

(No Model.)

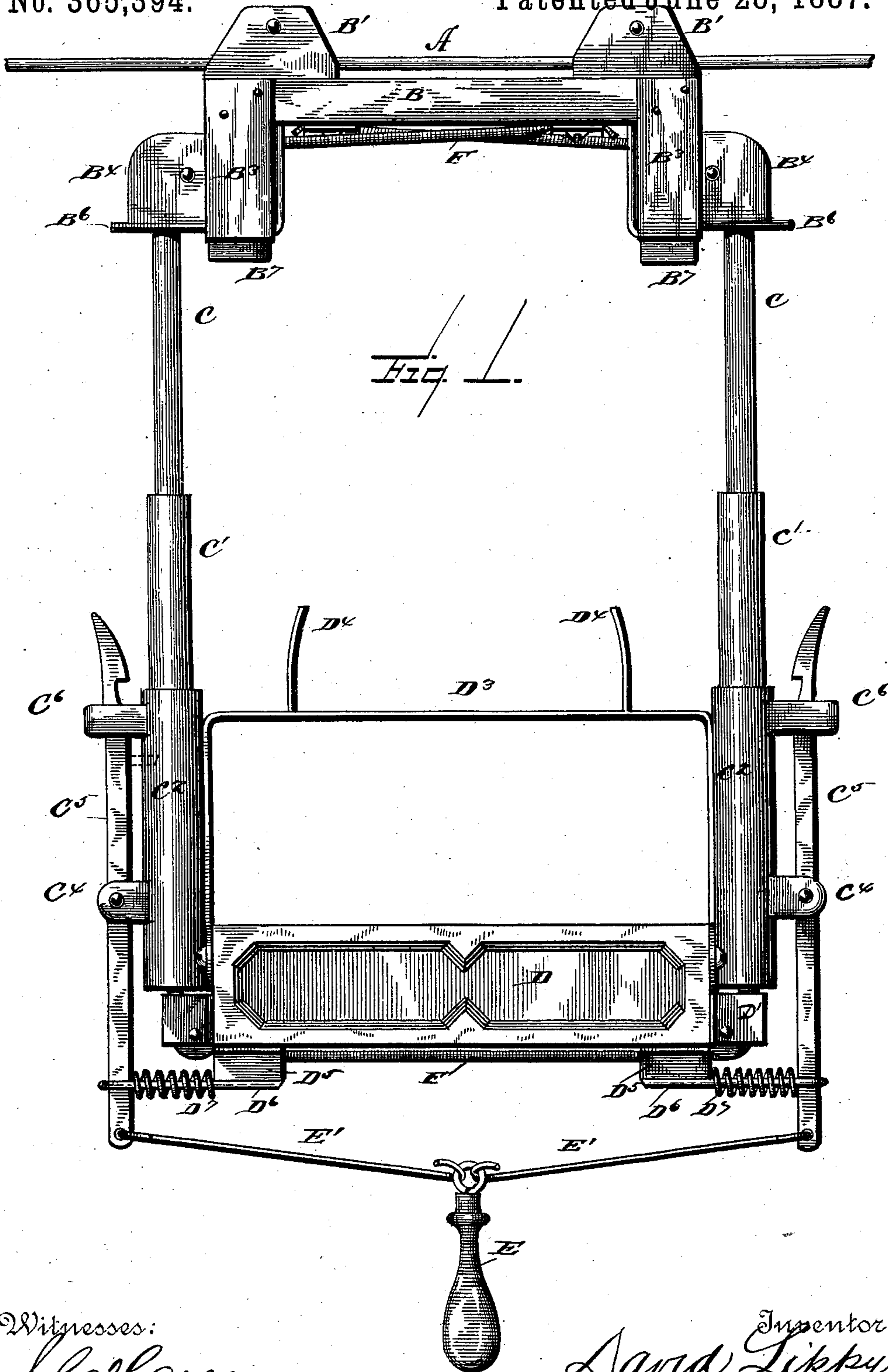
2 Sheets—Sheet 1.

D. LIPPY.

CARRIER FOR STORE SERVICE APPARATUS.

