

(No Model.)

M. W. SHERWOOD.
CASH CARRIER APPARATUS.

No. 487,905.

Patented Dec. 13, 1892.

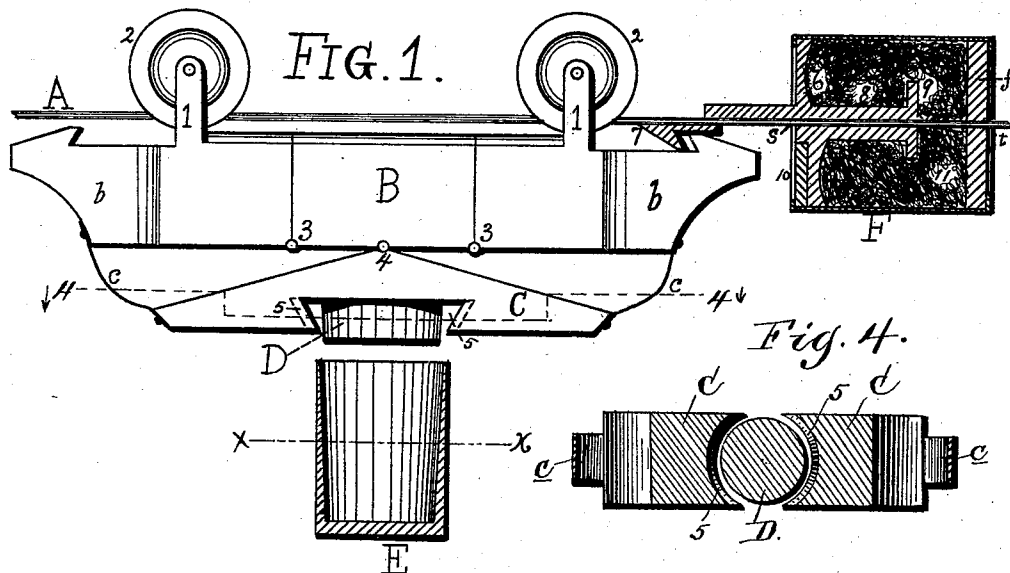


Fig. 4.

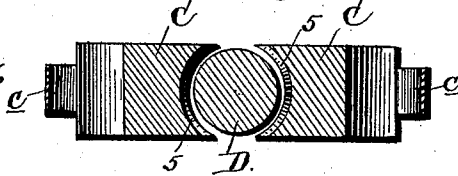


FIG. 2.

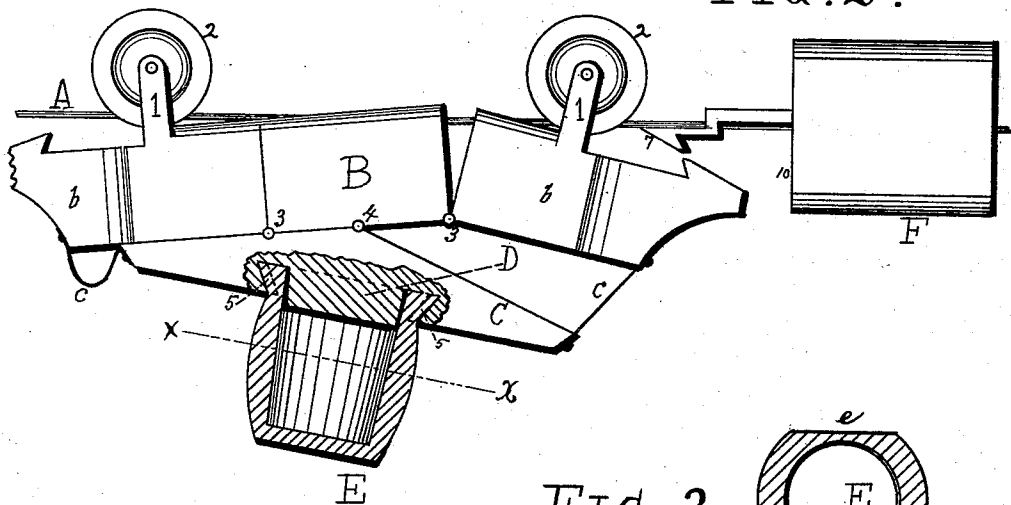
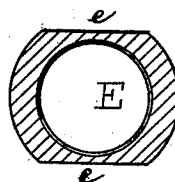


FIG. 3.



