(No Model.)

G. F. GREEN.

CASH CARRIER.

No. 386,314. Patented July 17, 1888.

Fig. 1

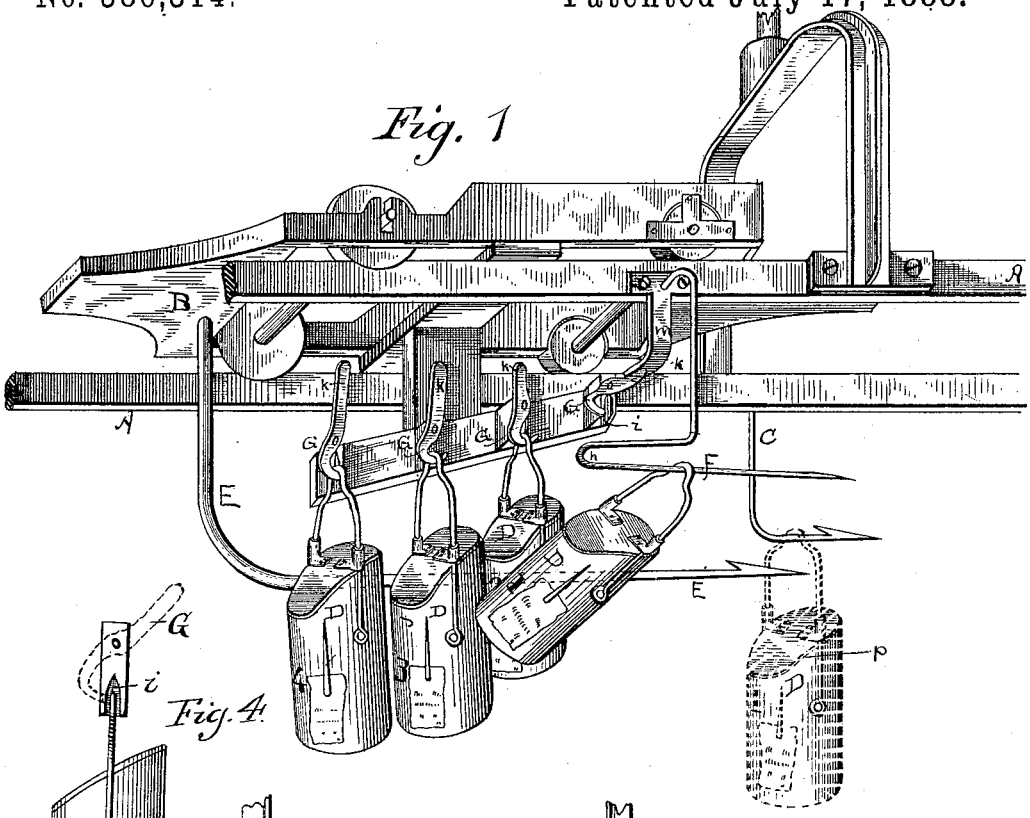


Fig. 4

Fig. 2

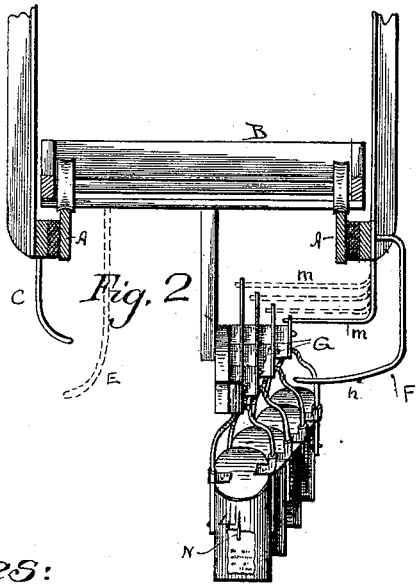
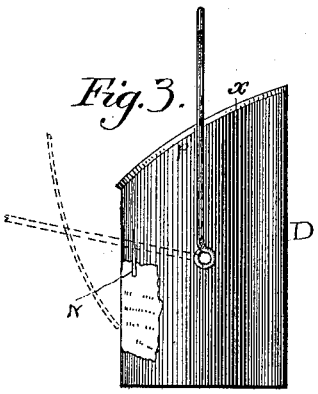


Fig. 3.



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UNITED STATES PATENT OFFICE.

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

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 386,314, dated July 17, 1888.

Application filed October 1, 1887. Serial No. 251,225. (No model.)

To all whom it may concern:

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

In Letters Patent No. 338,663, granted to me March 23, 1886, there is shown and described a suspended track and a car to travel on the same, propelled by electricity, to carry cash and parcels from one part of a store to another. The track is at intervals provided with hooks whereon little buckets containing the cash may be hung, and the car is provided with a hook whereon all of said buckets are gathered as the car moves toward the cashier's desk. Other devices are also shown and described whereby buckets are returned with the proper change and automatically deposited at the place from which it was taken.

My present invention relates to improvements in the devices for taking up and redepositing the little buckets in which the cash is contained.

