(No Model.)

G., J. G. & M. O. REHFUSS.

CARRIER FOR PNEUMATIC TRANSIT APPARATUS.

No. 413,557. Patented Oct. 22, 1889.

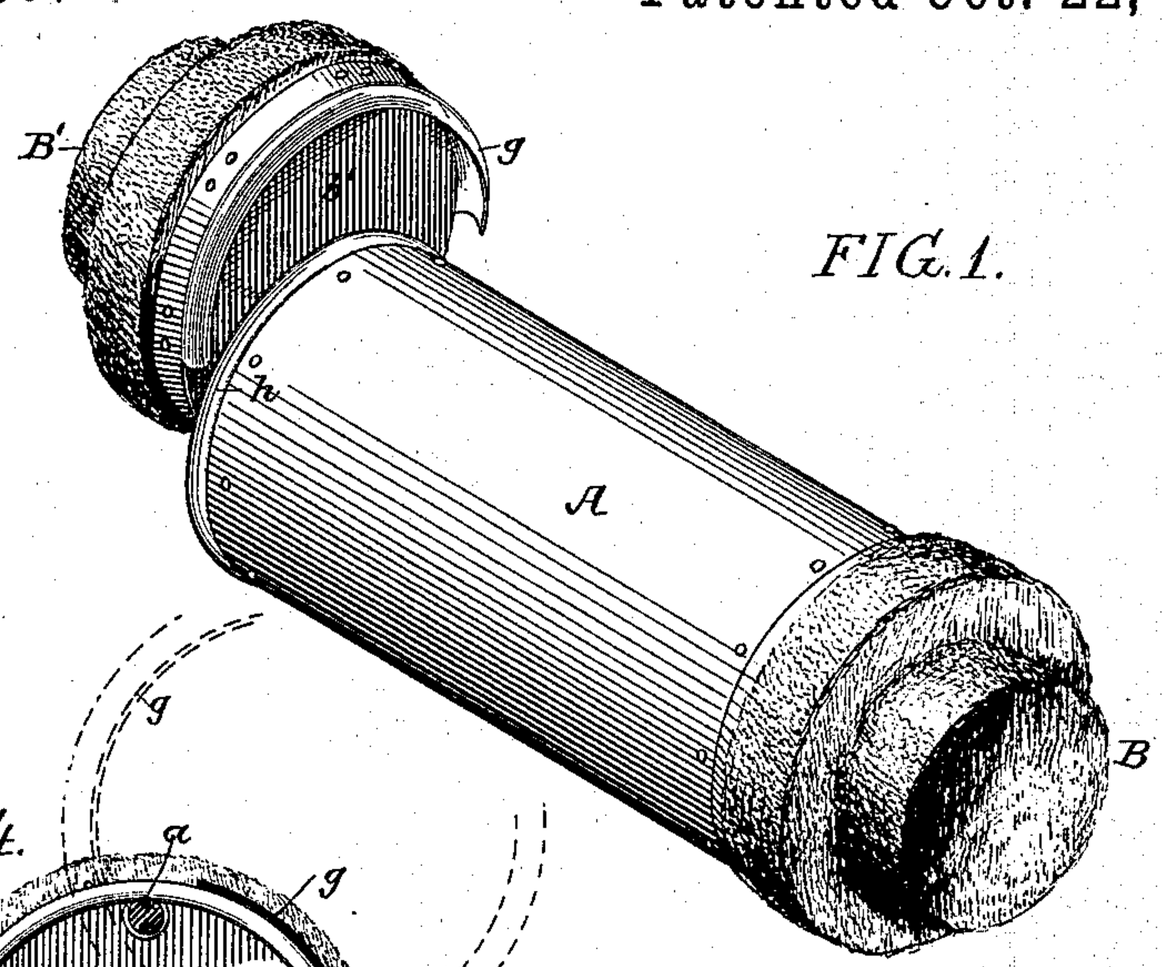


FIG. 1.

