

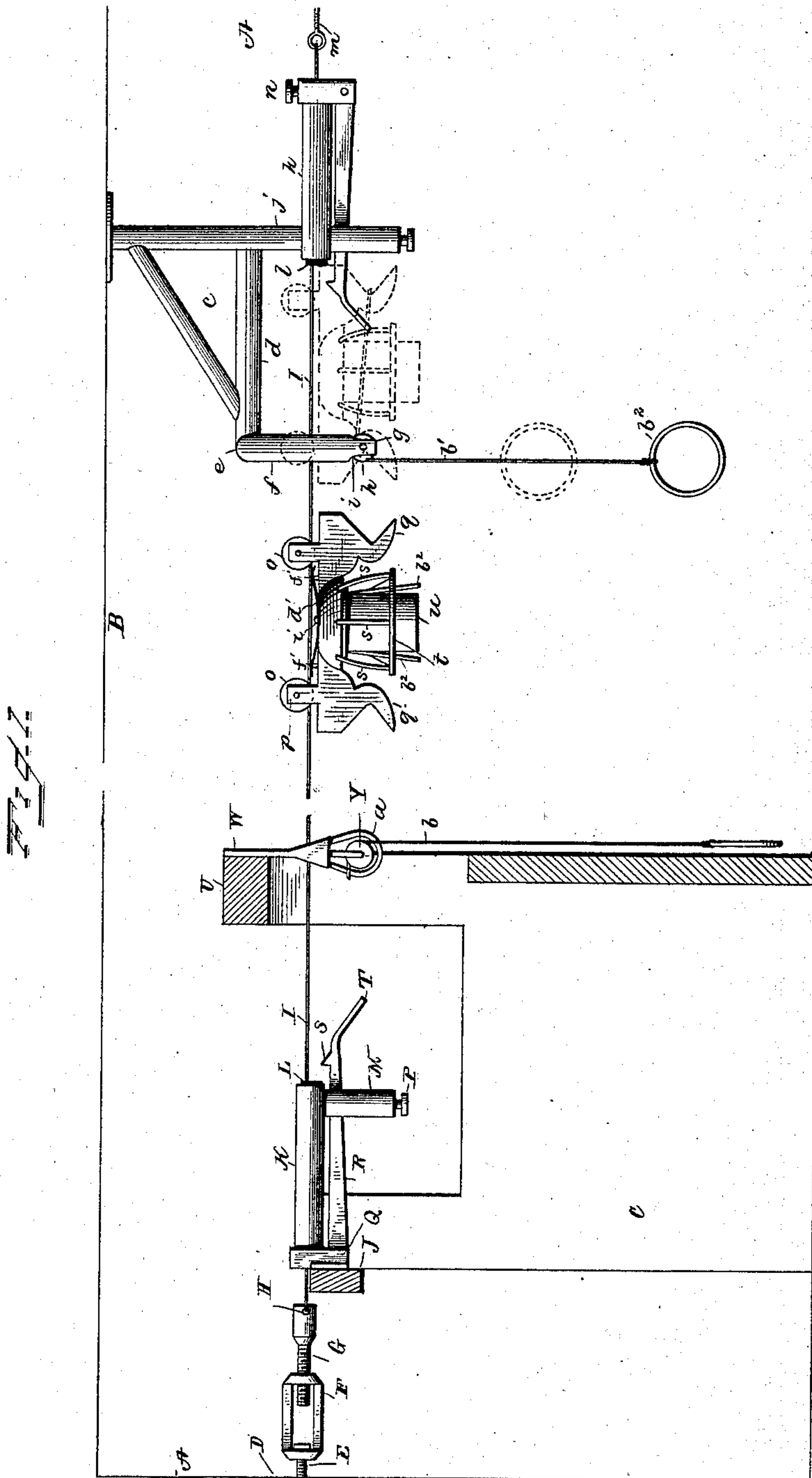
(No Model.)

2 Sheets—Sheet 1.

D. LIPPY.
CASH CARRIER.

No. 326,130.

Patented Sept. 15, 1885.