No. 365,394.

Patented June 28, 1887.



Witnesses:
S. C. Hills,
W. S. Savall

Inventor:
David Lippy
By his Attorney
E. B. Stocking

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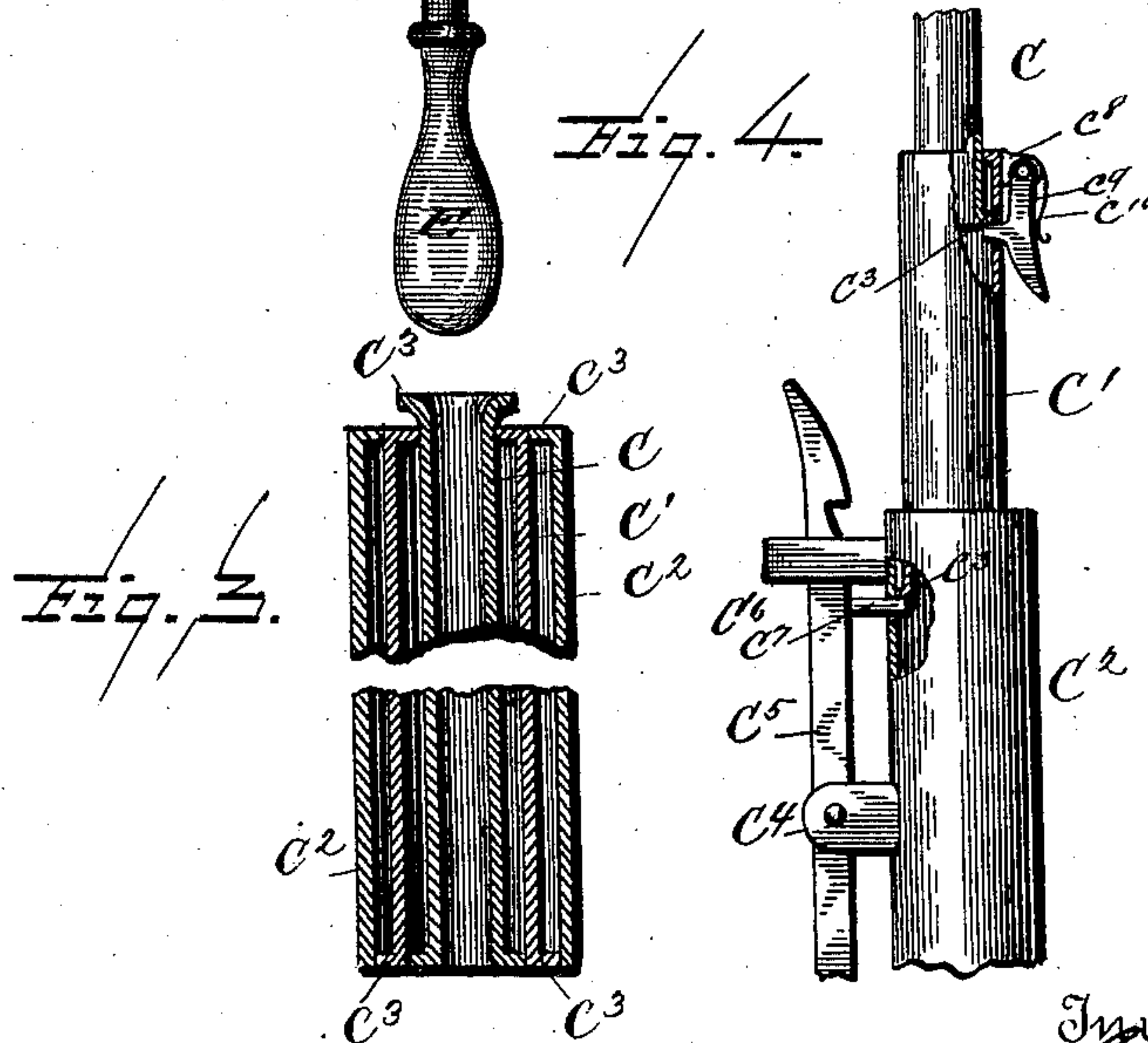
