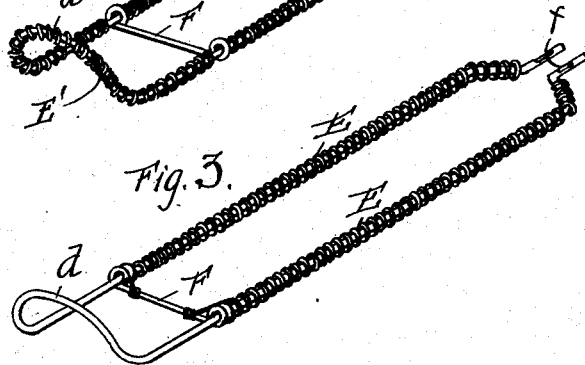
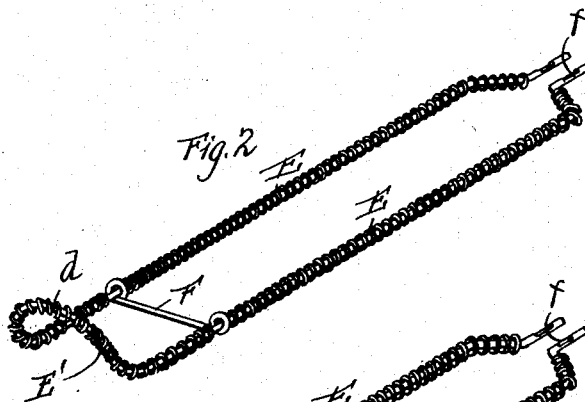
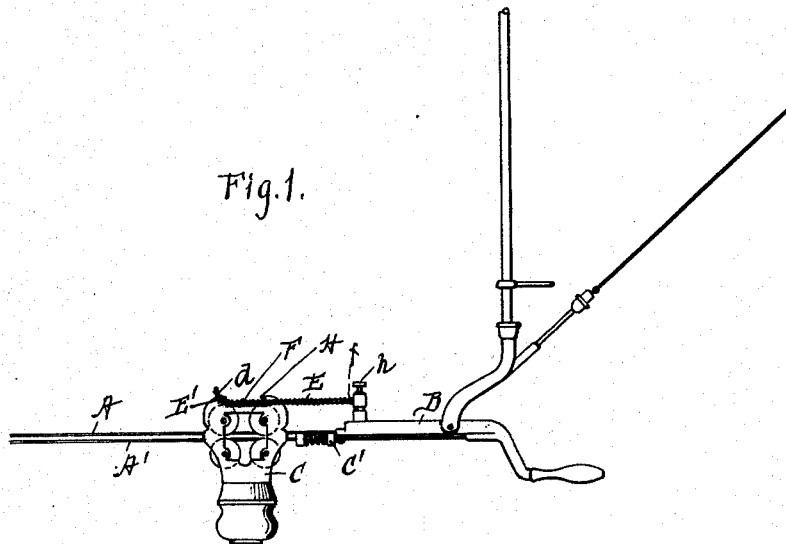


(No Model.)

J. R. POLLOCK.
CASH CARRIER.

No. 522,917.

Patented July 10, 1894.



WITNESSES

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UNITED STATES PATENT OFFICE.

JAMES R. POLLOCK, OF MANSFIELD, OHIO.

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 522,917, dated July 10, 1894.

Application filed April 6, 1894. Serial No. 506,630. (No model.)

To all whom it may concern:

Be it known that I, JAMES R. POLLOCK, a citizen of the United States, and a resident of Mansfield, in the county of Richland and State of Ohio, have invented certain new and useful Improvements in Cash-Carriers; 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 letters of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of an elevation of the invention applied. Fig. 2 is a perspective view of buffer catch. Fig. 3 is a perspective view of modification.

This invention has relation to a certain new and useful buffer catch or stop for the cash or other carriers of store service apparatus, and is more especially adapted for use in connection with what is known as the "Barr apparatus," the object of the invention being to provide a simple and efficient device for taking up the motion of the carriers upon their arrival at the central and counter stations, and thereby prevent the noise and jar which are attendant upon the stop of the carriers in the systems as commonly arranged.

