

(No Model.)

M. CLARK.
CASH AND PARCEL CARRIER.

No. 309,202.

Patented Dec. 16, 1884.

Fig. 2.

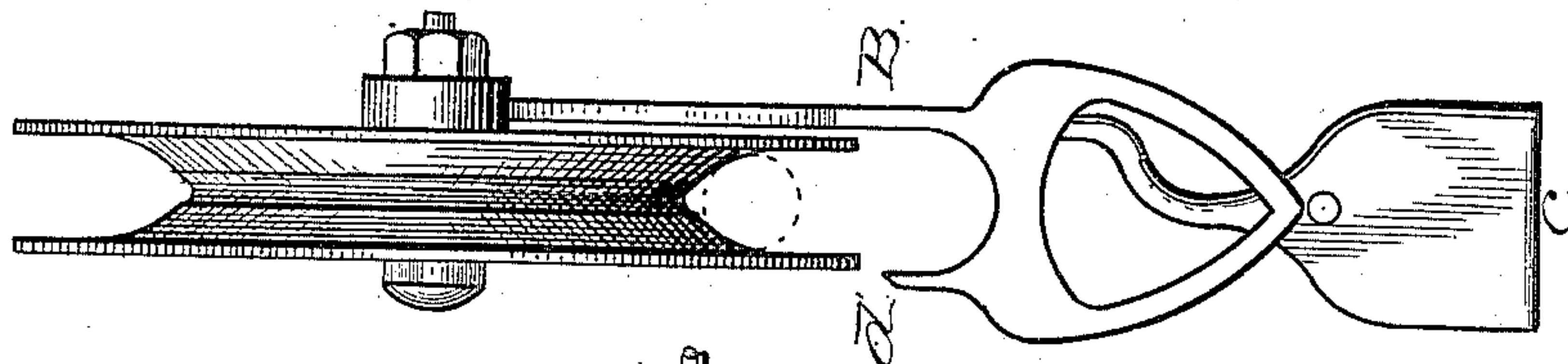
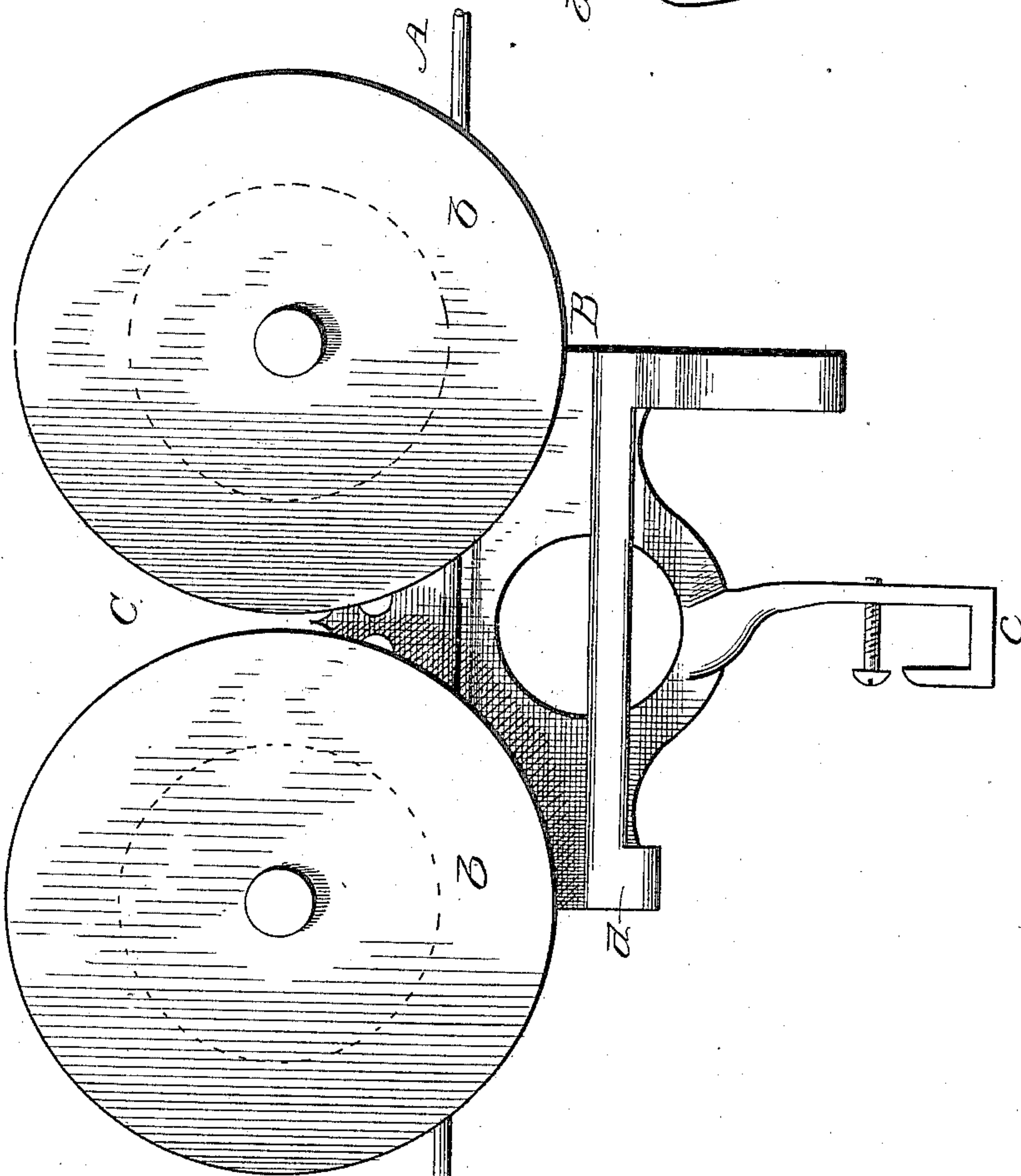


Fig. 1.