WITNESSES

F. L. Ourand
Geo. F. Downing

INVENTOR

David Lippy.
By H. A. Symmon
Attorney

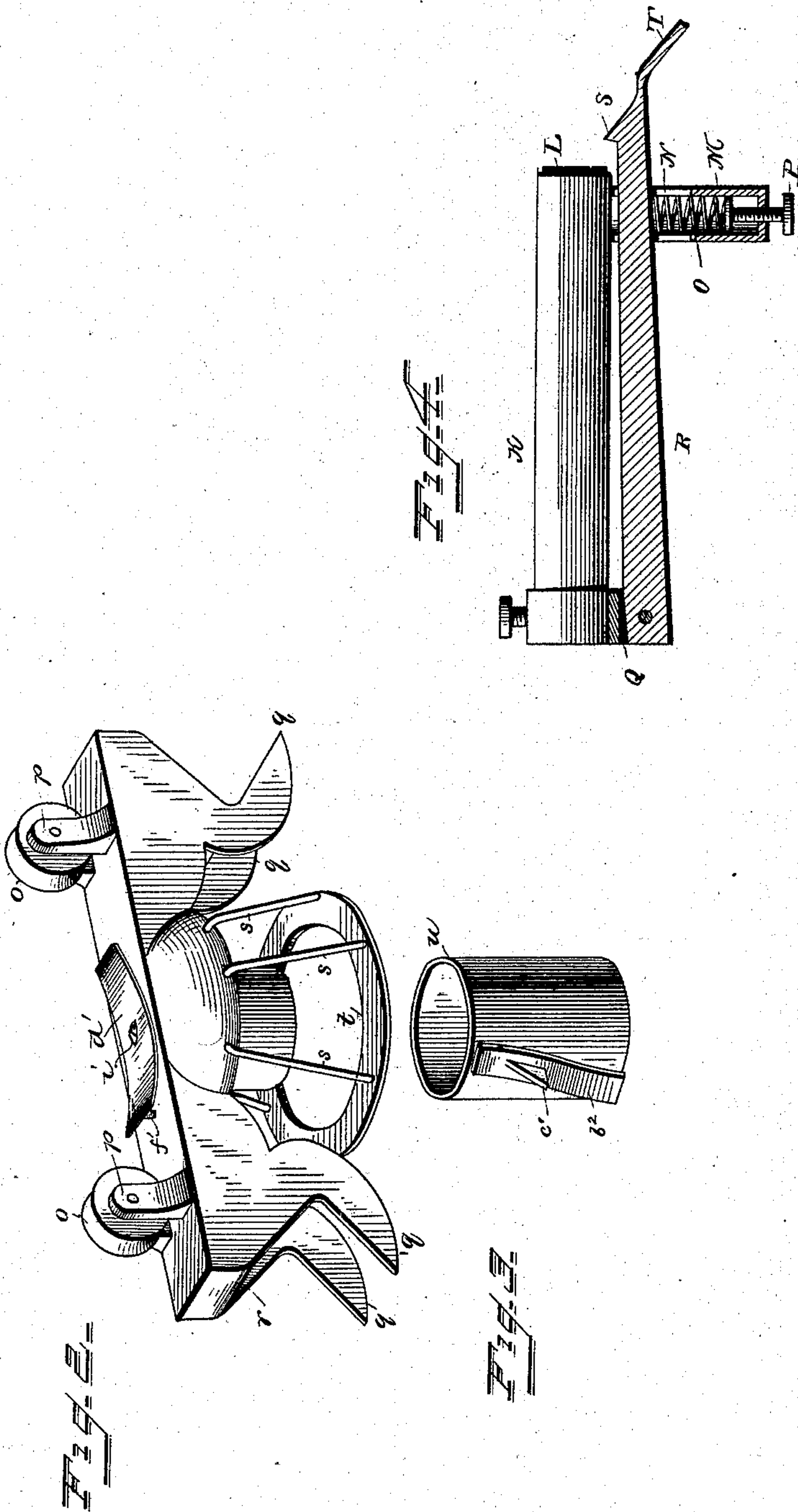
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UNITED STATES PATENT OFFICE.

DAVID LIPPY, OF MANSFIELD, OHIO, ASSIGNOR OF ONE-HALF TO PETER OTT, OF SAME PLACE.

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 326,130, dated September 15, 1885.

Application filed July 7, 1885. (No model.)

To all whom it may concern:

Be it known that I, DAVID LIPPY, of Mansfield, in the county of Richland and State of Ohio, have invented certain new and useful
5 Improvements in Cash-Carriers; and I do hereby 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.

10 My invention relates to an improvement in cash-carriers, the object of the same being to provide an automatic cash-carrier, by means of which cash or small articles may be expeditiously conveyed from one portion of a store-
15 room to another.

