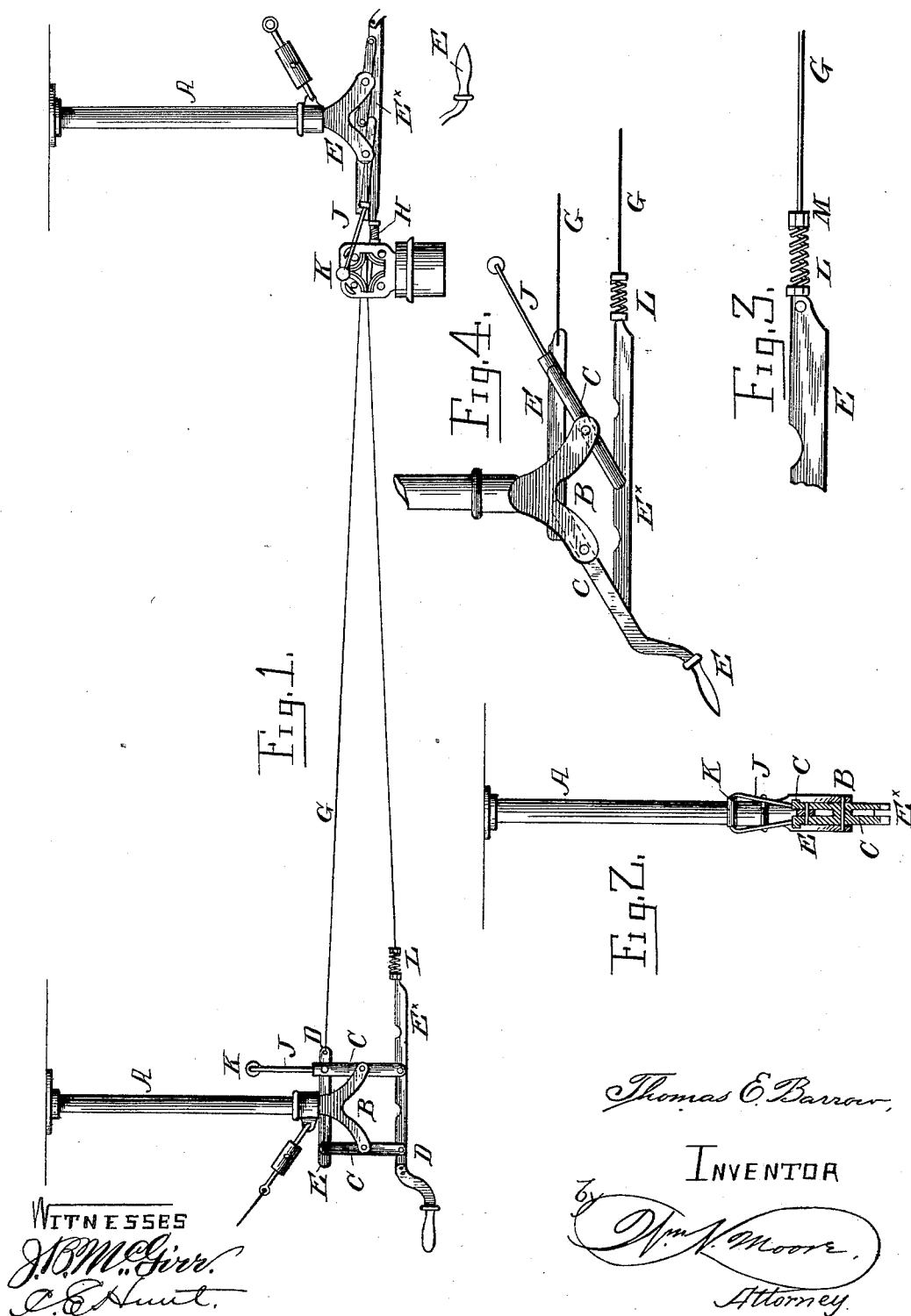


(No Model.)

T. E. BARROW.
CASH CARRIER APPARATUS.

No. 462,806.

Patented Nov. 10, 1891.



UNITED STATES PATENT OFFICE.

THOMAS E. BARROW, OF MANSFIELD, OHIO, ASSIGNOR OF ONE-THIRD TO
WORTH H. GURNEY, OF SAME PLACE.

CASH-CARRIER APPARATUS.

SPECIFICATION forming part of Letters Patent No. 462,806, dated November 10, 1891.

Application filed March 10, 1891. Serial No. 384,514. (No model.)

To all whom it may concern:

Be it known that I, THOMAS E. BARROW, a citizen of the United States of America, residing at Mansfield, in the county of Rich-
land and State of Ohio, have invented certain
5 new and useful Improvements in Cash-Carriers, of which the following is a specification, reference being had therein to the accompanying drawings.

10 My invention relates to improvements in cash-carriers, or, as they are otherwise known, "store-service apparatus," and has especial reference to a cash-carrier in which the car is
15 propelled from station to station by the spreading of the track-wires.

