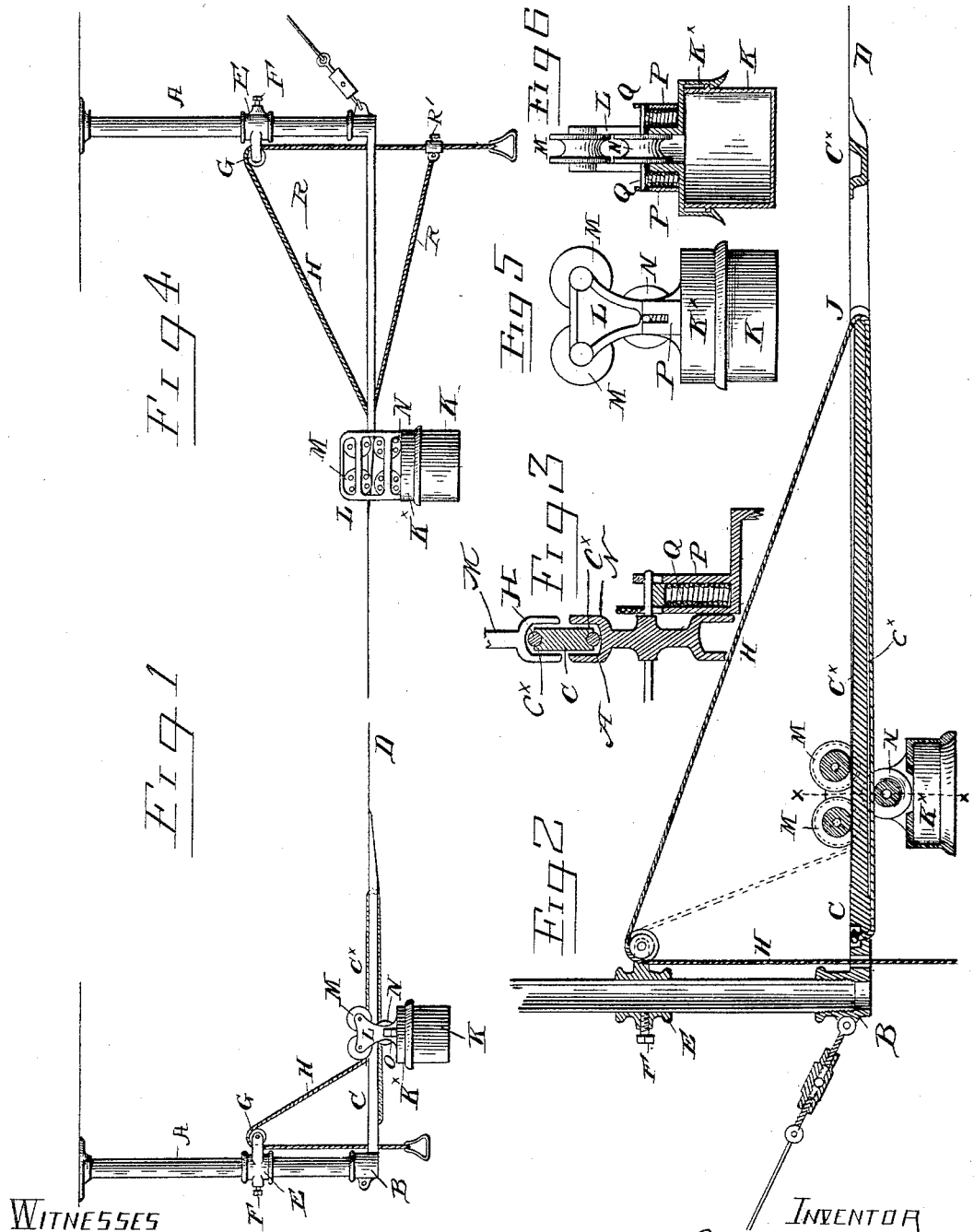
(No Model.)

H. D. B. WILLIAMS.

STORE SERVICE APPARATUS.

No. 459,261. Patented Sept. 8, 1891.



WITNESSES

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STORE-SERVICE APPARATUS.

SPECIFICATION forming part of Letters Patent No. 459,261, dated September 8, 1891.

Application filed January 28, 1891. Serial No. 379,406. (No model.)

To all whom it may concern:

Be it known that I, HUBBARD D. B. WILLIAMS, a citizen of the United States, residing at Mansfield, in the county of Richland and State of Ohio, have invented certain new and useful Improvements in Store-Service 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.

