

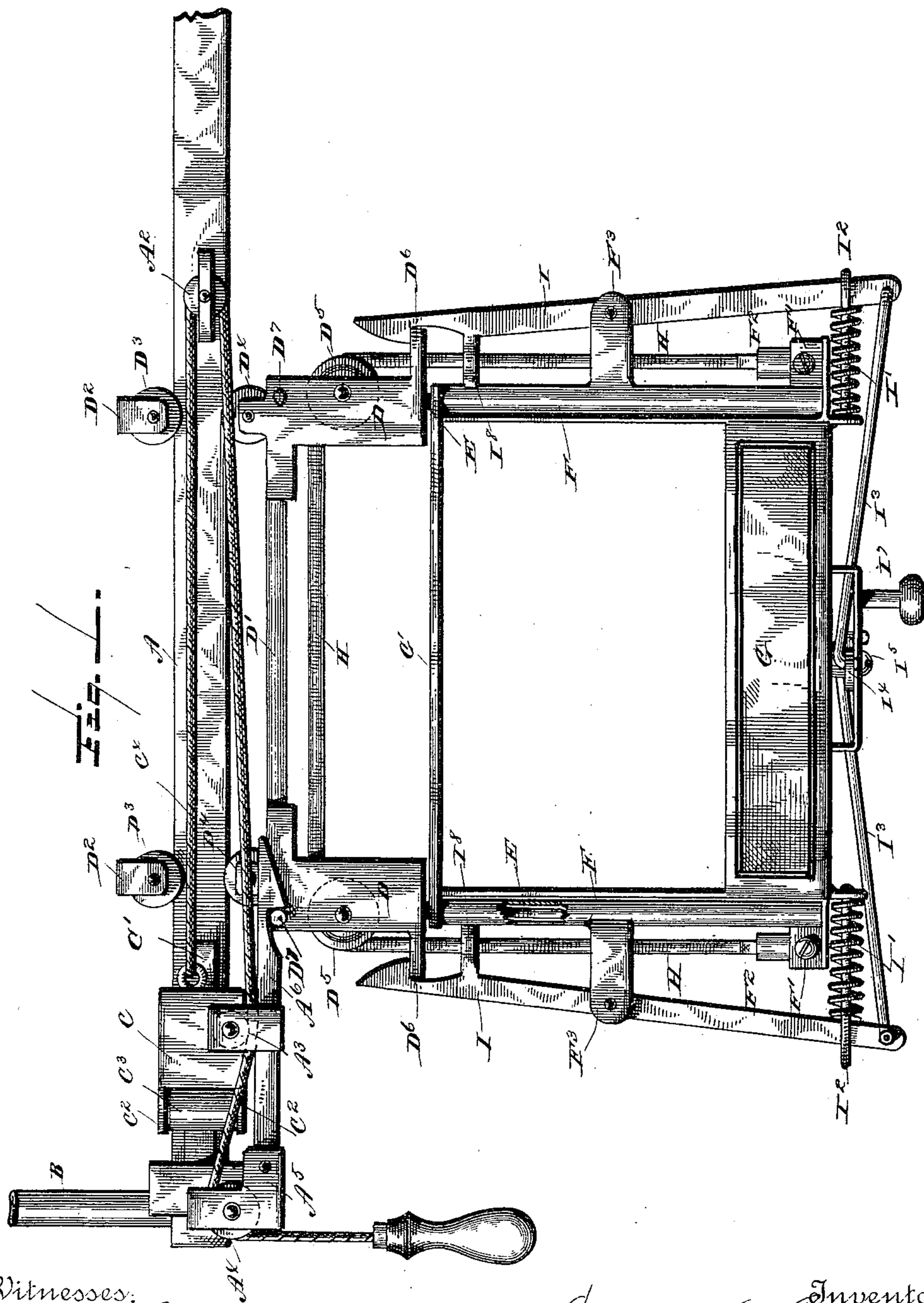
(No Model.)

2 Sheets—Sheet 1.

D. LIPPY.
CASH CARRIER.

No. 379,583.

Patented Mar. 20, 1888.



Witnesses:

S. C. Mills,
W. D. Swall

Inventor:

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By E B Stocking.
Att'y.

(No Model.)

2 Sheets—Sheet 2.

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Fig. 2.

