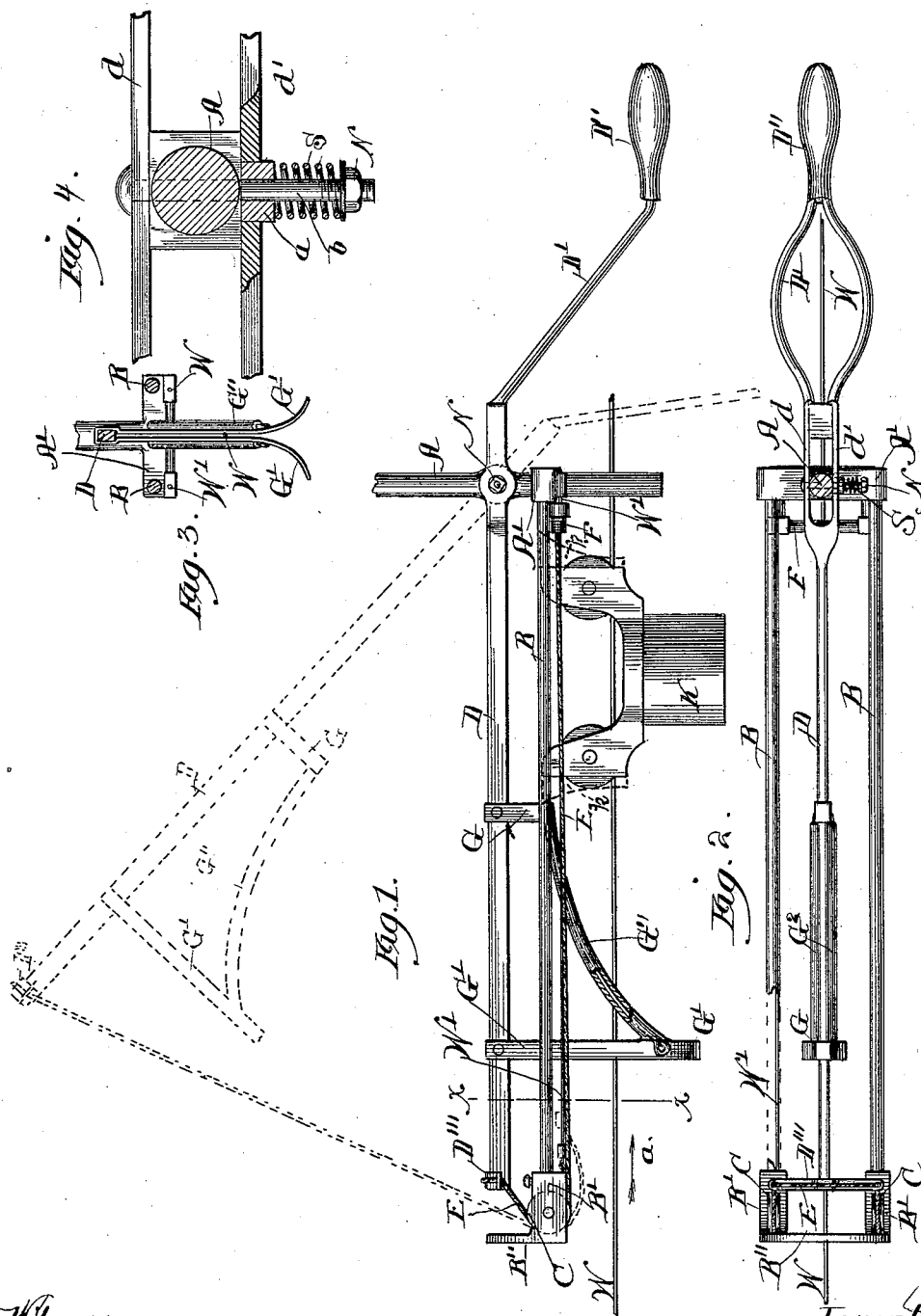


(No Model.)

E. C. GIPE.
CASH CARRIER.

No. 465,471.

Patented Dec. 22, 1891.



Witnesses:

Charles C. Shorway
C. P. Smith.

Inventor:

Emanuel C. Gipe
By Miles, Greene & Bitney,
Attys.

UNITED STATES PATENT OFFICE.

EMANUEL C. GIPE, OF FREEPORT, ILLINOIS, ASSIGNOR OF ONE-HALF TO
OSCAR J. ZIEGLER, OF SAME PLACE.

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 465,471, dated December 22, 1891.

Application filed August 13, 1891. Serial No. 402,522. (No model.)

