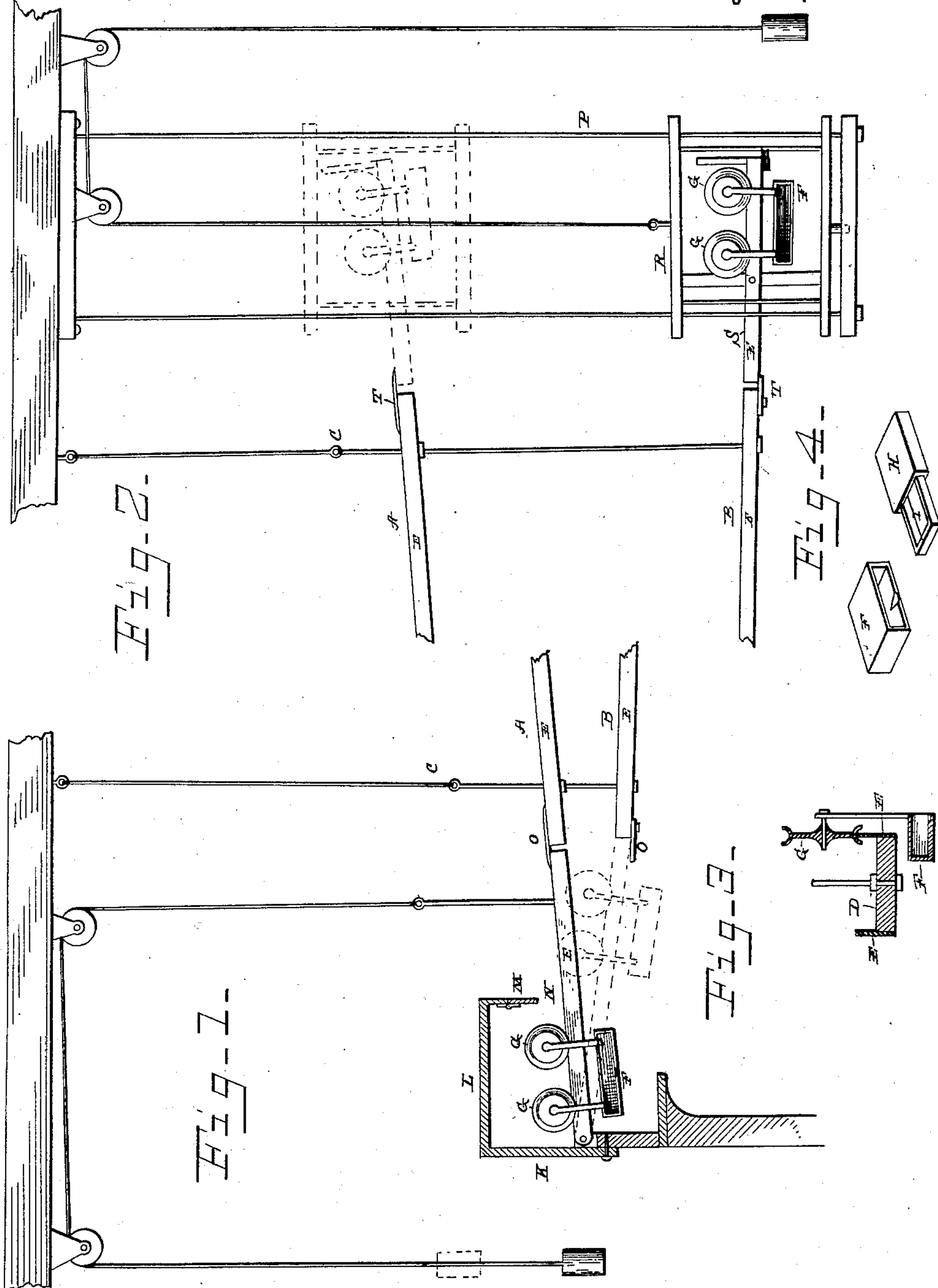


(No Model.)