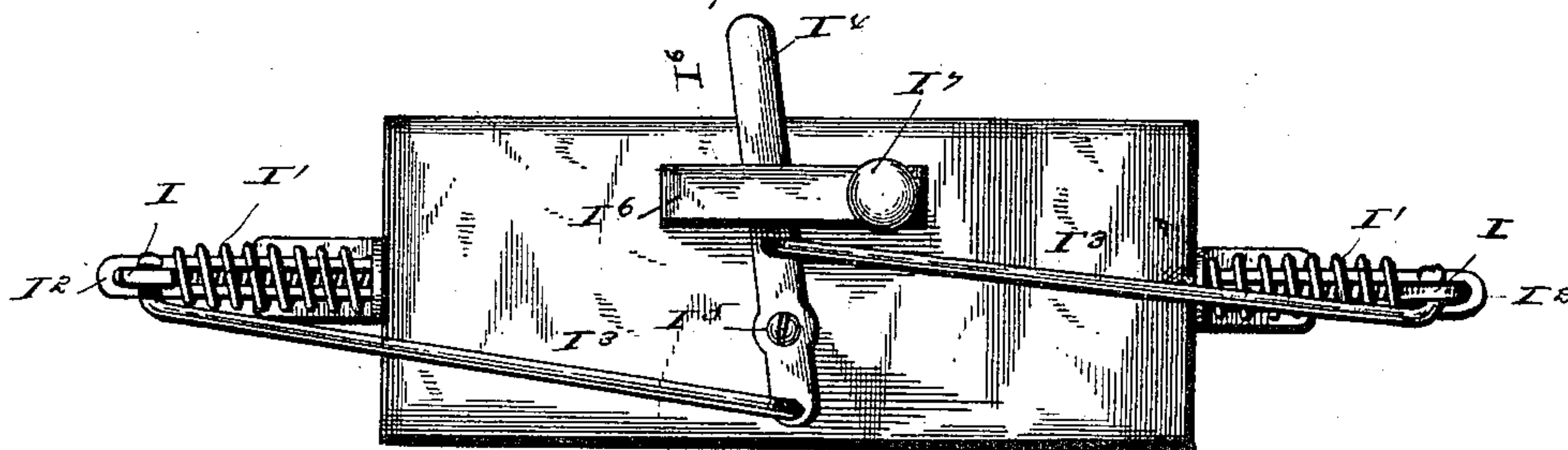


Fig. 3.