To all whom it may concern:

Be it known that I, EMANUEL C. GIPE, a citizen of the United States of America, residing at Freeport, in the county of Stephenson and State of Illinois, have invented certain new and useful Improvements in Cash-Carriers, of which the following is a specification.

My invention relates to improvements in cash-carriers, and is fully described and explained in this specification and shown in the accompanying drawings, in which—

Figure 1 is a side elevation of a carrier embodying my invention. Fig. 2 is a top plan thereof. Fig. 3 is a vertical section through the line $x x$, Fig. 1, the view being in the direction indicated by the arrow a in said figure; and Fig. 4 is a view, partly in top plan and partly in horizontal section, showing in detail the connection of the operating-lever and the bracket or standard to which the lever is pivoted.

In the views, A is a bracket or standard adapted to be secured to a suitable support, and A' is a horizontal cross-head rigidly fastened to the standard and supporting two parallel horizontal arms B, whose free ends are provided with parallel bearing-plates B' B', joined by a transverse arch B², the plates B' serving as supports for two grooved pulleys C C, which are journaled between them.

On the bracket A at a point above the cross-head A' is pivoted a vertically-swinging lever D, provided at its rear end with a downwardly-bent extension D', terminating in a handle D², the extension D' being preferably made up of two rods so formed as to leave a considerable opening between them for a track-wire W, passing through the lower end of the standard and through the opening in the extension D' and supported in any suitable manner.

On the front end of the lever D is a cross-bar D³, over which is looped a central portion of a cord E, whose ends are passed through the openings in the end of the cross-bar and thence about the pulleys C C and are fastened to a transverse slide F, moving on two parallel track-wires W' W', the ends of the track-wires being fastened to the cross-head A' and plates B'. It is evident that if the lever, the

cord E, and the slide F be in the positions shown in full lines in Fig. 1 the raising of the lever to the position shown in dotted lines in the same figure must move the slide forward upon the wires W' W' and that the slide may be returned to the position shown in full lines in Fig. 1 by pushing it toward the standard in any suitable manner, and if the track be supplied with a carrier K, of any desired construction, and the carrier and the slide F be brought into the positions shown in Fig. 1 the raising of the lever and the forward movement of the slide must push the carrier away from the standard, while, on the other hand, the carrier upon its return must strike the slide F and push it from the position shown in dotted lines in Fig. 1 toward the bracket or standard, the distance through which it will move the slide being dependent upon the velocity of the carrier and the resistance offered by the lever.

On the lever D and at a distance from the pivot thereof somewhat greater than the length of the carrier is rigidly fastened a stop G, extending downward from the lever, and of such length that when the lever is in its lowest position the lower end of the stop is below the highest point of the carrier and prevents its accidental escape after its return to the standard. As the lever is raised to propel the carrier away from the standard the stop G rises, so as to permit the movement of the carrier along the track W, and it is at all times completely above the highest point of the carrier, except when the completion of the return of the carrier has pressed the slide F to the end of the track, and thereby drawn the lever down to its horizontal position.

I have found in practice that, while the stop G is ordinarily all that is required to secure the carrier in place upon its return, the carrier sometimes returns with a force and velocity insufficient to press the slide F back to the end of the track W, and consequently fails to draw the stop G downward sufficiently to make it operative. To provide for this difficulty I have placed in front of the stop G or nearer to the free end of the lever D a second stop G', longer than the stop G and adapted to prevent escape of the carrier in case it does

not for any reason reach the position shown in Fig. 1 upon its return toward the standard. The stop G' is preferably made up of two bars lying on opposite sides of the track-wire W when the lever is in its lowest position, as shown in Fig. 3, and I have joined the ends of these two bars with the end of the stop G by means of two curved bars G², each of which is preferably made up of a rod and a rubber tube inclosing the same. These bars G² are of such curve as to strike the end of the carrier farthest from the standard, and thereby to press the carrier toward the standard. These bars form, in fact, a graduated stop adapted to operate upon the carrier at any point within their range of length, and I have found in the use of this device that when the carrier reaches any point within the space between the stop G' and the standard A it will be securely held by means of some part of the entire stop G G' G² and will be in suitable position to be propelled away from the standard by the downward movement of the handle of the lever.

So far as the operation of the stop G', already described, is concerned, the material of which the stop is constructed is not essential; but I prefer that the two bars of which the stop is composed shall be of spring-steel or other suitable elastic material and shall be separated by a space somewhat less than the diameter of the track-wire W, except at their lower ends, where they shall be bent outwardly in substantially the form shown in Fig. 3. The object of this construction is to give the stop a frictional clasp upon the wire, in order to prevent accidental upward movement of the free end of the lever D after it has been drawn down by the return of the carrier. The spreading apart of the ends of the two spring-bars is merely to provide such an opening between them as to make their engagement with the track-wire certain.

