

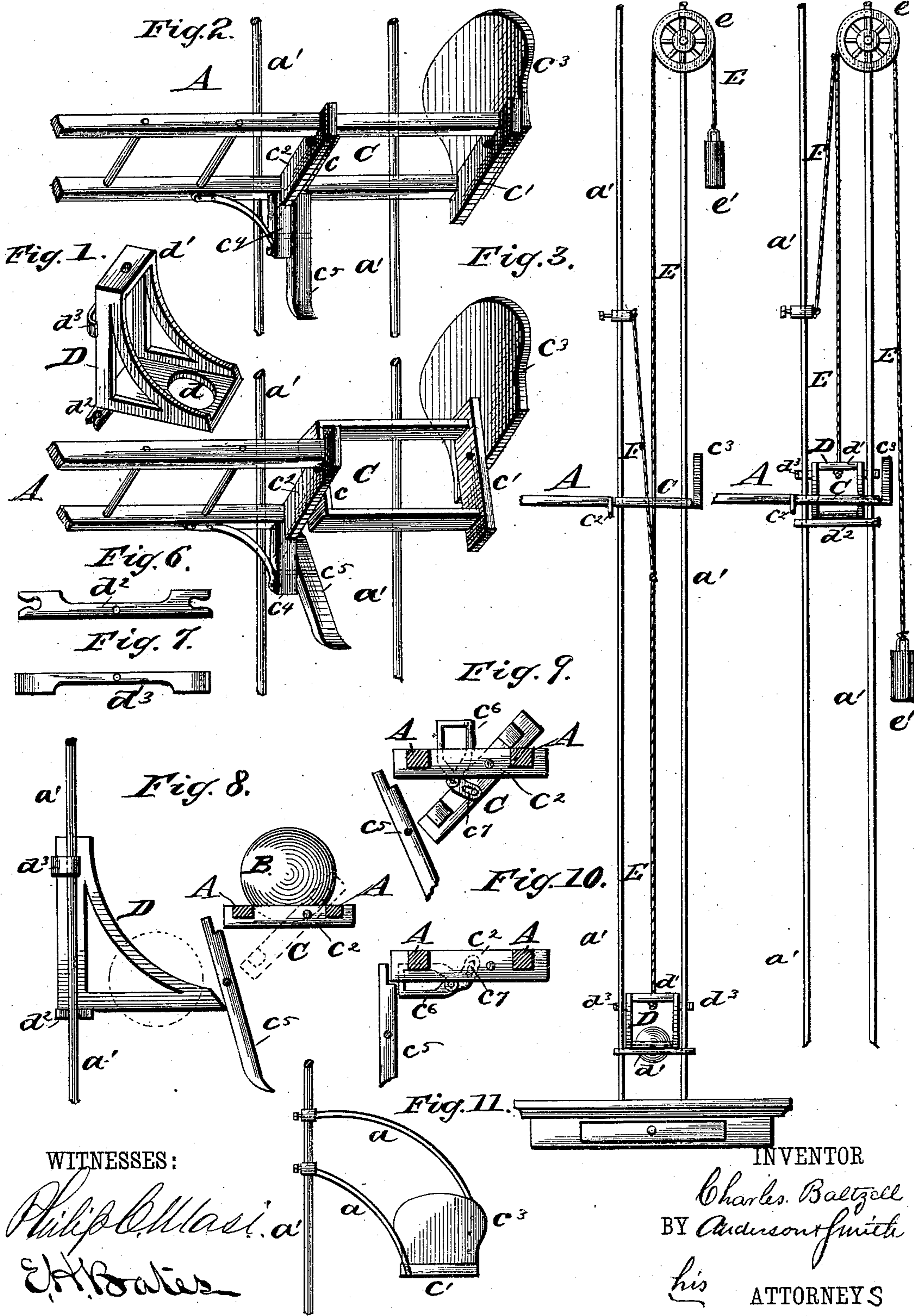
(No Model.)

C. BALTZELL.  
CASH CONVEYING MECHANISM.

No. 308,732.

Patented Dec. 2, 1884.

Fig. 4. Fig. 5.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

CHARLES BALTZELL, OF ALTOONA, PENNSYLVANIA.

## CASH-CONVEYING MECHANISM.

SPECIFICATION forming part of Letters Patent No. 308,732, dated December 2, 1884.

Application filed September 22, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES BALTZELL, a citizen of the United States, residing at Altoona, in the county of Blair and State of Pennsylvania, have invented certain new and useful Improvements in Cash-Conveying Mechanisms; and I do 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, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a perspective view of my device. Fig. 2 is also a perspective view. Fig. 3 is also a perspective view. Fig. 4 is a side view. Fig. 5 is a front view. Figs. 6, 7, 8, 9, 10, and 11 are detail views.

This invention relates to that class of devices by means of which the cash received by the clerks at the counters of a store in making sales may be automatically forwarded to the cashier's desk. In such devices hollow balls are usually employed, and these, after having the cash inclosed in them by the clerk, pass over a system of railways to the cashier.

The main objects of the invention are to so construct and arrange the parts that the objectionable elevated desk now in common use by the cashier may be no longer necessary, and that the present mode of letting the balls drop into a wire basket, causing a jarring and disagreeable noise, may be done away with.