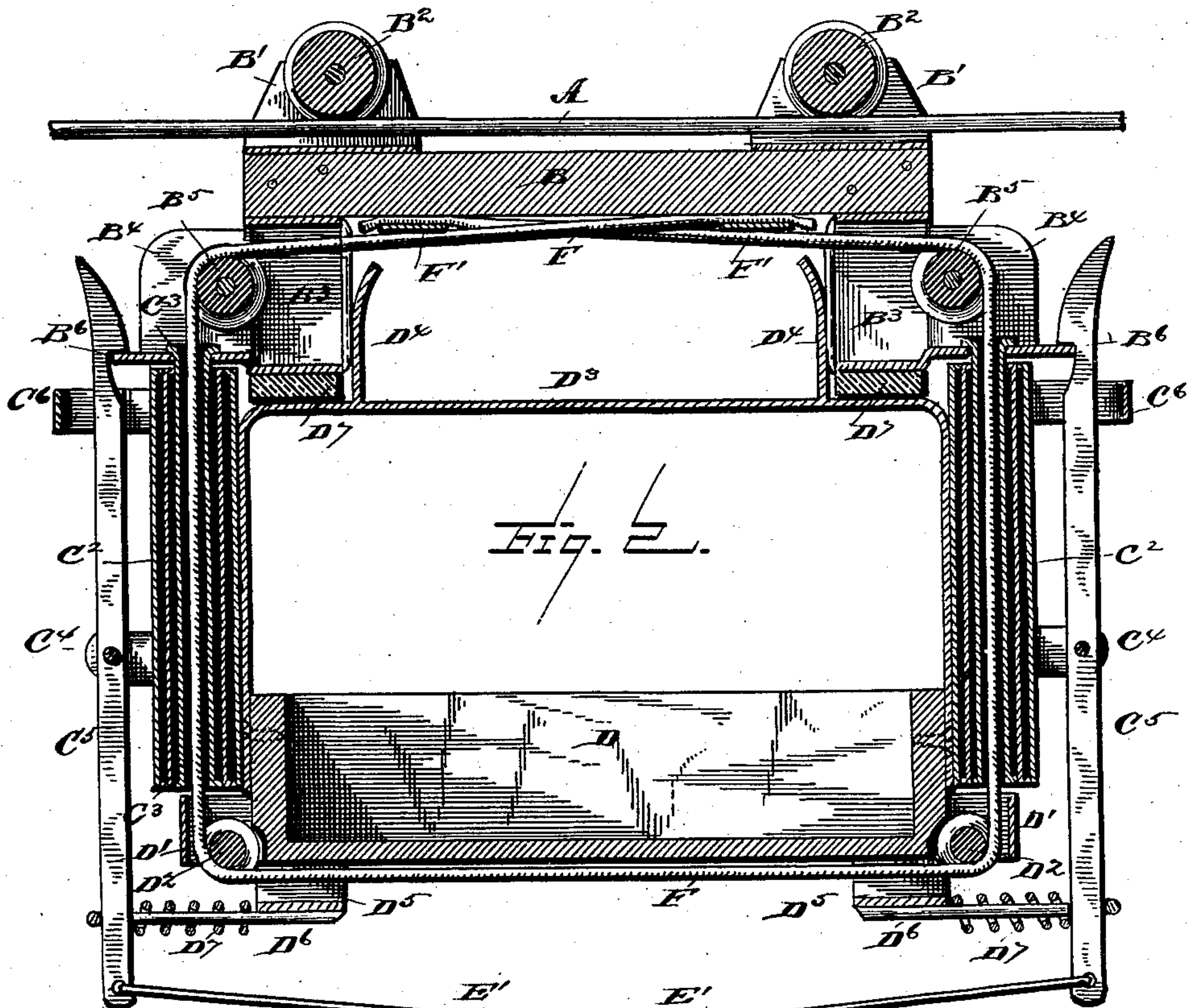
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UNITED STATES PATENT OFFICE.

DAVID LIPPY, OF MANSFIELD, OHIO.

CARRIER FOR STORE-SERVICE APPARATUS.