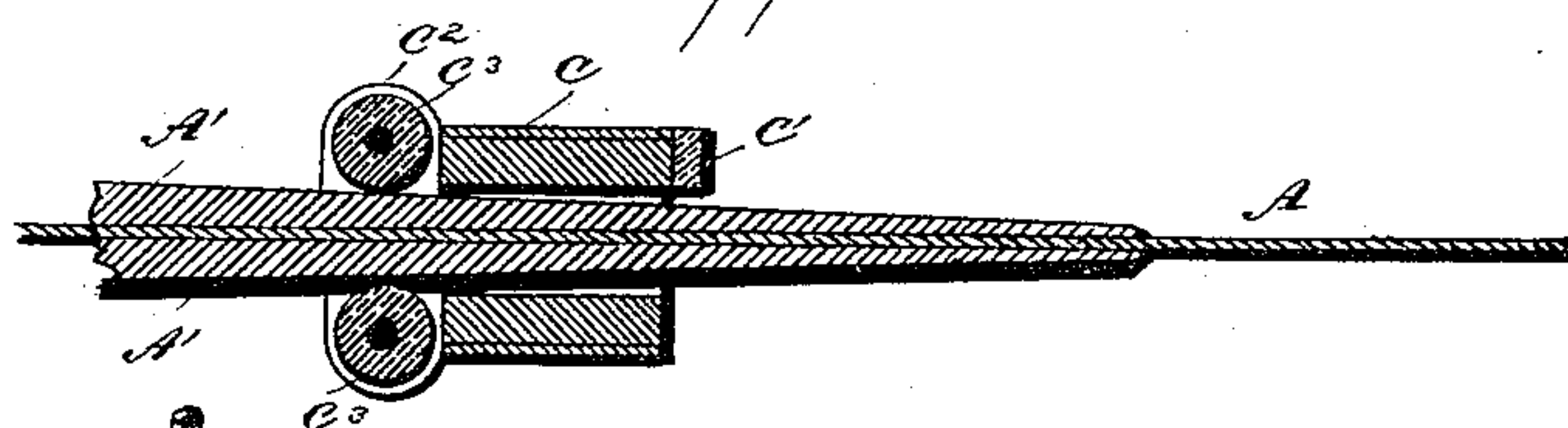
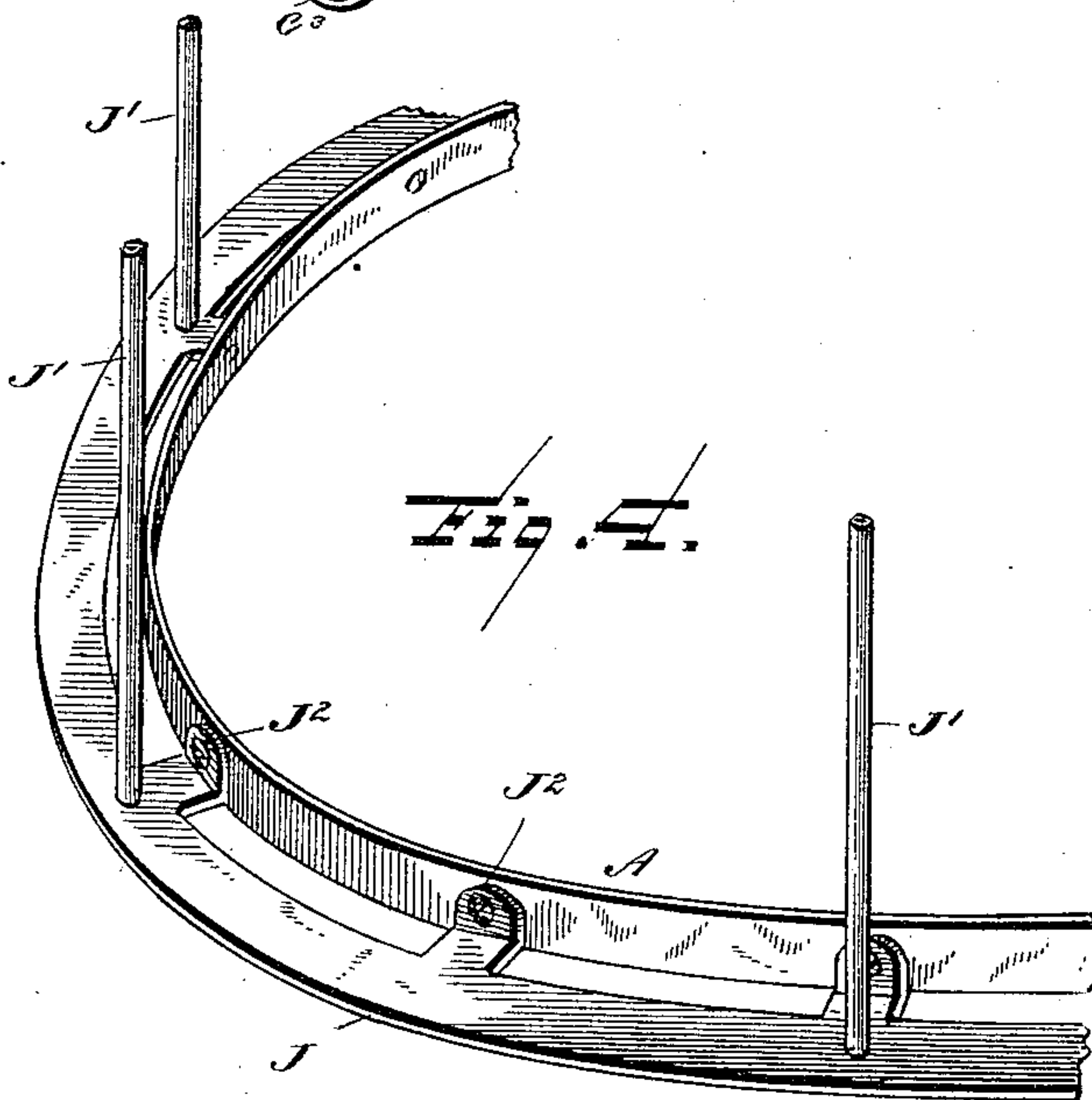


Fig. 4.



