(No Model.)

D. C. STOVER.

CASH CARRIER.

No. 270,261. Patented Jan. 9, 1883.

Fig. 1.

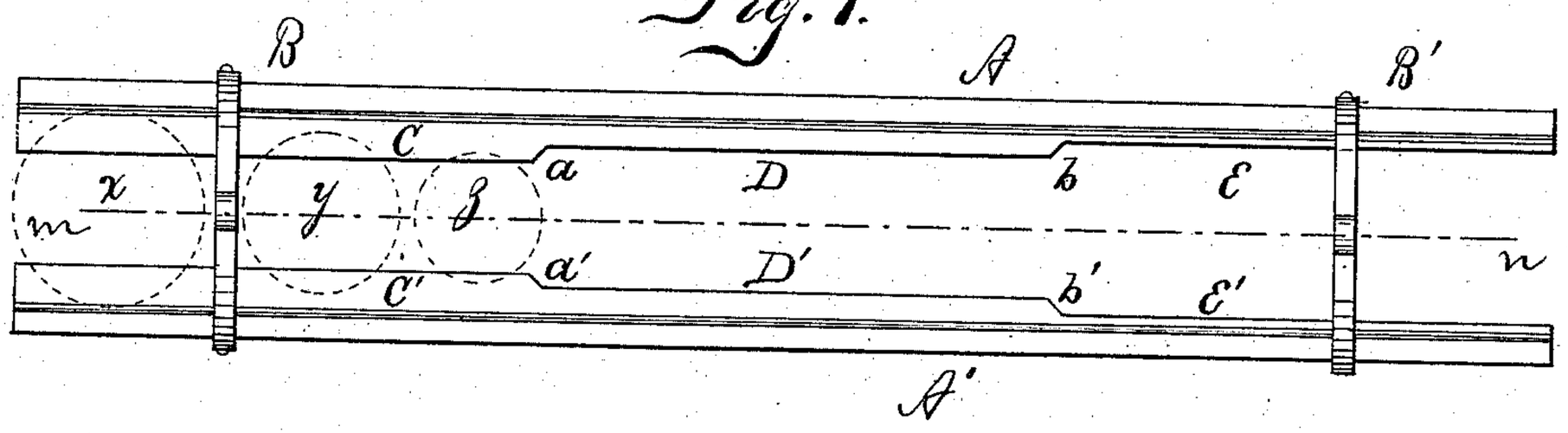


Fig. 2.

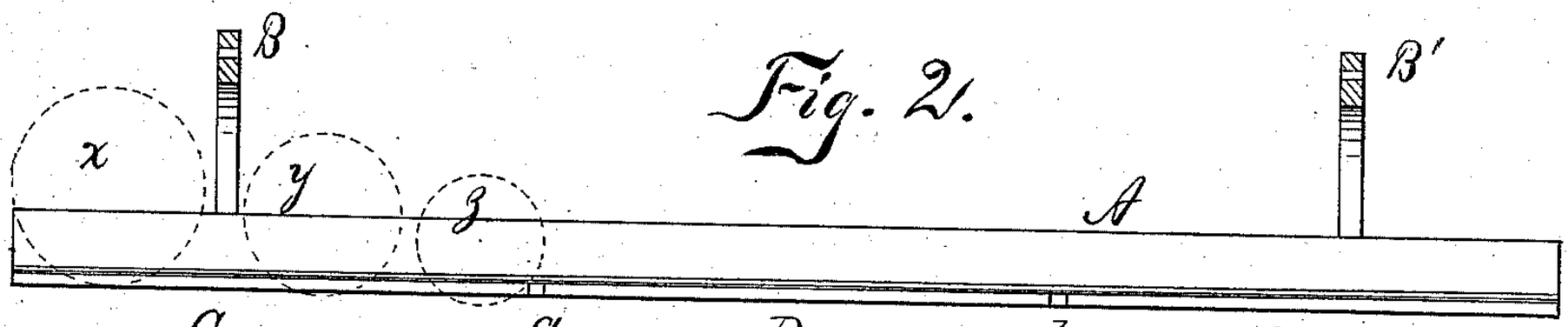
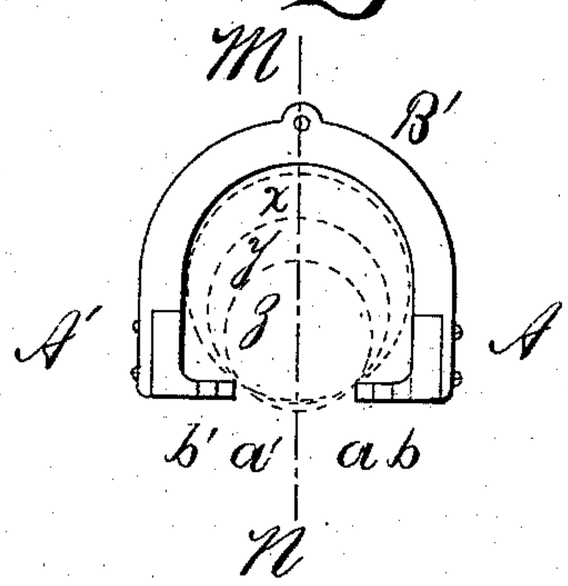


Fig. 3.



