

(No Model.)

H. L. LOVEJOY.  
STORE SERVICE CARRIER.

No. 303,531.

Patented Aug. 12, 1884.

Fig. 1.

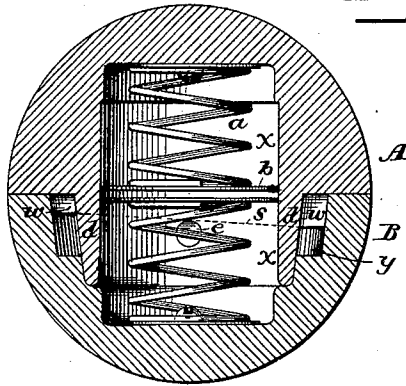


Fig. 2.

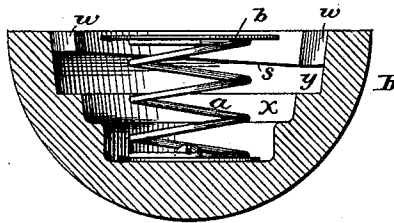
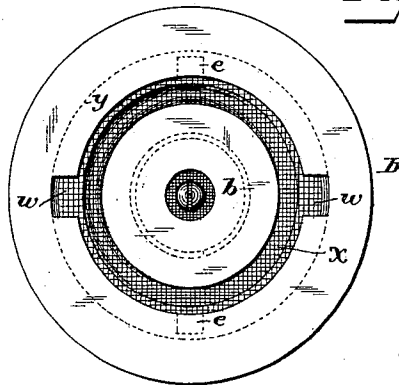


Fig. 3.



*Attest:*

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# UNITED STATES PATENT OFFICE.

HENRY L. LOVEJOY, OF LOWELL, MASSACHUSETTS.

## STORE-SERVICE CARRIER.

SPECIFICATION forming part of Letters Patent No. 303,531, dated August 12, 1884.

Application filed June 6, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY L. LOVEJOY, a subject of the Queen of Great Britain, and now residing at Lowell, in the county of Middlesex and State of Massachusetts, United States of America, have invented certain new and useful Improvements in Store-Service Carriers, of which the following is a specification.

My invention relates to that class of cash-carriers used for store-service apparatus in which two semi-spheres are connected together and constitute the rolling receptacle for the cash; and my invention consists in means, fully described hereinafter, whereby the two parts are maintained in close connection, preventing the play, rattling, and liability of separation which results from the constant use and wear of carriers made in the ordinary manner.

In the drawings, Figure 1 is a transverse section of a ball-carrier illustrating my improvement. Fig. 2 is a section of one of the semi-spheres, and Fig. 3 is a plan of Fig. 2.

The carrier, of the usual ball or spherical form, consists of two semi-spheres, A B, with flat contact-faces, and each is bored out to form a recess or receptacle, *x*, within which is the usual spring, *a*, carrying the clamping-plate *b*.

Around the edge of the receptacle *x* of the section A is an annular flange, *d*, having external lugs, *e*, and in the section B is an annular groove, *y*, with which communicate slots *w*, through which the lugs *e* may be passed into said groove, after which, by turning the section A and carrying the lugs farther into the groove the separation of the two parts is prevented. As ordinarily constructed, the lugs *e* are of such a size and so arranged that they will bear firmly upon the upper face of the groove, and by their friction prevent the turning of the sections independently of each other during the rolling of the carriers upon the way; but in the course of time the wearing of the bearing-surface reduces the friction, and the parts become loose, rattle, and are liable to separate during the moving of the carriers

upon the ways. To overcome these objections, I incline the upper faces, *s*, of the two parts of the groove separated by the notches *w*, as shown in the drawings, so that as the lugs *e* are carried farther into the grooves there will be an increased downward pressure and an increase of friction, so that in case of the wearing of either of the faces a tight frictional contact may still be secured by turning the section A so as to carry the lugs farther into the groove. By this means any wearing is compensated for, the parts are maintained in close contact with each other, and are prevented from separating until direct force is applied to turn the section A, and the necessity of repeatedly renewing the lugs or of discarding otherwise available carriers is obviated.

It will be obvious that where there are more than two lugs *e* there will be a corresponding number of notches *w* and of inclined bearing-faces, and it will further be evident that the said inclined faces may be formed by grooving the flange *d* and placing the lugs upon the section B.

Without limiting myself to the precise construction and arrangement of parts shown, I claim—

1. A cash-carrier consisting of two separate parts, one provided with an annular flange carrying lugs and the other with slots and a groove having inclined faces arranged to constitute bearings, with which said lugs are brought in contact by the turning of one part upon the other, substantially as set forth.

2. The combination, in a two-part carrier, of lugs carried by a flange upon one of the parts and a groove in the other part having inclined faces constituting bearings for said lugs, and slots *w*, communicating with said groove, substantially as described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

HENRY L. LOVEJOY.

Witnesses:

EDWARD W. THOMPSON,  
ALBERT M. MOORE.