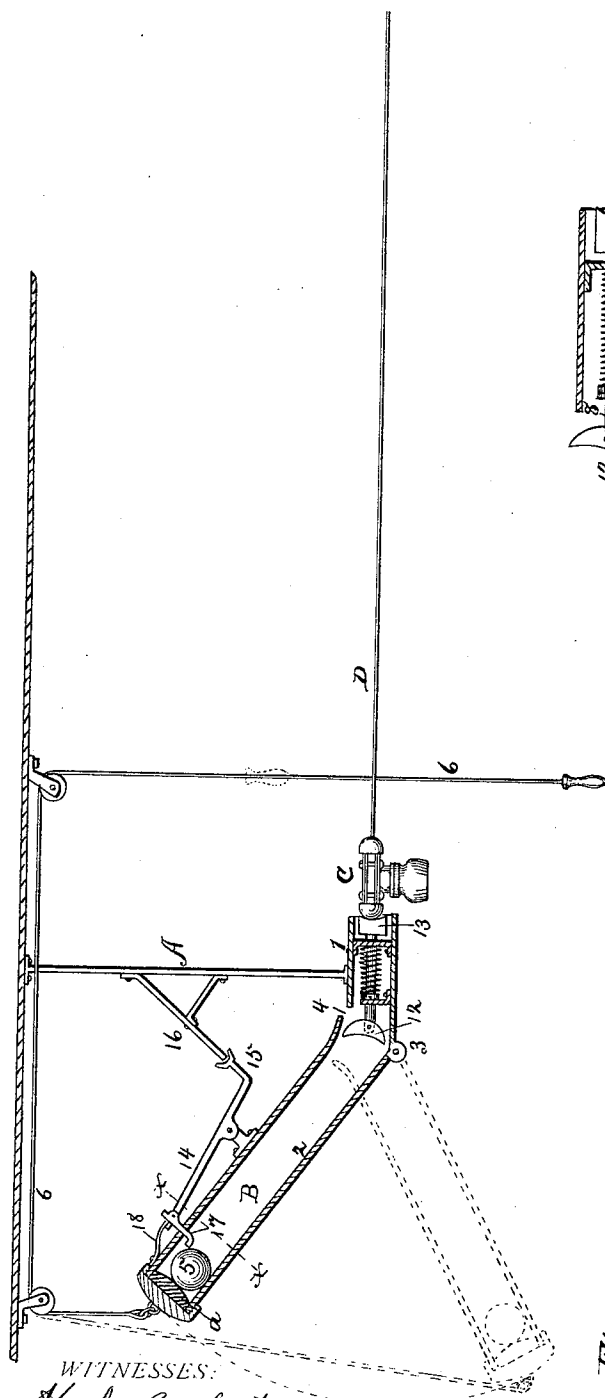


(No Model.)

G. P. KENNEY.
CASH CARRIER.

No. 481,178.

Patented Aug. 23, 1892.



WITNESSES:
H. A. Carhart
C. B. Kinnie.

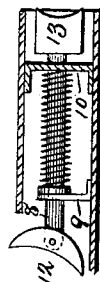


Fig. 2.

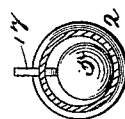


Fig. 3.

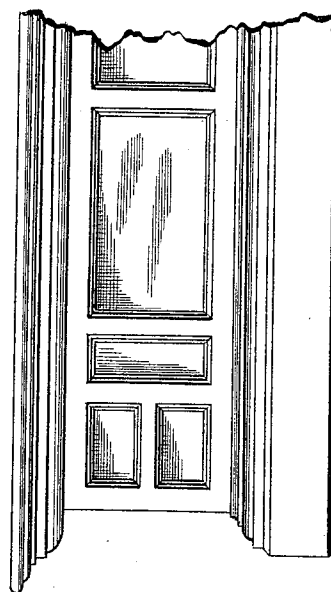


Fig. 1.

INVENTOR.
George P. Kenney
BY
Smith & Denison
his ATTORNEYS

UNITED STATES PATENT OFFICE.

GEORGE P. KENNEY, OF WATERTOWN, NEW YORK.

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 481,178, dated August 23, 1892.

Application filed December 17, 1891. Serial No. 415,369. (No model.)

To all whom it may concern:

Be it known that I, GEORGE P. KENNEY, of Watertown, in the county of Jefferson, in the State of New York, have invented new and useful Improvements in Cash-Carriers, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

My invention relates to the construction of cash-carriers, and particularly to the mechanism which imparts the impact to drive or force the carrier over the wire.