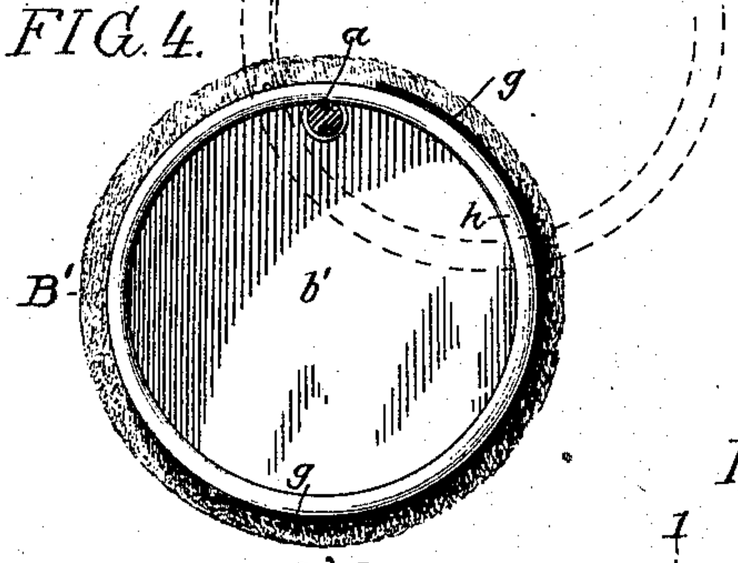


FIG. 4.

FIG. 2.