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UNITED STATES PATENT OFFICE.

DAVID LIPPY, OF MANSFIELD, OHIO.

CASH-CARRIER.

SPECIFICATION forming part of Letters Patent No. 379,583, dated March 20, 1888.

Application filed June 6, 1887. Serial No. 240,416. (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 invented certain new and useful Improvements in Cash-Carriers, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to cash-carrier systems; and the several objects of the same will be hereinafter described, and its novel features particularly pointed out in the claims.

Referring to the drawings, Figure 1 is a side elevation of a station, track, and car or carriage constructed in accordance with my invention. Fig. 2 is a bottom plan of the car, showing the means employed for releasing the same when distended in order that it may assume its normal position. Fig. 3 is a longitudinal transverse section of the combined starter, brake, and track; and Fig. 4 is a perspective of a portion of a track constructed in accordance with my invention and bent to form a curve, and the supports for the same.

Similar letters of reference indicate like parts in all the figures of the drawings.

In this invention I propose to do away with the usual wire track and form a track of a strip of metal, A, which may be either continuous or in sections, as is most convenient in its manufacture. The track A may be constructed of brass, steel, or other desired metal, and may be of the rigidity and proportion best adapted for the purpose.

Referring more particularly to Fig. 1, which is supposed to represent one of the stations or terminals, A (as before indicated) represents the track, and B its supporting rod or post, which may be of ordinary construction and fastened to the ceiling above. Upon each side of the track, and in front of the post B, are secured wedge-shaped cleats A'. (See Fig. 3.)

Mounted upon the track A, of a width sufficient to embrace the same and also the wedge-shaped cleats A', is the starter C, which is provided at its forward end with a rubber cushion or buffer, C', against which the car abuts, as will be hereinafter described, and at its rear end with bearings C², in which are mounted rubber or other brake-rollers C³, one at each side of the track, and at such a distance apart

as to necessitate compression to permit of the starter being forced to its starting-point by the impetus of the car coming in contact therewith from an opposite direction. In this manner the car, coming in contact with the rubber buffer C', forces the starter to its rear position or starting-point, as shown in Fig. 1, and wedges the wedge-shaped cleats between the rubber rolls, whereby not only is the stoppage of the carriage or car perfectly noiseless, but the starter is held in a locked position, from which it is freed by means of a cord, C⁴, which passes forward and over a pulley, A², secured to the side of the track, and back under and over pulleys A³ A⁴, and provided at its end with the usual hand-pull. The pulley A⁴ is mounted in bearings formed in a casting, A⁵, projecting from the bottom of the supporting-post B, and is provided at its forward end with a pivoted gravity-latch, A⁶, adapted to lock the car in position. Upon this gravity-latch, and about midway thereof, the pulley A³ is mounted in bearings formed in a loop thereon, and, the rope or cord passing under said pulley, a pull upon said rope will cause the latch to be elevated at its forward end, and thereby liberate the car and permit the starter to perform its function, which is caused by a further pull upon the cord.

The car I have designed to operate in connection with my improved track and starter, although I do not limit my invention in this regard, comprises end castings, D, connected by the rod D', and formed with upwardly-projecting brackets, D², having bearings carrying rollers D³, adapted to rest upon the upper edge of the track, while rollers D⁴ are mounted in a vertical line with the rollers D³ in the tops of the castings D. Vertical depending rods E project from each of the castings D, and loosely inclosing the same are tubes or sleeves F, which support the receptacle G, which is provided with a bail, G', for strengthening the same. Brackets F' project laterally from the lower ends of the tubes F and are formed with sockets F², having set-screws adapted to receive and retain the ends of a rubber or other elastic belt, H, which extends up and over pulleys D⁵, journaled in the castings D. Catches I are pivoted in lugs F³, projecting from the tubes F, the upper or catch ends of which are

adapted to take over protruding lugs D⁶, formed on the lower ends of the castings D, thus preventing the load in the receptacle from resting upon the elastic belt H and thereby injuring the elastic quality of the same. Coiled springs I' I' are interposed between the lower ends of the catches I and depending lugs formed on the receptacle, thus retaining the latches in a locked position when not otherwise influenced. Limiting-bails I², upon which the coiled springs are mounted, limit the outward movement of the lower ends of the latches.