SPECIFICATION forming part of Letters Patent No. 365,394, dated June 28, 1887.

Application filed December 22, 1886. Serial No. 222,767. (No model.)

To all whom it may concern:

Be it known that I, DAVID LIPPY, a citizen of the United States, residing at Mansfield, in the county of Richland, State of Ohio, have
5 invented certain new and useful Improvements in Cash-Carrier Carriages, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention has relation to cash and parcel carriages employed in connection with systems of store service; and the object of the invention is to provide a carriage that is capable of being drawn down to within a suitable distance of the hand of the operator to receive
15 cash or parcels.

Other objects and advantages of the invention will appear in the following description, and the novel features thereof will be particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a side elevation of a carriage constructed in accordance with my invention, the same being shown in a distended or lowered position. Fig. 2 is a central vertical section, the carriage being
25 in its normal position; and Fig. 3 is a detail in vertical section, hereinafter described.

A represents the usual track or wire, and B the traveler, which is in this instance of metal, and provided with struck-up lugs B', forming bearings for rollers B².
30

Depending from the traveler B at each end thereof are opposite suspension-arms, B³, from which project brackets B⁴, forming bearings for pulleys B⁵, and a projecting lug, B⁶.

C C' C² represent telescopic tubes, the latter being of a caliber or bore sufficient to receive the two former, and having their tops and bottoms flanged, as at C³, to form stops when drawn down or distended, for a purpose hereinafter
40 described.

D represents a receptacle for the cash or parcel, which is provided with brackets D', forming bearings for pulleys D², and with a bail, D³, projecting up over the said receptacle, and having outwardly-projecting bent arms or brakes D⁴, adapted to impinge against the downwardly-projecting suspension-arms B³.
45

Projecting from the tube C² are opposite lugs, C⁴, forming bearings for latches C⁵, one at
50 each side of the carriage, said latches being

embraced by a bail, C⁶, projecting from the same tube, for the purpose of limiting its outward movement.

Projecting from depending lugs D⁵ at each end of the car are rods D⁶, bent at their outer
55 ends to embrace the lower end of the latches C⁵, and provided with a coiled spring, D⁷, bearing against the latches, and forcing their lower ends outwardly against the bent ends of said rods. Wires or cords E' extend from the
60 lower end of the latches under the middle of the car, and to them is attached an operating handle or pull, E.

Upon the brackets of the suspension-arms B³ may be secured rubber buffers B⁷, adapted
65 to come into contact with the bail D³ when the receptacle is in its normal or raised position.

Passing over the pulleys B⁵, down through the tubes and under the pulleys D², under the receptacle, and back through the opposite
70 tubes, the free ends thereof being secured by clamps F' under the hanger B of the car, is an elastic belt, F.

Taking the car in the position as shown in Fig. 2, it will be seen that by pulling the handle E the lower ends of the latches C⁵ will be
75 drawn toward each other, and that their upper ends will be subsequently freed from the projections B⁶ of the bracket B⁴. A continuous pull upon the handle will cause the receptacle to lower, the telescopic tubes distending, as shown in Fig. 1, until the flanged ends at their tops come into contact with the flanged lower end of the preceding tubes. As the receptacle is drawn down for the purpose of placing cash or merchandise therein, the elastic belt F expands, passing over the pulleys, as before described. The cash or other article having been placed in the receptacle, the handle E is released, when the carriage will be
80 caused to assume its normal position (shown in Fig. 2) by reason of the elastic belt F contracting, which belt, it is understood, has sufficient elasticity to overcome the weight of the parts.
85

To prevent undue shaking or rattling of the articles in the receptacle, and also to make the device as noiseless as possible, I have provided the brake-arms D⁴, heretofore mentioned, and the rubber buffers D⁷, their operation being
95 100

that as the receptacle resumes its normal position the arms D^4 act as a wedge, entering in between the supports B^3 and spreading to admit of the raising of the carriage, the bail D^3 thereof coming into contact with the buffers D^7 , and thus preventing the clashing of the parts against each other.