The invention consists, essentially, in causing the cash-balls to be carried up to and lowered from the railway by a frame or carriage, of which the construction and means of operation will be hereinafter fully described. The railway is usual in all such devices—one track inclined downward from the cashier's desk and returning the balls to the clerks, the other bringing the balls, with contained money, to the cashier.

In the accompanying drawings, A represents a portion of the railway over which the cash-balls travel. The railway is elevated some distance above the cashier's desk, and is connected by the brace-bars *a a* to two vertical parallel metallic rods, *a' a'*, which descend

to the cashier's desk from the ceiling or other proper upper support, and over which the frame that carries the cash-balls travels. The end of the railway is situated to one side of the upper parts of the rods *a' a'*. This end consists of a rectangular frame, C, the sides of which are rails, and the ends the transverse bars *c* and *c'*. The bar *c* is pivoted at a point slightly to one side of its center to a transverse bar, *c<sup>2</sup>*, fixed across the railway. The bar *c'* is similarly and oppositely pivoted to any proper support connected or fixed to the building. The bars *c*, *c'*, and *c<sup>2</sup>* are all below the level of the tops of the rails.

*c<sup>3</sup>* is a buffer against which the rolling cash-balls strike and stop.

*c<sup>4</sup>* is an extension depending from the side of the railway nearest the rods *a'*, and having pivoted to its lower end the detent-lever *c<sup>5</sup>*, the upper shorter arm of which has cut on its end a square notch, which fits under the adjacent rail of the frame C and keeps the said frame in place, the pivot-points of the same being on the opposite side of the bars *c* and *c'* to the detent-lever.

D is the frame of a carriage for the cash-balls, composed of a base-plate having in it a circular opening, *d*, for the reception of a ball, proper side and back pieces, and the top *d'*, to which is secured the cord to raise and lower the carriage. The carriage is made of suitable width to fit easily between the rods *a'*, and has a clip, *d<sup>2</sup>*, fixed across its under surface, near its rear edge, through holes in the end of which clip the rods *a'* pass. *d<sup>3</sup>* is a clip fixed across the rear surface of the carriage near its top. Against the ends of the clip the rods *a'* bear and direct the carriage thereby. The said ends are slightly hollowed to accommodate the rods, as shown. The rods *a'* are at such a distance from the frame C that when the carriage rises the front or inner end of its base strikes against the lower arm of the detent *c<sup>5</sup>* and releases its upper arm from below the frame C. The weight of the cash-ball thereupon makes the frame tip to the side and throw the ball onto the carriage. When the ball has left the frame, the latter is returned to its normal position by its edge on the side nearest the pivot-point being weighted slightly

but not enough to prevent a ball from tipping the frame C. When the frame returns, the detent  $c^5$  drops into position and again locks it.

$c^6$  is a detent pivoted to the railway on the bar  $c^2$ , and having on its bent lower arm a slot,  $c^7$ , which, when the frame tips with the weight of a cash-ball, is so actuated by a pin fixed to the frame C as to throw its upper end upright and prevent a second ball from rolling on the frame. In the normal position of the latter the said upper arm is depressed, as shown in the drawings.

E is the cord that raises and lowers the carriage D. The said cord is secured to the top of the carriage, whence it passes up between the rods  $a'$  to a point a proper distance above the railway, where it passes over the pulley  $e$ , and has attached to its depending end the weight  $e'$ . The said weight is heavy enough to draw the carriage up from the cashier's desk to the railway; but when the ball enters the carriage the combined weight of the latter two preponderates and they descend, the descent being controlled by the leverage of the base-plate upon the rods  $a'$  causing them to bend within the holes of the clip  $d^2$ . Thus the heavier the ball is, the more friction the carriage will have to overcome in its descent.

F is a detent-cord attached by one end to one of the rods  $a'$  or other proper point, and to the cord E by the other. The points of attachment are so placed in relation to each other that the cord F stops the carriage just as it reaches the cashier's desk at its lowest point, and also just as it reaches the railway at its highest point, the said cord being just about one-half the length of the travel of the carriage.

The mode of operating the device is perfectly evident from the foregoing description.

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

1. In a cash-carrier in which balls of metal or other suitable material are used to inclose and carry the cash, an elevated railway having its end formed with a proper pivoted frame capable of being tipped or rotated laterally by the weight of a cash-ball, with two vertical rods passing upward within a proper distance of the frame, a ball-carrier constructed and arranged to travel up and down on the rods, and mechanism, substantially as described, whereby the carriage is made to ascend to the railway, tip the frame, receive a cash-ball, and descend with the same, substantially as specified.

2. In a cash-carrier, the combination, with the railway A, cash-ball B, and frame C, of the rods  $a'$   $a'$ , ball-carriage D, cord E, and weight  $e'$ , substantially as specified.

3. In a cash-carrier, the combination, with the pivoted frame C, cash-ball B, detent-lever  $c^5$ , and detent  $c^7$ , of the rods  $a'$   $a'$ , ball-carriage D, and mechanism, substantially as described, for actuating the latter, substantially as specified.

4. In a cash-carrier, the combination, with the rods  $a'$   $a'$ , ball B, and ball-carrier D, of the cords E and F, pulley  $e$ , and weight  $e'$ , substantially as specified.

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

CHARLES BALTZELL.

Witnesses:

J. C. RICKENBAUGH,  
WM. W. SHEIBLEY.