Referring more particularly to Fig. 2, a plan of the car, it will be seen that rods I³ connect the lower ends of the latches with an operating-lever, I⁴, pivoted as at I⁵, passing through a bail, I⁶, and projecting at the front of the receptacle. A knob, I⁷, projecting downwardly from the bail, serves as a means for drawing down the carriage, which is permissible by reason of the elastic belt and the telescopic connection of the carriage-receptacle and the supporting-castings.

By the connection of the latches with the lever I⁴, it is readily apparent that by throwing the lever to one side against the tension of the coiled springs I' the lower ends of said latches will be drawn inwardly, thus withdrawing their upper or latch ends from contact and connection with the lugs D⁶ of the castings D. This having been accomplished, the receptacle may be distended or lowered to within convenient distance for the reception of articles, cash, &c.

For the purpose of providing a means for retaining the carriage-receptacle in a lower or distended position against the tension of the elastic belt, I have formed inwardly-projecting lugs I⁸ upon each of the latches, which pass through an opening formed in each of the tubes F, and when the receptacle is brought to its lowest position the tension of the spring I' forces the lugs to project under the ends of the rods E, and thus prevent the return of the receptacle. After having received its load, by shifting the lever I⁴ to the opposite side of the bail I⁶, the lower ends of the latches will be drawn inwardly and the lugs I⁸ withdrawn from under the ends of the rods, and the elastic belt will promptly return the receptacle to its raised position, in which it is locked, as before described. A pull upon the cord C⁴ brings the rubber buffer of the starter in contact with the upwardly-projecting bracket D² and the car is given sufficient impetus to travel to the desired station. When it reaches the opposite station, the impetus is sufficient to force the starter back to the position shown in Fig. 1, as before described, in which position said carriage is locked by reason of the gravity-latch A⁶ taking over a lug, D⁷, projecting from the casting D.

Any suitable devices may be employed for supporting the track, and in Fig. 4 I have shown a convenient arrangement or form of

support to be employed at a bend and maintain the track in a curved form. This support consists of a curved plate, J, the same being supported from the ceiling in this instance by means of rods J', and upon said plate and projecting inwardly are lugs or clips J², which are riveted or otherwise secured to the side of the track. In this manner the curve of the track is maintained and conforms to the curve of the plate, which it is understood is of heavier metal and rigid.

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

1. A track for cash and parcel carriers, provided with oppositely-arranged wedge-shaped cleats, in combination with a starter having oppositely-arranged brake-rolls adapted to embrace said cleats, substantially as specified.

2. A track for cash and parcel carriers, formed of a metallic strip and having oppositely-arranged wedge-shaped cleats, in combination with a starter provided with oppositely-arranged brake-rolls adapted to embrace said cleats, substantially as specified.

3. In a cash-carrier carriage, the combination of end castings provided with rollers and having depending rods, with sleeves for receiving said rods and supporting the cash-receptacle, pivoted spring-pressed latches mounted on said sleeves and adapted to take over lugs on said castings, a lever for operating the latches, and an elastic belt passing over said rollers for maintaining the carriage in a closed or raised position, substantially as specified.

4. The track A, having cleats A' and pulley A², in combination with the starter C, having the elastic rolls C³ and the cord C⁴, substantially as specified.

5. The casting A⁵, having the pulley A⁴, and gravity-latch A⁶, having pulley A³, in combination with the car having the lug D⁷, and with a latch-lifting cord, substantially as specified.

6. The combination of the starter C, cord C⁴, pulley A², casting A⁵, having pulley A⁴, the pivoted latch A⁶, having pulley A³, with the carriage provided with the lug D⁷, substantially as specified.

7. The car provided with castings D, having rods E, sleeves F, receptacle G, levers I, springs I', rods I⁷, and lever I⁴, substantially as specified.

8. The combination, with the car provided with lugs D⁶, of the latches I, rods I³, lever I⁴, and bail I⁶, substantially as specified.

9. The combination of a car provided with the latches I, pivoted as at I⁵, the spring I', and the limiting-bail I², substantially as specified.

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

DAVID LIPPY.

Witnesses:

HENRY C. HEDGES,
M. E. DOUGLAS.