A further object is to provide means of the above character which shall be simple and economical in construction, and durable and efficient in use; and with these ends in view my
20 invention consists in the certain features of construction and combinations of parts, as will be hereinafter fully described, and pointed out in the claims.

In the accompanying drawings, Figure 1 represents a view of my improved cash-carrier in
25 side elevation. Figs. 2 and 3 are detached views of the cup and carrier, respectively; and Fig. 4 is an enlarged view in section of the tongue and actuating-spring.

30 A A represent the side or end walls of a room, and B the ceiling thereof. In one end of the room, near the wall, is located the cash-room C, the same being of any desired construction, plain or ornamental, as preferred.

35 To the wall near the cash-room is secured the metallic plate D, through the center of which passes the headed screw E, by means of which the turn-buckle F is connected to the wall, the opposite end of the said buckle being connected with the screw G. The opposite
40 end of the said screw is provided with a plain surface having the perforation H formed therein, adapted to receive one end of the wire track I.

45 To the brace J of the cash-room is suitably secured the tube K, through which passes the track I, the forward end of the tube being provided with the yielding bumper L, projecting beyond the surface of the tube. The
50 tube is provided on its under face, near its

free end, with the depending arm M, the same being provided in its upper end with the oblong slot N, formed longitudinally therein. The arm is made hollow, and is provided centrally with the spiral or other spring, O, the
55 force of which is regulated by means of the set-screw P, located in the bottom of the arm, and adapted to impinge against the bottom of the spring and force it upward.

Beneath the fixed end of the tube K, between the arms Q Q, is pivoted the rear end of the tongue R, the free end thereof passing through the slot N and resting upon the spring O. The free end of the tongue projects a short
60 distance beyond the bumper, and is provided with the shoulder S, and is inclined downwardly, terminating in the downwardly-projecting stem T.

To the forward rail, U, of the cash-room are secured the depending brackets W, provided
70 at their lower ends with the rollers Y and the guide-arms a, around which is passed the cord, chain, or wire b, working on the rollers Y, as shown.

To the ceiling, near one end of the room, is
75 secured the bracket c, the same being preferably constructed, as shown, with the longitudinally-extending arm d, and the horizontal arm e, secured to or formed integral with the end thereof, and the arms f, depending from the
80 ends of the arm e, and provided at their lower ends with the guide-arms g and the rollers h, suitably journaled in the recesses i, formed in the lower ends of the arms f, through which on
85 said rollers is passed the rope or chain b', provided with the operating-ring b².

To the lower end of the arm j is secured or formed integral therewith the longitudinally-extending tube k, the forward end of which is provided with a suitable bumper or cushion,
90 l, and through which bumper and tube is passed one end of the wire track I, the end of which is secured to the wall A by means of the staple m, or in any other manner, if preferred. In this instance the location of the tongue and
95 spring and the manner in which the same are secured are identical with the construction previously described in the opposite tube and corresponding parts.

The rear upper ends of the tubes are pro- 100

vided with the set-screws *n*, adapted to impinge against the wire track and hold the same in contact with the tubes.

When it is desired to tighten the track, it can be conveniently done by means of the turn-buckle *F*, which is operated in the usual well-known manner.

The carriage adapted to convey the cash and other articles is provided on its top with the grooved rollers *o*, located at each end between the arms *p p*, the said rollers being adapted to run on the track, as shown. The carriage is provided on its bottom at each end with the pair of arms *q q*, the same being inclined inwardly near the center, and then outwardly, as shown, whereby the carriage when traveling is enabled to take up the starting-cord *b*. Between the arms *q q*, at each end of the carriage, is secured the downwardly inwardly-beveled faced bar *r*, whereby the carriage when traveling passes over the shoulder *S*, and the same being actuated by the spring *O* will lock the carriage in position on the tube ready to receive the package or to be relieved thereof. The carriage is provided centrally on its bottom with the series of depending arms *s*, circularly arranged, and to the bottoms of which is secured the ring *t*, composed of any suitable material. On the bottom of the carriage, between the arms *s*, is secured the circular lug *u*, provided with the spring-catches *b'*, having formed thereon the lugs *c'*, adapted when the cup is in position on the carriage to rest upon the top of the ring *t* and hold the cup in locked adjustment. When desired to remove the cup, the catches are forced against the cup, and the same can be readily withdrawn from the carriage. The top of the carriage is centrally provided with the semi-elliptical spring *d'*, the same being secured to the carriage by means of the screw *i*, the ends of the spring being adapted to impinge or bear against the track, and consequently regulate and balance the position of the carriage thereon. The screws *f'* enter the bottom of the carriage and engage the spring *d'*, by means of which the engagement of the spring *d'* with the track is regulated.