WITNESSES:

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DANIEL C. STOVER, OF FREEPORT, ILLINOIS.

CASH-CARRIER.

SPECIFICATION forming part of **Letters Patent No. 270,261**, dated January 9, 1883.

Application filed May 10, 1882. (No model.)

To all whom it may concern:

Be it known that I, DANIEL C. STOVER, a resident of Freeport, in the county of Stephenson and State of Illinois, have invented certain new and useful 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 pertains to make and use the same.

My invention relates to that class of cash-carriers in which cash is conveyed from the different counters in a store to the cashier's desk, and change is returned from the cashier to the various counters by means of hollow balls rolling on inclined tracks, and more especially to the form of the rails of such track, and the means by which the cash-carrying balls on their return from the cashier's desk are dropped from the track to the counters to which they respectively belong. It is shown in the drawings hereto attached, in which—

Figure 1 is a top view of the track, the dotted lines showing the sizes of the cash-carrying balls as compared with the width of the track. Fig. 2 is a longitudinal vertical section through the middle of the track, the plane of section passing through line *m n*, Figs. 1 and 3. Fig. 3 is an end view of track as seen from right-hand end of Fig. 1.

As will be seen from the drawings, the track consists of two parallel rails, A A′, preferably of greater vertical than horizontal thickness, as this form not only affords greater rigidity for a given weight of material, but also dispenses with the necessity for retaining rails or rods above the main rails. The distance between the rails A A′ is fixed, and a means of suspension for the track afforded by arches B B′, of suitable form. To the inner side of each of the rails is rigidly attached a horizontal flange, C C′, and the inner edges of these flanges form the bearings on which the cash-carrying balls roll. The inner edges of the flanges are parallel, but the distance between them increases by regular steps or offsets *a a′ b b′*, being least at the cashier's desk and greatest at the terminus of the track farthest therefrom. Instead of offsets in both flanges, as shown in the drawings, the same result may be reached by making one flange straight and increasing the amount of offset in the opposite flange. The balls used in combination with this track are of different diameters, the smallest being of such size as to roll on the section of track nearest the cashier's desk, but drop between the flanges at the first set-off, the second in size being of such diameter as to roll over the first two sections of track, but drop between the flanges at the second offset, &c. As shown in the drawings, the ball *z* is retained between the flanges C C′ until it arrives at *a a′*, when it drops down, while the ball *y* passes over the section D D′, and drops through at the offset *b b′*, &c. In practice, these offsets occur at the different counters or stations, and by means of them the smallest ball always stops at that counter on the line, which is nearest the cashier's desk, while the next in size is carried onto the next counter, and so on. By the use of this form of track any complicated switching arrangement is dispensed with.

Of course the track which carries the balls from the various counters to the cashier's desk is of the same width throughout its length, as the balls on that track have a common destination.

I am aware that this return-track of equal width is in common use, and that balls of unequal diameter are common to various cash-carrying systems, as well as that the general system of carrying cash to and from the cashier's desk in hollow balls rolling on inclined tracks is old, and I therefore claim none of these; but,

Having described my invention, what I claim as novel, and desire to secure by Letters Patent, is—

1. In a cash-carrying system, a track consisting of two parallel or nearly parallel rails of greater vertical than horizontal thickness, provided with inner horizontal flanges, whose inner edges form the bearings of the cash-carrying balls which roll thereon.

2. In a cash-carrying system, a track consisting of two parallel or nearly parallel rails provided with inner horizontal flanges, the distance between whose inner edges is least at one end of said track and increases by steps or offsets, and is greatest at the other end thereof.

3. In a cash-carrying system, a track the

distance between the bearing-edges of whose rails is least at one end, increases by regular steps or offsets, and is greatest at the other end, in combination with a series of cash-carrying balls of such different diameters that when rolled along said track the smallest of said balls shall drop between said rails at the first of said offsets, the second in size at the second offset, and the successively-increasing balls at the successive offsets of said track, substantially as and for the purpose described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

DANIEL C. STOVER.

Witnesses:

U. M. MAYER,

J. F. KLECKNER.