WITNESSES:

John Reynolds
Edward E. Ellis

INVENTOR

Milton Clark
BY
O. E. Duff
ATTORNEY

UNITED STATES PATENT OFFICE.

MILTON CLARK, OF NEW YORK, N. Y.

CASH AND PARCEL CARRIER.

SPECIFICATION forming part of Letters Patent No. 309,202, dated December 16, 1884.

Application filed August 14, 1884. (No model.)

To all whom it may concern:

Be it known that I, MILTON CLARK, of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Cash and Parcel Carriers; and I do hereby declare that the following is a full, clear, and exact description of the invention, which 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 the letters of reference marked thereon, which form part of this specification.

My invention relates to cash and parcel carrying systems for service in stores, warehouses, and such like places; and it consists, broadly, in the combination, with the main track or way, of a flexible portion or medium provided at one or both ends of said main track, and which is of a diameter different therefrom, and a car traveling the way, adapted to be removed from the main portion thereof, but incapable of accidental displacement or removal from the flexible portions or media, substantially as will hereinafter be distinctly described and claimed.

In other applications filed by me I have claimed, broadly, the combination, with the main track, of a flexible portion at one or both ends thereof adapted to receive the car and automatically lower the same to within reach of the attendant, and to be again elevated thereby upon the main track.

The object of my present invention is to provide such flexible raising and lowering devices of a diameter varying from that of the main track, whereby the liability of the car falling off during the operation of putting in and taking out cash or articles from the carrier, or in elevating it to the main track, is entirely prevented.

Referring to the accompanying drawings, Figure 1 is a side elevation of track and carrier embodying the principles of my invention, and Fig. 2 is an end view thereof.

Reference being had to the parts by letter, A represents a main track or way of a cash-carrying system, and *a* the flexible portion or medium onto which the car is received as it reaches the terminal of the way, and is caused to sink or fall to within reach of the operator who receives it. This main track or way may

be either permanently fixed at both ends and horizontal, or only fixed at one end and adjustable at the other; or it may be permanently fixed and inclined; or it may be adjustable at one or both ends, and be horizontal or inclined, substantially the same effect or result being obtained with any of them by the use of my invention.

Referring to the construction of the car indicated at C, *b b* represent the wheels, that are properly grooved to travel the way. These wheels are mounted on a frame, B, serving to constitute the main body of the car, and which has a depending bracket or hanger, *c*, to which the carrying-receptacle (not shown) is attached. The frame B is turned up at its lower end to form at the under portion of the periphery of the wheels a longitudinal strip or portion, *d*, and at one end a depending portion, *e*, approximating in shape to a heart. Upon a comparison of the diameter of the main track and that of the supplemental flexible portion or medium it will be observed that the space *d'* between the longitudinal portion *d* of the car's body and the under portion of the periphery of the wheels is sufficient for the passage of the main track, but insufficient for the passage of the supplemental portion. This difference in diameter between the two, however, does not affect the passage of the wheels from one to the other.

By the construction above given the car can only be taken off and put on at the main track, and it being particularly desirable that the said car shall be prevented from falling off or taken off otherwise from the flexible portion the advantages of my invention will be apparent. If for any purpose, however, it should be desirable to have the car permanent upon the main track and removable from the flexible portion, this could easily be effected by simply modifying the order of things, and constructing the main track of the greater diameter of the two.

While I have set forth certain constructions by which my invention may be carried into effect, I do not wish to be understood as limiting myself thereto, as wide departure could be made therefrom.

Having thus described my invention, what I claim is—

1. The combination of a main track or way, a flexible portion at the terminals thereof, and a car adapted to be removed from such main track, but incapable of accidental removal
5 from the flexible portions, substantially as described.

2. The combination, with a main track, of flexible terminal portions of diameter varying with that of said main track, and a car moving thereon adapted to be removed from the
10 main track, but incapable of accidental removal from the terminal portions, substantially as described.

3. The combination, with the main track, of flexible terminal portions of diameter greater than said main track, and a car moving on the
15 main track, adapted to be removed therefrom, but incapable of accidental removal from the terminal portions, substantially as described.

20 4. The combination, in a cash and parcel car-

rying system, of a main track, flexible terminal portions, and a car detachable from the former and permanent upon the latter, substantially as described.

5. The combination, with the main track A 25 and flexible terminal portions *a*, of the car C, having main body formed with strip *d* and hanger *e*, the space between the strip and the under portion of the periphery of the wheels being sufficient to permit the detachment of
30 the car from the main track only, substantially as described.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

MILTON CLARK.

Witnesses:

EDWARD E. ELLIS,

M. P. CALLAN.