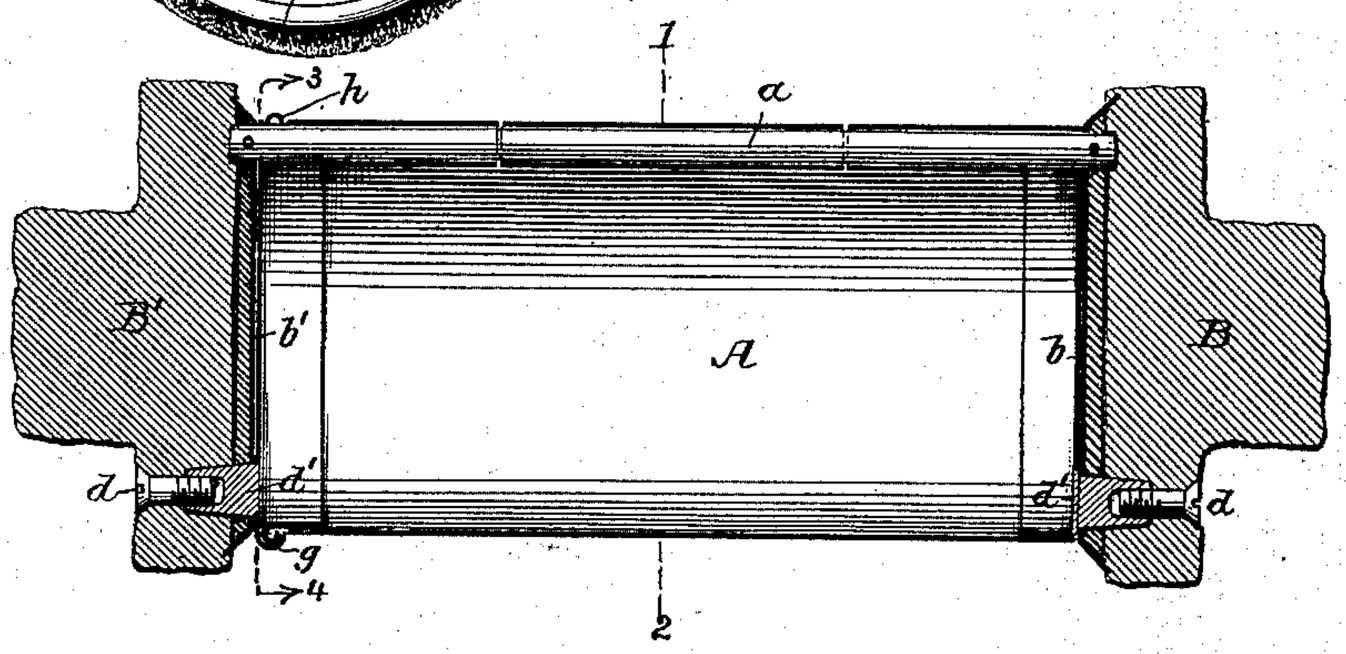


FIG. 5.

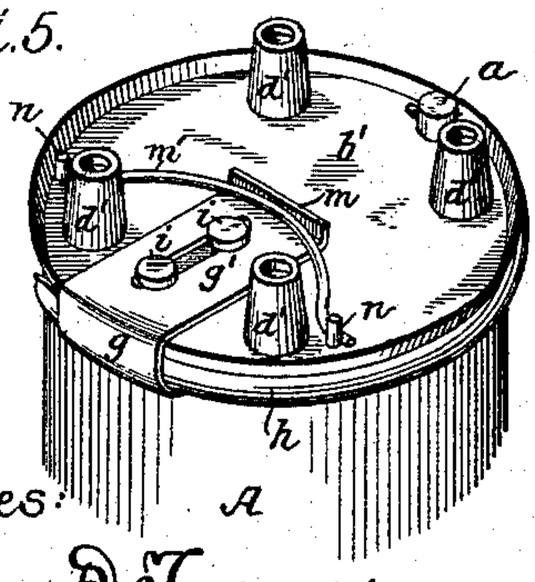
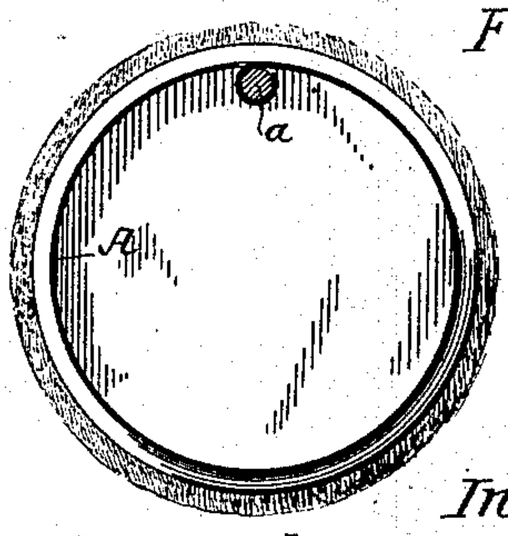


FIG. 3.



Witnesses:
Hamilton D. Turner
Willian D. Turner.

Inventors:
George Rehfuss, John G. Rehfuss & Martin O. Rehfuss
by their Attorneys
Howson & Howson

UNITED STATES PATENT OFFICE.

GEORGE REHFUSS, JOHN GEORGE REHFUSS, AND MARTIN O. REHFUSS, OF PHILADELPHIA, PENNSYLVANIA.

CARRIER FOR PNEUMATIC TRANSIT APPARATUS.

SPECIFICATION forming part of Letters Patent No. 413,557, dated October 22, 1889.

Application filed January 16, 1889. Serial No. 296,471. (No model.)

To all whom it may concern:

Be it known that we, GEORGE REHFUSS, JOHN GEORGE REHFUSS, and MARTIN O. REHFUSS, all citizens of the United States, and residents of Philadelphia, Pennsylvania, have invented certain Improvements in Carriers for Pneumatic Transit Apparatus, of which the following is a specification.