The operation of my invention is as follows: The carriage being located on the track at one of the points of usage, the cup is secured on the ring, as shown, the lug *u* forming a cover or top therefor. The cross-bar *r* is caught over the shoulder *S*, and the cord *b* rests upon the top of the free end of the tongue. Thus it will be seen that the carriage is freed by pulling upon the cord *b*, the tendency of which is to force the tongue upon the spring *O*, which will bring the shoulder *S* below the edge of the bar *r*, by which movement the strain is immediately transferred from the tongue to the carriage, and the same shoots off across the track to its destination, where it is secured as above described, the cord being carried on the tongue by means of arms *q*, as shown.

Having fully described my invention, what

I claim as new, and desire to secure by Letters Patent, is—

1. In a cash-carrier, the combination, with a track and a carriage movably secured thereon, of rope or chain for imparting a sudden impetus to the carriage, and means for automatically locking the carriage at the stations, substantially as set forth. 70

2. In a cash-carrier, the combination, with a track secured to the walls of a room, and a carriage movably secured on said track, of rope or chain for imparting a sudden impetus to the carriage, and means for automatically locking the carriage at the stations, substantially as set forth. 75 80

3. In a cash-carrier, the combination, with a track or way and spring-actuated tongues for locking the carriage, of a carriage and ropes or chains for releasing the carriage and imparting a sudden impetus thereto. 85

4. In a cash-carrier, the combination, with a track or way and spring-actuated tongues for locking the carriage against movement, of a carriage mounted on said track or way, and ropes or chains located in close proximity to the tongues, and adapted to release the carriage and impart a sudden impetus thereto, substantially as set forth. 90 95

5. In a cash-carrier, the combination, with a track, tubes adapted to receive the track, and a carriage movably secured on said track, of spring-actuated tongues pivotally secured on said tubes, and devices for imparting a sudden impetus to the carriage, substantially as set forth. 100

6. In a cash-carrier, the combination, with a track, tubes adapted to receive the track and provided in their ends with bumpers, and a carriage movably secured on the track, of spring-actuated tongues pivoted to said tubes, and means for imparting a sudden impetus to the carriage, substantially as set forth. 105

7. In a cash-carrier, the combination, with a track, tubes adapted to receive the ends of the track, and a carriage movably secured on the track, of tongues pivoted to the tubes, and springs impinging against the tongues adapted to secure the carriage, and means for imparting a sudden impetus to the carriage, substantially as set forth. 110 115

8. In a cash-carrier, the combination, with a track, tubes adapted to receive the ends of a carriage movably secured on the track, spring-actuated tongues pivotally connected with the tubes, and a cord or other device engaging said carriage and tongue, whereby a sudden impetus may be imparted to the carriage, substantially as set forth. 120 125

9. In a cash-carrier, the combination, with a track and brackets having spring-actuated tongues pivotally secured thereto, of a carriage movably secured on said track, and a cord or other device depending from arms or brackets adapted to engage the carriage and impart a sudden impetus thereto, substantially as set forth. 130

10. In a cash-carrier, the combination, with

5 a track and brackets having spring-actuated
tongues pivotally secured thereto, of a carriage
provided at each end with curved arms, and
a cord or other device depending from arms or
brackets and adapted to engage the curved
arms, whereby a sudden impetus may be im-
parted to the carriage, substantially as set
forth.

10 11. In a cash-carrier, the combination, with
a track, tubes located in close proximity to
the track, tongues pivotally connected with
the tubes, springs impinging against the bot-
tom of the tongues, and means for tightening
the springs, of a carriage having a carrier re-
15 movably secured therein, substantially as set
forth.

12. In a cash-carrier, the combination, with

a track, of a carriage provided centrally on
its bottom with a lug, and arms supporting a
ring adapted to receive and secure the carry- 20
ing-cup, substantially as set forth.

13. In a cash-carrier, the combination, with
a track and carriage movably secured there-
on, of a spring secured to the carriage and
adapted to engage the track, and thus regu- 25
late and balance the carriage, substantially as
set forth.

In testimony whereof I have signed this
specification in the presence of two subscrib-
ing witnesses.

DAVID LIPPY.

Witnesses:

C. G. McBRIDE,

S. G. CUMMINGS.