My object is to produce a mechanism by which I can impel a cash-car over a wire simple and durable in its construction and of great utility.

My invention consists in the several novel features of construction and operation hereinafter described and which are specifically set forth in the claims hereto annexed. It is constructed as follows, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation of my apparatus, showing the mechanism which imparts the impetus to the car in longitudinal section and showing in dotted lines the position of the ball-receiving cylinder as it appears when the ball has been placed within it. Fig. 2 is an enlarged detail of the cylinder containing the shaft and heads, the one receiving the impact of the ball and the other imparting the momentum to the car. Fig. 3 is a cross-section of the cylinder on line *x z*, Fig. 1.

Similar letters and figures of reference indicate corresponding parts.

A is a bracket secured to the ceiling, and to its lower end I secure the cylinder 1, to which is hinged at 3 the cylinder 2, the cylinders 1 and 2 each being open at their adjacent ends. The interior closed end of the cylinder 2 is provided with a rubber cushion *a* or other elastic material, so that when the ball 5 is placed in the opening 4 it will be cushioned as it drops to the other end.

To the free end of the cylinder 1 I secure a lifting-cord 6, passing over pulleys and ending with a handle in the usual way.

Within the cylinder 1 I mount a plunger-rod or shaft 8 through brackets 9 and 10, and 11 is a spiral wire surrounding the shaft between the brackets and serves to impart an elastic impact to the carrier when the ball

strikes the head 12 upon the inner end of the shaft.

13 is a head upon the opposite end of the rod or shaft, adapted to strike the car C and drive it over the wire D.

Upon the cylinder 2 I pivot, substantially centrally a lever 14, having one end provided with an upwardly-extending arm 15, adapted to engage with the arm 16, extending from the bracket A. The opposite end of the lever 14 is provided with an arm 17, loosely secured thereto, extending down through an opening in the cylinder 2 and adapted to engage with the ball when it is within the cylinder and hold it in the position shown in Fig. 1.

18 is a strap spring secured upon the exterior of the cylinder and having its free end engage with the end of the lever 14 for the purpose of producing a tension to keep at all times the arm 17 in engagement with the ball 5.

My invention is operated as follows: The ball is first placed into the cylinder 2 through the opening 4 and takes the position shown in dotted lines in Fig. 1. The cord 6 is then pulled until the cylinder is raised to an incline of, say, forty-five degrees, as shown in said figure, when the arm 15 comes in engagement with the arm 16, raising the opposite end of the lever 14, releasing the ball 5, which rolls down the incline, striking the head 12, which imparts motion to the car C through the shaft and head 13, sending the car along the wire to the desk or counter where desired.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In a cash-carrier apparatus, the combination, with the cylinder 1, having a shaft mounted therein, of the cylinder 2, loosely secured to the aforesaid cylinder, means for raising the free end thereof, and the ball adapted to travel therein, as set forth.

2. In a cash-carrier apparatus, the combination, with the cylinder 1, having a shaft mounted thereon, said shaft being provided with heads upon its ends, of the cylinder 2, loosely secured to the aforesaid cylinder, means for raising the free end thereof, and the ball adapted to travel freely within said cylinder, as set forth.

3. In a cash-carrier apparatus, the combi-

nation, with the cylinder having a shaft mounted therein, said shaft being provided with heads upon its ends, a coil-spring surrounding said shaft and anchored between
5 brackets, of the cylinder 2, loosely secured to the aforesaid cylinder, means for raising the free end thereof, and a ball adapted to travel freely therein, as set forth.

4. In a cash-carrier apparatus, the combination, with the cylinder 1, having a shaft
10 mounted therein, of the cylinder 2, loosely secured thereto, means for raising the free end thereof, a ball adapted to travel freely therein, means for raising the free end of said
15 cylinder, and means for holding the ball at the outer end during its upward travel, and means for releasing said ball, as set forth.

5. In a cash-carrier apparatus, the combination, with the cylinder 1, having a shaft mounted therein, of the cylinder 2, loosely
20 secured to the aforesaid cylinder, means for raising the free end thereof, a ball adapted to travel freely therein, means for holding and releasing said ball, the cash-car C, adapted to travel upon the wire D, and the wire D, sub-
25 stantially as described, for the purposes set forth.

In witness whereof I have hereunto set my hand this 14th day of December, 1891.

GEO. P. KENNEY.

In presence of—
HOWARD P. DENISON,
C. W. SMITH.