WITNESSES.

L. S. Savage.
C. Johnson

INVENTOR.

Marion H. Sherwood
By
Nathan W. Corandale
Atty.

UNITED STATES PATENT OFFICE.

MARVIN W. SHERWOOD, OF MERIDEN, CONNECTICUT.

CASH-CARRIER APPARATUS.

SPECIFICATION forming part of Letters Patent No. 487,905, dated December 13, 1892.

Application filed July 14, 1892. Serial No. 439,979. (No model.)

To all whom it may concern:

Be it known that I, MARVIN W. SHERWOOD, a citizen of the United States, residing at Meriden, in the county of New Haven and State of Connecticut, have invented certain new and useful Improvements in Cash-Carrier Apparatus; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in cash-carriers or cash-car apparatus for use in stores or other places of trade for transporting cash from receiving-stations to a central deposit-station or cashier's department and returning change when necessary; and it consists in certain novel features of construction and combination of parts more fully hereinafter specified, and pointed out in the claims.

Heretofore there have been similar devices provided with spring latches or catches, which have been found objectionable on account of their frequent breakage of the springs, and also on account of the noise which a slight wear in the parts occasions, and which is a serious objection to their use in fancy and dry goods stores, &c.

The object of this invention is to overcome wholly or in part the objections existing in prior devices by producing a car or truck with gravity-latches for engaging the catch-hooks on the stops or bunter-heads at either end of the line, the whole being constructed in a manner to take up any and all wear automatically by gravity, thereby obviating all disagreeable rattle or noise common in that class in which springs are employed.

Similar letters and numerals of reference denote the same parts throughout the several views.

In the drawings, Figure 1 is an elevation of my improved car suspended from an overhead track-wire, engaged or locked with the catch-hook upon an elastic stop or bunter-head, which is shown in longitudinal section to better illustrate its construction. The cash-cup is also sectioned longitudinally and is shown slightly removed from its engaging-point.

Fig. 2 is an elevation of the same device, all the parts being shown in the positions assumed when the latch of the car is disengaged from the catch-hook upon the stop or bunter-head. The bunter-head and catch-hook in this figure are shown in elevation. The cash-cup is, however, longitudinally sectioned at right angles to the view presented in Fig. 1 and is shown in the position occupied when in operation. A section of the disengaging-lever is also broken away to the center to better illustrate the manner in which the cash-cup engages therewith. Fig. 3 is a transverse section of the cash-cup, taken through the line *z*. Fig. 4 is a sectional view on the line 4 4 of Fig. 1, looking down.

A is the track-wire, usually stretched overhead.

B is the central portion or body of the truck or car.

b b are the end portions of the truck or latches.

1 1 are vertical arms, either formed integral with or secured to the end portions of the truck, and to the top of which are pivoted the truck-wheels 2 2. The wheels 2 2 may be each provided with V or U shaped circumferential grooves for the purpose of guiding them on the track-wire. The portions *b b* and B are hinged together at 3 3. A disengaging-lever C is pivoted to the bottom of the central portion or body of the truck at 4 and is permanently connected at each end to the latch portions of the truck by flexible straps *c c*, such as leather, rubber, &c. A round plug or pin D is secured to or formed integral with and projects from the bottom of the disengaging-lever and is of a diameter slightly less than the bore or recess in the cash-cup E and is designed to serve as a guide to the cup when introducing it into the recess in which it is secured. A groove 5 of the dovetail pattern is formed in the bottom of the disengaging-lever and concentric with the plug or guide-pin, and serves as a fastening for the cash-cup. The cash-cup E is provided with a flaring flange at its upper edge for the purpose of engaging the beveled recess in the disengaging-lever and is well illustrated in Fig. 2.

The upper edge of the cup or its flange is cut away or flattened, as shown at *e e* in Fig.