The leading object of my invention is the provision of an apparatus by means of which the car can be propelled from station to station with ease and rapidity, which will be composed of few parts, rendering the apparatus
20 simple of construction, which will be strong and durable to withstand the hard usage to which it is subjected, and which can be produced at a small price.

25 A further object of my invention is the provision of a cash-carrier which in addition to possessing the features of merit before noted shall be of neat and ornamental appearance, which will occupy small space when applied,
30 which will be easy of operation, and which can be readily repaired and transported.

To attain the desired objects the invention, broadly stated, consists of a cash-carrier employing stations, horizontally-disposed arms
35 pivotally connected to each station arranged parallel with each other and adapted to open and close, and track-wires connected to the inner ends of said arms, whereby the opening and closing of the arms spreads the track-
40 wires and forces the car from station to station.

The invention further consists of hangers or supports, levers or links pivoted to said supports between their ends, arms pivoted to the ends of said levers, track-wires connected
45 to the inner ends of said arms, and a car arranged on said track-wires, whereby the track-wires are adapted to be spread by the action of the levers to force the car back and forth
50 on the track.

The invention further consists in certain

features of construction and combination of parts in a cash-carrier, substantially as herein illustrated, described, and specifically defined and distinguished by the claims.

55 In order that the construction, operation, and advantages of my improved cash-carrier may be readily understood I have illustrated an apparatus embodying my invention in the accompanying drawings, in which—

60 Figure 1 represents a side view of my cash-carrier with the car at one station and the wires spread at the other station. Figs. 2, 3, and 4 represent details of my cash-carrier to enable persons to more readily understand
65 the construction of the different parts.

Referring by letter to the drawings, in which similar letters of reference denote corresponding parts in the several figures, A designates hangers or supports secured to and
70 depending from the ceiling or other support and securely braced and sustained, as shown. The hangers at their lower ends are formed or provided with the bifurcated lugs or ears
75 B, to which are pivoted at or near their centers the links or levers C, the ends of which are forked or bifurcated, as shown, and in said bifurcated ends D are pivoted the arms
80 E and E^x, the upper arms E being shorter than the lower arms E^x and the said lower arms E^x being formed with a handle F for
operating the apparatus. The handle or lever may be formed upon or attached to the
arm or link E'. The track-wires G are connected to the inner ends of the arms E and
85 E^x, and the car or carriage H travels on said track-wires.

From the foregoing description and drawings it will be seen that to propel the car from station to station it is merely necessary to
90 draw down upon the handle at either station, when the wires will be spread and the car forced from station to station, and to retain the car at the station I employ a yoke-shaped
95 retainer J, having an enlargement K at the upper end adapted to engage in the seat or depression in the upper portion of the car, which enlargement is preferably a rubber
100 roller. This retainer is shown clearly in Fig. 2 and is secured to the inner one of the levers C, and around the lower track-wires, at the inner ends of the lower arm E^x, I place a coil-

spring L with rubber sleeves or stops M at the inner ends thereof, which form bumpers for the car.

The operation of my apparatus will be readily understood from the foregoing description; but I will state that it is only necessary to draw down upon either handle, which opens the wires at one end, forcing the car to the other station, where it is retained by the retainer, the car being propelled from either station by the mere opening and closing of the levers and consequent spreading of the track-wires.

My apparatus, it is evident, possesses merit in points of simplicity, durability, and cheapness, is thoroughly efficient in operation, is compact and ornamental in appearance, and thus embodies the necessary features to render it practical and useful.

Having described my invention, I claim—

1. In a cash-carrier apparatus, the combination of hangers or supports, links or levers pivoted to said supports, arms arranged parallel with each other and pivoted at or near the ends of the links or levers, track-wires connected to said arms, a car adapted to travel on the track-wires, and retainers for engaging the car.

2. In a cash-carrier apparatus, the combination of hangers or supports having bifurcated lugs at the lower ends, links pivoted in said lugs and having their ends bifurcated, arms pivoted in the bifurcated ends of the links, track-wires connected to the inner ends of the arms, retainers carried by the links or levers, and spring-buffers for the car, all ar-

anged and adapted to operate substantially as and for the purpose described.

3. In a cash-carrier apparatus, the combination of hangers or supports, links pivoted intermediate of their ends to said hangers or supports, horizontal arms arranged parallel with each other and pivotally connected to the ends of the links, and track-wires attached to the inner ends of the horizontal arms, whereby when the arms are caused to move horizontally and away from each other the track-wires are separated and spread behind the car and propel the car from station to station, substantially as described.

4. In a cash-carrier apparatus, the combination of hangers or supports, links pivoted intermediate of their ends to said hangers or supports, horizontal arms provided with handles arranged parallel with each other and pivotally connected to the ends of the links, track-wires attached to the inner ends of the horizontal arms, whereby when the arms are caused to move horizontally and away from each other the track-wires are separated and spread behind the car and propel the car from station to station, retainers connected to the links for engaging and retaining the car at the stations, and spring-buffers against which the car contacts, substantially as described.

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

THOMAS E. BARROW.

Witnesses

C. E. HAGERMAN,
WM. W. SKILES.