The object of our invention is to construct a carrier for pneumatic transfer apparatus of a simpler and cheaper character than those now used for the purpose, and this object we attain in the manner hereinafter set forth, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective view of a pneumatic transfer carrier constructed in accordance with our invention, the movable head of the carrier being shown partly open. Fig. 2 is a longitudinal section of the carrier. Fig. 3 is a transverse section on the line 1 2, Fig. 2. Fig. 4 is a transverse section on the line 3 4, Fig. 2; and Fig. 5 is a perspective view illustrating a special construction of the movable head of the carrier.

The body of the carrier is in the form of a cylinder A, composed of a single piece of sheet metal, (preferably sheet-steel) bent into proper form and having its opposite ends secured to a longitudinal rod *a*, this cylinder having at one end a fixed head B, preferably composed of a disk or block of felt or like material, which is secured to the sheet-metal head *b* of the carrier by means of bolts *d*, adapted to threaded studs *d'*, riveted or otherwise confined to said sheet-metal head. At the opposite end of the cylinder is a movable head or cap B', substantially similar in construction to the head B, this movable head or cap being hung or secured to the projecting end of the longitudinal confining-rod *a* of the cylinder—that is to say, it is hung to the rod if the latter is fixed, or may be secured to the rod if the latter is free to turn. The sheet-metal portion of the head or cap B' has a concave segmental retaining-flange *g*, which is adapted to engage with a rib *h*, formed around the cylinder A at the open end of the same. When the head or cap B' is closed, the engagement of the segmental flange *g* with the rib on the cylinder serves to retain the cap in the closed position, as shown by full lines in Fig. 4; but when pressure is applied to the cap to swing it sidewise there is sufficient spring in the metal of the cylinder A, at the open end of the same, to permit the segmental flange to leave the rib, the cap being then at liberty to swing open, as shown by dotted lines in Fig. 4. In some cases it may be advisable to use on the cap a spring-flange for engaging with the rib on the cylinder, one form of such retainer being shown in Fig. 5, in which the segmental flange *g*, for engaging with the rib on the cylinder, forms part of a plate *g'*, slotted for the reception of pins *i* on the sheet-metal disk *b'* of the head, this sliding plate having at its inner end a lug *m*, upon which acts a bowed spring *m'*, bearing at its opposite ends against studs *n* on the plate *b'*.

As the body of our improved carrier is made of a single piece of sheet metal bent into and retained in proper cylindrical form, it is simpler in construction and much cheaper than those carriers which are divided longitudinally and have the halves hinged together and provided with springs for holding them open and shut.

Having thus described our invention, we claim and desire to secure by Letters Patent—

1. The combination of the body of the carrier, consisting of a cylinder open at one end, with an eccentrically-pivoted head swinging over the open end of said body to close the same, and having a retaining-catch for engaging with a rib or projection on said carrier, substantially as specified.

2. The combination of the body of the carrier, consisting of a strip of sheet metal bent into cylindrical form and retained by a longitudinal rod, with a cap for closing the open end of the cylinder, said cap being secured or hung to the longitudinal retaining-rod of the cylinder, so that the latter serves as the axis on which the cap swings in opening and closing the carrier, substantially as specified.

3. The combination of the body of the carrier, open at one end, with the swinging cap having a segmental flange engaging with a rib at the end of the carrier-body and serving to retain the cap in the closed position, substantially as specified.

4. The combination of the sheet-metal disk of the carrier-head, the threaded studs projecting from said disk, the bumper-block, and the screws or bolts adapted to the threaded studs and serving to confine said bumper-block to the sheet-metal disk of the head, substantially as specified.

5. The combination of the body of the carrier, open at one end, with the pivoted head free to swing laterally, so as to open and close the end of the carrier, and a spring-catch radially guided on said head and engaging with a shoulder or rib on the body of the carrier, substantially as specified.

In testimony whereof we have signed our names to this specification in the presence of two subscribing witnesses.

GEORGE REHFUSS.
JOHN GEORGE REHFUSS.
MARTIN O. REHFUSS.

Witnesses:
EDGAR A. HAPPERSETT,
WILLIAM D. CONNER.