In Fig. 4 I have provided means for holding the telescopic tubes in a distended or lowered position, whereby the cash or parcel receptacle is lowered to a convenient distance within the reach of the operator for the placing of cash or parcels therein. For this purpose I provide the spring-actuated latch C^5 with the inwardly-projecting lug C^7 , which passes through a slot in the tube C^2 and under the lower end, C^3 , of the tube C' . This prevents the tube C^2 from closing upon the tube C' until the lug C^7 is withdrawn in the act of throwing the carriage back to its normal position.

For the purpose of preventing the tube C' from closing upon the tube C , I mount a square lugged latch, C^9 , on lug C^8 at the upper end of the tube C' , and provide a spring, C^{10} , to bear upon the same, thus forcing it under the shoulder C^3 of the tube C . It will now be seen that when the receptacle is drawn down for the reception of cash or parcels it will be held in that position until released by means of the handle E , when the lug C^7 of the latch C^5 will be withdrawn from the tube C^2 , which tube will slide up the tube C' and under the beveled edge of the latch C^9 , causing said latch to rise and release the tube C' , which in turn will slide up and inclose the tube C , and thus bring the receptacle D back to its normal and elevated position. This device may or may not be employed, as desired.

Having described my invention and its operation, what I claim is—

1. In a cash-carrier, the combination of a traveler having depending telescopic tubes, a receptacle connected thereto, and an elastic device for permitting the distention of said tubes, substantially as specified.

2. In a cash-carrier, the combination of a traveler provided with supporting telescopic tubes, a receptacle, and an elastic belt passing through the tubes and over pulleys mounted on the carriage, substantially as specified.

3. A carriage comprising a traveler having depending supports forming brackets and provided with telescopic tubes carrying a receptacle, in combination with an elastic belt passing through the tubes and over pulleys mounted on the carriage, substantially as specified.

4. A carriage comprising a traveler having depending supporting-brackets forming locking-lugs, and having telescopic tubular supports carrying the carriage, and an elastic de-

vice for permitting of the distention of said tubes, in combination with locking-latches for retaining the carriage in its normal position, substantially as specified.

5. In a carriage, a traveler having depending supports and provided with tubular telescopic cash-receptacle supports, in combination with a bail mounted on the receptacle and provided with brake-arms adapted to enter between the supports of the traveler, substantially as specified.

6. The traveler B , having the depending supports B^3 , provided with the brackets B^4 , and provided with the telescopic tubes C C' C^2 , and having the receptacle D , secured at their lower ends, in combination with pulleys B^5 and D^2 and belt F , substantially as specified.

7. The combination of the traveler B , having the supports B^3 , brackets B^4 , lugs B^6 , and tubes C C' C^2 , a receptacle, D , and the latches C^5 , mounted on the tubes, substantially as specified.

8. The combination of the traveler B , having the supports B^3 , brackets B^4 , lugs B^6 , tubes C C' C^2 , a receptacle and the latches C^5 , cord or wire E' , and a handle, E , substantially as specified.

9. The traveler A , having the supports L^3 , the tubes C C' C^2 , in combination with receptacle D , and bail D^3 , provided with brake-arms D^4 , substantially as specified.

10. The combination of the traveler B , having depending supports B^3 and rubber buffers D^7 , and the tubes C C' C^2 , in combination with the receptacle D and bail D^3 , substantially as specified.

11. The combination of traveler B , having the supports B^3 , brackets B^4 , pulleys B^5 , and tubes C C' C^2 , with the receptacle D , having the brackets D^7 and pulleys D^2 , and the elastic belt F , substantially as specified.

12. In combination with the lug B^6 of the carriage B , the locking-latch C^5 , having bearings C^1 , and spring D^6 and rod D^7 , substantially as specified.

13. In a cash-carriage, the combination of telescopic tubes having a cash-receptacle secured thereto, with devices, substantially as shown and described, for retaining the tube in a distended position, substantially as specified.

14. In a cash-carriage, the combination of the telescopic tubes C C' C^2 with the spring-actuated latches C^5 C^9 , mounted on said tubes, substantially as and for the purpose specified.

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

DAVID LIPPY.

Witnesses:

HARRY HEDGES,
M. E. DOUGLAS.