A. STRICKLAND.
CASH CARRIER.

No. 318,320.

Patented May 19, 1885.



WITNESSES

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ANSEL STRICKLAND, OF CUMMING, GEORGIA.

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 318,320, dated May 19, 1885.

Application filed March 31, 1885. (No model.)

To all whom it may concern:

Be it known that I, ANSEL STRICKLAND, a citizen of the United States, residing at Cumming, in the county of Forsyth and State of Georgia, have invented certain new and useful Improvements in Cash-Carriers, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to improvements in cash-carriers designed especially for store-service, and produces a device of extreme simplicity yet as efficient as the most complicated mechanisms for the purpose. Further, the actual working capacity may be doubled by merely adding an extra set of cars or carriers, the construction and operation of the track being such as to admit of such addition.

In describing the device, and also the details of construction that enter into the improvement, reference is had to the annexed drawings, in which—

Figure 1 represents a side elevation, partly in section, of the cashier's end of the service; Fig. 2, the clerk's end of the same; Fig. 3, a cross-section of the track and one of the cars or carriers, and Fig. 4 a detail perspective of the cash-box.

The tracks are arranged in two inclines, A and B, and rigidly so fixed by suspensory rods C or other suitable means of support. The supports are attached to a central portion, D, which may be constructed of any light material of sufficient strength.

To the said portion D, on each side thereof, are attached the tracks proper, E, projecting somewhat above the upper surface of the central portion.

The cars or carriers are formed of a box, F, hung or suspended from grooved wheels G, which rest on the track.

The wheels are placed one behind the other, and the box travels under the track, being so situated as to maintain an equilibrium.

Within the box F is a removable box, H, containing a drawer, I, which, when the box H is in place, is hid from view, the side only of the said box H showing.

At the cashier's desk K is provided a hood,

L, having in front a hinged flap, M, moving inward only.

One end of a section of track, N, is pivoted within the hood and supported at the other end by a cord and weight passing over pulleys, so that it will remain normally elevated, but may be depressed or lowered. Other means of support may be used.

Stops O on the ends of the tracks A and B prevent too great travel of the free end of the section N, and make the said section respectively coincident with the said tracks.

At the clerk's counter, Fig. 2, is fixed a frame, P, preferably hung from the ceiling and acting as a guiding-support for an elevator, R, which contains a section-track, S, pivoted at about its center. Stops T, similar to the stops O on the coincident ends of the tracks A and B, engage with the outer end of the section S. A cord passing over pulleys, and having a weight attached, serves to counterbalance the elevator and provides a means for operating the same.

Supposing the car to be in the position shown in Fig. 2, the elevator is raised till the stop T on the track A engages with the end of the section S and tilts it. By gravity the car will travel onto the track A till it reaches the cashier's desk, (shown in Fig. 1,) the section N being normally in the elevated position, and is there stopped, the flap M preventing a rebound. By allowing the section N to fall the car will return to the clerk's counter on the track B.

As the conditions under which the device is used vary, the right to vary the construction consistent with the spirit of the invention is reserved.

I claim—

1. In a cash-carrying system, in combination with fixed tracks, a pivoted section at one end moving vertically and carrying the cars or conveyers from one track to the other, substantially as and for the purpose specified.

2. In a cash-carrying system, in combination with fixed inclined tracks, a pivoted section at one end moving from one track to the other, and an elevator at the other end carrying a tilting section and moving from one

track to the other, substantially as and for the purpose specified.

3. In combination with inclined fixed tracks having a vertically-moving pivoted section at one end and a tilting section at the other end, 5 a car consisting of a box or receptacle hung from wheels arranged on a line one with the other, substantially as and for the purpose specified.

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

ANSEL STRICKLAND.

Witnesses:

STEPHEN TERRY,
SAMUEL B. PATTERSON.