My invention relates to improvements in store-service apparatus; and the object of my invention is to provide a cash-carrier which will be of simple, strong, and durable construction, which will be of ornamental appearance, which will be easy to operate and thoroughly efficient, and which can be produced at a low price.

To attain the desired objects the invention consists of a cash-carrier apparatus constructed substantially as herein illustrated, described, and specifically defined by the claims.

Figure 1 represents a side elevation of a cash-carrier apparatus constructed in accordance with and embodying my invention. Fig. 2 represents a vertical sectional view thereof. Fig. 3 represents an enlarged transverse sectional view of the grooved track and parts of the wheels and car. Fig. 4 represents a modified form of my invention. Fig. 5 represents a side view of the car; and Fig. 6 represents a transverse section of the car, the wheels being in elevation.

Referring by letter to the drawings, in which similar letters denote corresponding parts in the several views, A designates a support or hanger, one of which is provided at each station and which is firmly secured to the ceiling or other suitable support.

I have shown only one of the supports or hangers; but the construction will be readily understood, as each station employs the same character of hanger.

The lower end of the support or hanger is threaded, and to it is secured the sleeve or thimble B, having connected thereto or formed therewith the bar or plate C, which forms a part of the track, the track-wire D being secured to the inner end of said bar or plate.

The bar or plate is provided with grooves or channels $C^{\times}$ on the upper and lower face for the operating-cord to rest in and be out of the path of the wheels of the car.

On the supports or hangers are placed the sleeves or thimbles E, which are adjustable vertically thereon, and are retained at the desired point by set-screws F, and the sleeves also carry guide-pulleys G.

The propelling or operating cord H is secured at one end J to the plate or bar C, rests in the groove on the under side or face thereof, passes upward through an opening K in the bar C, then over the guide-pulley G, and down through an opening in said bar, the free end being in reach of the operator and being preferably provided with a handle or pull. The purpose of passing the propelling-cord through plate C and carrying it along the under side of said plate is to secure additional friction for the car or carrier, as is evident, and the grooves in the plate are tapering, as shown.

The car consists of the lower section K and the upper section $K^{\times}$, adapted to be secured together and the lower section removed, as well known. The upper section is provided with lugs or uprights L, in which are journaled the upper track wheels or rollers M and the lower wheels N. The journals of the lower wheels N are arranged in slotted bearings O in the uprights and the boxes P, and in said boxes P are arranged coiled springs Q, which bear against the journals of said wheels N, the purpose of which is to cause said wheels to bear against the channeled bars or plates at each station and retain the car until it is forced away.

In the modified form of my invention I employ a different form of car and the propelling-cord is passed through the plate C and connected near its free end by means of an adjustable sleeve R′ to the cord itself. The car rides upon said cord and brings the members R thereof near each other. The spreading of said members propels the car on the track.

The operation of my cash-carrier will be readily understood from the description and drawings, and, briefly stated, is as follows: The car is in its normal or initial position, as

shown in Fig. 1, and by pulling downward on the propelling-cord the cord is moved to the position shown in Fig. 2, which forces the car along the track, and at the other station the car rides upon the plate or bar, and the lower roller, by reason of its spring or elastic bearing, acts as a brake upon the said bar and stops the car, and when it is desired to propel the car to the other station the cord is pulled down, as before, and the operation is repeated, as will be readily understood. The adjustment of the sleeves allows the throw of the propelling-cord to be changed to suit circumstances, and also adjusts the length of said cord.

To all conversant with apparatus of this character it will be readily apparent that it possesses the features of merit necessary and which are calculated to commend it as a thoroughly practical and useful cash-carrier, and further comment is unnecessary.

Having fully described my invention, I claim—

1. In a store-service apparatus, the combination of the hangers having the lower ends threaded, the plates having the sleeves on the outer ends threaded to fit on the hangers and having the upper and lower faces formed with tapering grooves, the track-wire connecting the plates, the car traveling on the track and plates and having the lower wheels provided with yielding bearings, the guide-pulleys, and the propelling-cords passing through the track-plates and over the guide-pulleys, all arranged and operating as described.

2. In a store-service apparatus, the combination of the hangers having the lower ends threaded, the plates having the sleeves on the outer ends threaded to fit on the hangers and having the upper and lower faces formed with tapering grooves, the track-wire connecting the plates, the car being adapted to travel on the plates and track, the guide-pulleys on the hangers, and the propelling-cords passing through the track-plates and over the guide-pulleys, all arranged and adapted to operate as described.

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

HUBBARD D. B. WILLIAMS.

Witnesses:
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