With this object in view, the invention consists in the novel construction and combination of parts, all as hereinafter described, and pointed out in the appended claims.

Referring to the accompanying drawings, the letters A, A' designate the two carrier wires employed in the Barr system, said wires being attached to the opposite arms of the motor lever B, as indicated.

C designates the carrier having an upper frame portion in which are journaled the wheels or pulleys which travel the wires. The lower portion of the carrier comprises the receptacle detachably secured to the frame portion.

C' is the bumper ordinarily employed.

D designates my improved buffer catch or stop, which consists of a piece of wire, or metal bent to form a narrow elongated loop or frame, the forward portion of which is bent or curved upwardly as indicated at *d*. The two end portions of the wire or metal are brought together at the opposite end of the

loop to form short shanks *f*. Coiled around each lateral arm of the loop upon the inner and central portions of such arm is a yielding spring or helix E; and around the forward portion of the loop is a similar spring or helix E' the respective end portions of which are adjacent to the ends of the respective springs E, when the said springs are in their normal position.

F is a sliding, transverse arm, having an eye at each end, said eyes loosely engaging the lateral branches of the loop between the adjacent ends of the springs E, E, and E'. This buffer catch or stop is attached to the forward arm of the motor lever, usually by passing the short shanks *f* through an opening in a vertical projection *g* of said lever, and held by a set screw *h*.

The top portion of the carrier C is formed with a transverse groove or depression H, the said upper portion being rounded off up to said depression, as indicated.

The operation is as follows: As the carrier arrives at its destination it passes under the buffer catch between the arms of the loop until it engages the sliding arm F. The loop being somewhat yieldable, the buffer is raised by the contact sufficiently to permit the arm F to ride over and into the depression H, the motion of the carrier being easily taken up by the springs E, E. The reaction of these springs throws said arm back against the springs E', and this back and forth play is continued until the motion is entirely taken up. The depression should be sufficiently broad to permit the necessary play of the said arm F. By this means the stoppage of the carriage is rendered almost noiseless. The upward curve *d* brings the closed end of the loop out of the way of the carrier, and also gives a bearing for the arm of the spring E'. As soon as the motor lever is operated to again set the carrier in motion, the arm F is raised from engagement with said carrier.

Fig. 3 shows a modified form of the invention wherein the forward spring E' is omitted, and the springs E, E are connected with the slidable arm F. In this construction the reactionary movement of the carriage draws the spring back to its full normal position, and prevents its tendency after being in use for some time to contract.

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

1. The herein described buffer catch or stop
5 for cash and similar carriers, comprising an elongated loop adapted to be attached to the motor lever of the apparatus, a transverse arm slidable upon the branches of said loop, and springs coiled around the arms of said loop,
10 and forming buffers for said slidable arm, substantially as specified.

2. The herein described buffer catch or stop for cash and similar carriers, comprising a narrow elongated loop designed to be attached
15 to an arm of the motor lever, and having its forward portion bent upwardly, a transverse arm slidable upon the lateral branches of said loop, and springs coiled around the branches of said loop, and forming buffers for the said
20 arm, substantially as specified.

3. The herein described buffer catch, or stop, for cash and other carriers, comprising a narrow elongated loop or frame somewhat yield-
25 able and having its forward portion bent or curved upwardly, said loop or frame being

adapted for attachment to an arm of the motor lever, a transverse arm slidable upon the lateral branches of said loop or frame, springs E coiled around the lateral branches of said loop or frame, and a spring E' coiled around
30 the forward portion of said loop and having its ends terminating adjacent to the forward ends of the springs E', substantially as specified.

4. In store service apparatus, the combination with a carrier, having a depression in its upper surface, of an elongated loop attached to the forward arm of the motor lever of said apparatus, a transverse arm slidable upon the lateral branches of said loop, and designed
40 to engage with said depression, and springs coiled around the branches of said loop and forming buffers for the said slidable arm, substantially as specified.

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

JAMES R. POLLOCK.

Witnesses:

PHILIP C. MASI,

GEORGE H. PARMELEE.