In order to prevent rattling of the lever upon the standard, and to give it a certain stability in any desired position, I have found it advisable to provide some simple friction device at the point where the lever is pivoted to the standard. This friction may be secured in various ways; but the device shown in Fig. 4 is one which I have used and which is simple and effective. As shown in this view, the standard A at the point where the lever is pivoted to it is provided with a hub or gudgeon *a*, extending outward and through one of the bars of which this part of the lever is composed. The bolt *b* passes through the lever, the standard, and the gudgeon *a*, and is provided at one end with a suitable head and on the other with a nut N, a spring S being interposed between the nut and the gudgeon *a*. The nut may be turned in either direction to increase or decrease the pressure of the spring, and it is evident that the force of the spring must push the nut away from the gudgeon, thereby drawing the bolt-head and the member D of the lever toward the standard

and increasing the friction of the lever upon the standard.

While I have shown and described the supplemental track-wires W', and have throughout the specification described the slide F as moving on said wires, and while I prefer to use said supplemental tracks, they are not absolutely essential to the operation of my device. If they are dispensed with, the slide F will be caught by the end of the carrier at each return thereof and will be moved toward the standard, as hereinbefore described; but it will slide along the main track-wire W or against the end of the carrier at some point above the track-wire, the position of the slide, when so returning, being largely dependent upon the form of the end of the carrier. In case the supplemental track-wires are not used, I prefer to give the end of the carrier some such form as is shown in dotted lines at *k*, Fig. 1, the concave edge of the carrier being adapted to catch the slide and draw it downward toward the track-wire W.

Having now described and explained my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a device of the class described, the combination, with a suitable standard and a suitably-supported track, of pulleys supported above the track at a suitable distance from the standard, a lever pivoted to the standard and extending to a point near said pulleys, cords fastened to the free end of said lever and passing about said pulleys, and a transverse slide fastened to the free ends of said cords and adapted to impinge upon a carrier moving on said track, substantially as shown and described.

2. In a device of the class described, the combination, with the standard and the track-wire, of an arm or arms supported by the standard above the track-wire, pulleys journaled in the end of said arm or arms, a lever pivoted to the standard and extending to a point near said pulleys, supplemental track-wires lying below said arms, a slide moving on said supplemental track, and cords passing from the free end of the lever about said pulleys and fastened to said slide, substantially as shown and described.

3. In a device of the class described, the combination, with the standard, the arms supported thereby, the pulleys supported at the ends of the arms, the supplemental track-wires, and the slide moving thereon, of the lever pivoted to the standard, the cords connecting the slide with the free end of the lever and passing about said pulleys, and a downwardly-extending stop fastened to the lever and adapted to prevent escape of a carrier from the space near the standard when the lever is in its lowest position, substantially as shown and described.

4. The combination, with the standard A, arms B, pulleys C C, track-wire W', and slide F, of the lever D, pivoted to the standard, the stop G, extending downward from the lever,

and the cords E, connecting the free end of the lever with the slide, substantially as shown and described.

5 5. The combination, with the standard, the arms B, and the pulleys C C, the track-wires W', and slide F, of the lever D, provided with the two stops G G', connected by the curved rods G², substantially as shown and described.

10 6. The combination, with the standard A, track W, arms B B, pulleys C C, supplemental track W' W', and slide F, of the lever D, pivoted to the standard, and the stop G', fastened to and extending downward from the lever, said stop being a spring-clamp adapted to
15 clasp the track-wire when the lever is brought to its lowest position and thereby prevent accidental upward movement thereof, substantially as shown and described.

20 7. The combination, with the lever D, comprising two parallel bars *d d'*, of the standard A, lying between said bars and provided with a gudgeon *a*, extending through one of them,

the bolt *b*, passing through the parts specified and pivoting the lever to the standard, the spring S, encircling the bolt and resting 25 at its inner end against the gudgeon, and the nut N, engaging the bolt and adapted to regulate the tension of the spring, substantially as shown and described.

8. The combination, with the standard A 30 and track-wire W, of the lever D, pivoted to the standard, the slide F, moving above said track-wire, and cords connecting said slide and the front end of the lever, said lever being provided at its rear end with a downward 35 extension D' and handle D², and said extension being made up of two rods joined at their ends and curved outward between their ends to form a space for the passage of the track-wire, substantially as shown and described.

EMANUEL C. GIPE.

Witnesses:

PHILIP J. GEIB,
ROBT. H. WILES.