In the accompanying drawings, Figure 1 is a perspective view of my invention. Fig. 2 is a transverse sectional elevation of the same. Fig. 3 is an elevation of the cash-bucket. Fig. 4 is a front view showing the stops or abutments which hold the bail of the bucket from horizontal movement.

A is the track, and B is the car to travel thereon. At convenient distances apart the track is provided with pendent hooks C, for convenience called "stations." These hooks are all at the same distance below the track and practically in line with each other. At each station there is a little bucket-shaped receptacle, D, in which the cash paid is deposited and the proper change returned by the cashier. When a payment has been made, the money is deposited in one of these little numbered buckets, which is then hung upon the hook C, and is taken therefrom by the long hook E, attached to the carriage B, and carried to the cashier's desk.

The hook E is made long, so that it may take up and carry several of said buckets on one excursion, and its point is so located that it will pass unerringly through the handles or bails of the several buckets as they hang on the several station-hooks C. At each station there is also another hook, F, for convenience placed at the opposite side of the track, and the bucket is left hanging on said hook F when the car returns. There is attached to the car a series of individual hooks or latches, G, with numbers corresponding with the station-numbers, to which the cashier attaches the correspondingly-numbered buckets for delivery at the proper stations.

This invention more particularly concerns the hooks F and G.

The hooks G are placed at different elevations and in different planes laterally, and each station-hook F has its point located in the plane of one of said hooks, so that it will pass into the bail of the bucket which rests in said hook, but will not engage any other.

The car frequently moves with considerable speed, and when the bucket, loaded with coin, is suddenly taken off its hook G and arrested in its movement the momentum causes a great strain upon the bucket, and will sometimes cause the bottom or bail to be torn loose. I have therefore made a bend in my hook F, around which said bucket will slide when delivered from the carrying-hook G, and by frictional retardation take up its momentum without damage to the bucket or contents. The bend referred to is shown at *h*. It is a return-bend in a horizontal plane, or thereabout, and adds a change of direction to the mere sliding friction. The bucket will swing and slide around this horizontal bend, but would not pass around a bend upward.

The hooks G are pivoted on the carriage, and each swings across an abutment or stop formed by a notch, *i*, in which the bail or handle of the bucket is placed, and restrained from moving with the sustaining-hook G as said hook is withdrawn to release the bucket. This is shown more clearly in Fig. 4, where the bail of the bucket is represented in position in said notch. In this figure the hook is shown in dotted lines, and it will be evident that when the hook is struck by its trip *m* and moved to the position shown the portion of the stop to the left of the notch *i* in this figure holds the bail from moving with the

hook as it is moved. An additional stop may be provided, as shown at the right-hand side of the notch *i*, for the purpose of preventing the bail from being accidentally jolted off from the end of its hook.

The station-hooks F have to bend around under the track to a greater or less distance to reach the plane of their own hook G, and I therefore find it convenient to place said hooks G not only in different planes laterally, but at different elevations also. In arranging said hooks and stations the hook which is farthest in advance is also the lowest in elevation and nearest the middle of the track, and it belongs to the station most distant from the cashier's desk, so that the bucket suspended upon it is last to be removed.

Each hook G has an extended end or finger, *k*, which projects above its pivot, and there is for each station a permanent pin or trip, *m*, adjusted so that said finger *k* will engage said trip after the point of the hook F has entered the bail of the bucket hanging on said hook G, and said hook will thereby be withdrawn and the bucket suffered to drop onto the station-hook F.

The buckets D have heretofore been provided with hinged lids and the bail attached to the lid. I now make them with the bail pivoted to the side of the bucket and the lid rigidly attached to the bail, and to enable the lid to be removed I cut the upper end of the bucket on a line oblique to the axis of the bucket, as at *p*, or on a curved line having the pivot of the bail as an axis, as shown in the drawings at *x*. Then as the bail is moved on said axis it will carry the lid on or off the bucket, as the case may be.

When cash is sent to the cashier, it is necessary that it shall be accompanied by a ticket indicating the amount to be deducted, and it is desirable to attach said ticket to the outside of the bucket rather than to place it inside, and I therefore provide a ticket-holder—such as a hook or a clip, N, to the outside of each bucket—to receive and hold the ticket in sight.

Having described my invention, I claim—

1. The cash-carrier carriage B and cash-buckets D, combined with the track A and station-hook F, permanently attached to said track and provided with the return-bend *h* in a horizontal plane, or thereabout.

2. The combination of the carriage B, provided with retaining stops or abutments for the bails of the cash-bucket, and with the supporting-hooks G, having the extended fingers *k*, with stationary projecting trip-fingers and receiving-hooks at the salesmen's stations, all substantially as described.

3. The combination of the carriage adapted for outward and returning trips, having thereon a single gathering-hook and a series of delivering-hooks, each situated and moving in a different line from the others, the cash-buckets, the receiving-hooks at the several stations situated correspondingly to the delivery-hooks, graduated trip-fingers, and a series of supporting-hooks, one at each station, in line with the single gathering-hook, all substantially as described.

GEORGE F. GREEN.

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