3, by which construction the cup may be attached to the lever C by inserting the sides *e e* between the pin D and the grooves 5, and then turning the cup until the flanges engage the said grooves.

The stop or bunter-head consists of a shell or cylinder F, of metal, papier-maché, or other suitable material, said shell or cylinder being provided with a fixed or rigid head *f*, and a loose or sliding head 6 is fitted into the opposite end from the solid head and is provided with an outwardly and downwardly projecting catch-hook 7. A stem 8 projects inwardly from the sliding head 6 and terminates somewhat back of the center longitudinally in a button or head 9. An opening or hole *s* is formed through the center of the front or sliding head and the stem thereof, of sufficient diameter to admit of the track-wire passing freely through the same. A hole *t* is also formed through the center of the solid head but of a diameter sufficiently small to cause it to hold firmly upon the wire wherever placed; or it may be secured by any well-known and approved means, such as set-screws, solder, &c. A piece of leather, rubber, or flexible material may be fastened to the free end of the bunter-head, where the latch of the truck contacts with it, as at 10. A loose filling of any flexible material—such as cotton, hemp, &c.—may be employed to fill the space 11, between the heads of the bunter. The flanges of the cup are caused to engage with the beveled surfaces of the said recesses in the disengaging-lever C, and are illustrated in Fig. 2. This secures the cup to the disengaging-lever, since the guide-pin D prevents the cup from any movement sidewise, and the friction caused by its weight prevents it from turning to the releasing-point. After the cup is secured in place a forward pressure of the cup with the hand causes the disengaging-lever to rock upon its hinge, thereby causing the forward end to rise and the rear end to travel downward until the strap connecting the disengaging-lever with the rear catch or pawl is drawn taut, when a further continued movement carries the front end of the disengaging-lever upward until it contacts with the body of the truck, and the rear end is drawn downward, taking the rear pawl with it, which operation causes the rear joint in the truck to open, as shown in Fig. 2 thereby releasing the car or truck from its fastening, and a still further continuous pressure in the same direction sends the car over the track-wire to its destination. As will be seen, one continuous pressure serves to release and send the car along the line the moment that forward pressure is released, the weight of the central parts of the truck serving to restore the said parts to the horizontal position shown in Fig. 1 and keep

them in such position while moving along the track-wire. Arriving at the end of the line the beveled surface of the latch engages with the corresponding surface on the catch-hook, when by reason of its momentum the latch is thrown down and passed under the catch-hook and contacts with the bunter-head, the loose head retiring slightly within the shell, thereby compressing the material confined between the heads. By this means the force of the car is broken easily, and the severe strain to which it would otherwise be subjected is wholly or in part obviated. As will readily be seen, after the material has been compressed a reaction or expansion takes place, which throws the loose head forward with nearly as much force as it was driven backward. Obviously, therefore, through the intervention of the rear stem upon the loose head the central head is brought forward with considerable force, thereby loosening up the material between the heads and preventing it from becoming matted or permanently compressed. As the loose head is carried forward by the expansion of the compressed material, so in turn the car is forced toward the catch-hook, with which it engages, and is permanently stopped or locked. The return of the car to the sending-station is a repetition of the operation just described.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a cash-carrier apparatus, a wheeled car or truck composed of a plurality of parts connected together by hinged joints and having an upwardly-projecting rigid hook at each end, in combination with a fixed downwardly-projecting hook located at each end of the car track or way, substantially as described.

2. In a cash-carrier apparatus, a wheeled car or truck composed of three parts connected together by hinge-joints, each end section being provided with a hook, in combination with a cash-receptacle carrier pivotally connected with the central part of the truck and flexibly connected with the end sections, substantially as described.

3. A cash-car having a gravity pawl or latch at each end, adapted to engage with a catch-hook at each end of the line, a disengaging-lever pivoted to the bottom of said car, and a cup secured to the bottom of said lever, substantially as shown and described, and for the purpose specified.

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

MARVIN W. SHERWOOD.

Witnesses:

FRANK S. FAY,
JOHN TREDENNICK.