

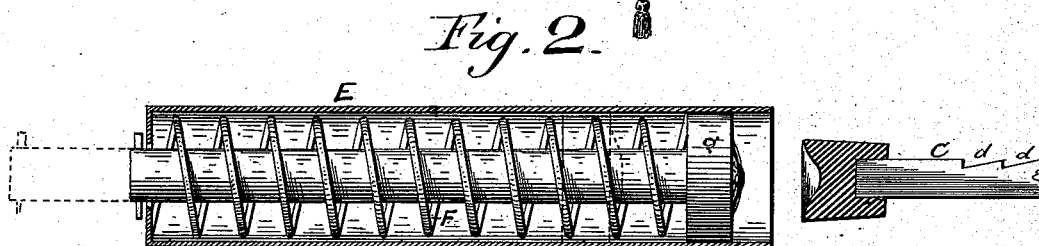
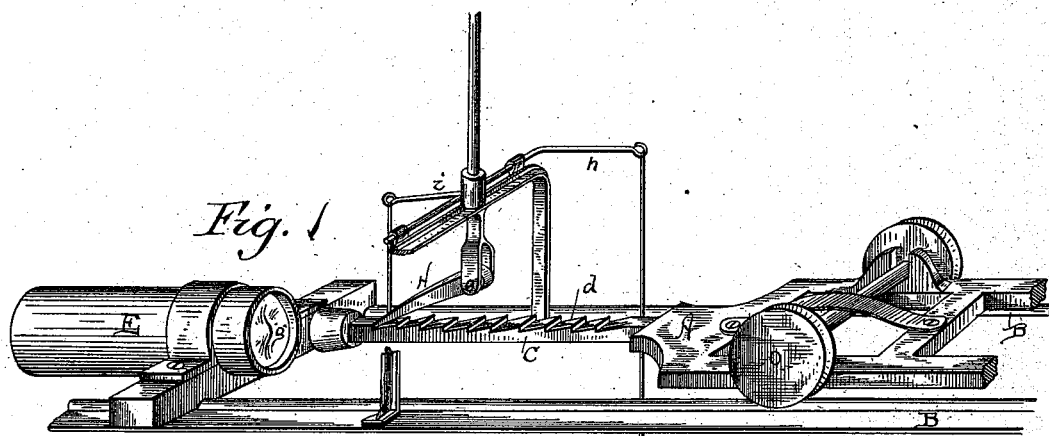
(No Model.)

G. F. GREEN.

CASH AND PARCEL CARRIER.

No. 381,127.

Patented Apr. 17, 1888.



Witnesses:
J. B. McGinnis
L. M. Low

Inventor:
George F. Green
By his atty
Robt Smith

UNITED STATES PATENT OFFICE.

GEORGE F. GREEN, OF KALAMAZOO, MICHIGAN, ASSIGNOR OF TWO-THIRDS
TO OLIVER S. KELLEY, OF SPRINGFIELD, OHIO.

CASH AND PARCEL CARRIER.

SPECIFICATION forming part of Letters Patent No. 381,127, dated April 17, 1888.

Application filed October 1, 1887. Serial No. 251,227. (No model.)

To all whom it may concern:

Be it known that I, GEORGE F. GREEN, of Kalamazoo, in the county of Kalamazoo, in the State of Michigan, have invented new and useful Improvements in Cash and Parcel Cars for Use in Stores; and I do hereby declare that the following is a full and accurate description of the same.

In Letters Patent No. 338,150, granted to me March 16, 1886, there is described a device for arresting the car at the end of its course, and by the power stored up in such arrest starting the car on its return.

This invention is an improvement on the one referred to above.

In the accompanying drawings, Figure 1 is a perspective view of a part of my car, showing the invention. Fig. 2 is a longitudinal section of the arrester.

A is the car, and B B are the rails on which it travels. The bumper-rod C is mounted on the car and projects rigidly from its end. The upper side of said rod is provided with ratchet-teeth *d*.

E is a spring-case permanently mounted at the termination of the track over or in front of the cashier's desk. It is mounted in axial line with the rod C, so that as the car advances it will enter the open end of said case.

F is a spring inclosed in the case E, and *g* is a spring head or piston which slides freely within the case E and compresses the spring when pushed inward.

When the car approaches the termination of its course, the end of the rod C enters the open end of the case E, and, striking the piston *g*, forces the spring back until its elastic resistance overcomes the momentum of the

car and brings it to rest. If not restrained, the elasticity of the spring will immediately reverse the movement of the car and start it on its backward course. This is the effect at the termination of the track most distant from the cashier's desk. At the cashier's desk, however, it is desired that the car shall be arrested and held during pleasure. I therefore provide a pawl, H, which is pivoted to a fixed support. It drops into one of the notches *d* and holds the rod C and the car at its most advanced position, with the spring compressed, until released by raising said pawl out of the notch in which it is resting, which may be done by means of a lever, *h*, and rock-shaft *i*, accessible to the hand of the cashier. Immediately upon such release the spring will expand and expel the bumper-rod from the case and overcome the inertia of the car by the power stored up in the spring at the time the car was arrested. This insures the prompt starting of the car independent of the electrical motor.

Having described my improvement, I claim—

1. The combination, with the car A, having a ratchet, of the spring-case E, the inclosed spring F, the piston *g*, and a pawl mounted at the station, adapted to engage said ratchet, substantially as described.

2. The car A, provided with the front projecting bumper-rod, C, having the ratchet-serrations *d*, combined with the fixed spring-case E, spring F, piston *g*, and pawl H, pivoted to a fixed support, substantially as set forth.

GEORGE F. GREEN.

Witnesses:

ED. C. PARSONS,
BEACH A. HALL.