(No Model.)

M. BARRI.

PNEUMATIC TUBE APPARATUS.

No. 452,471. Patented May 19, 1891.

Fig. 1.

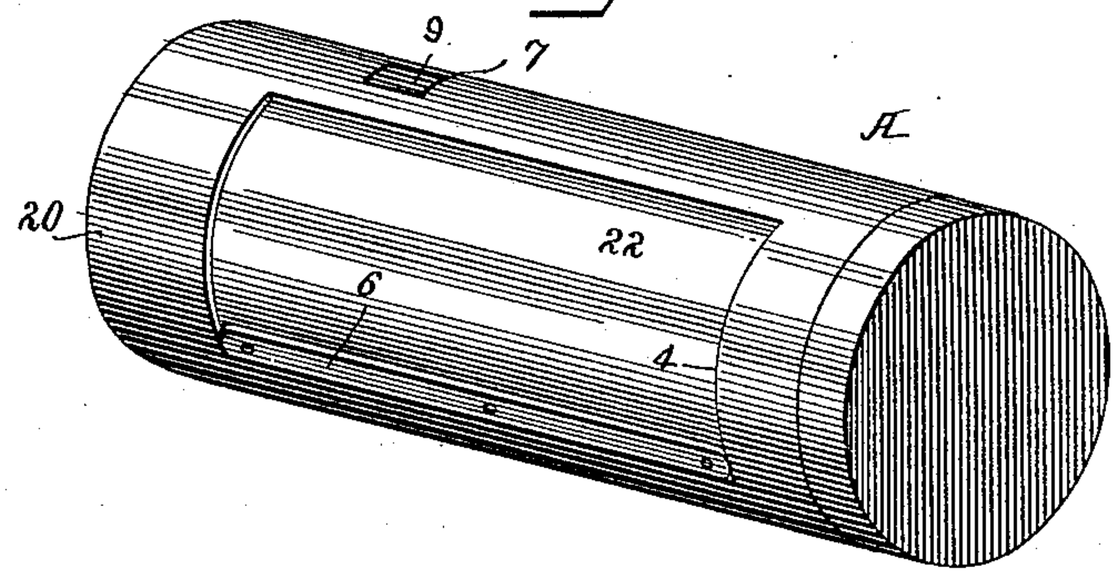


Fig. 2.

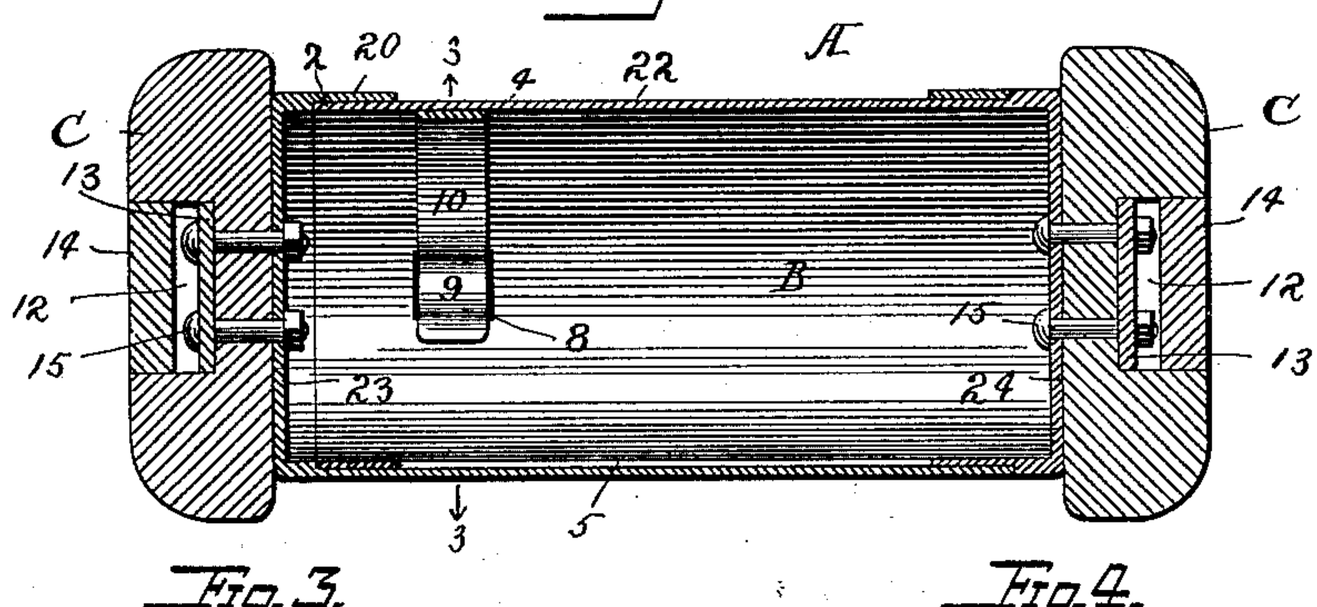


Fig. 3.

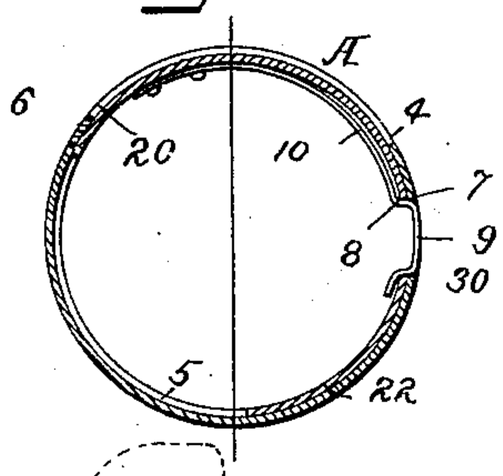


Fig. 4.

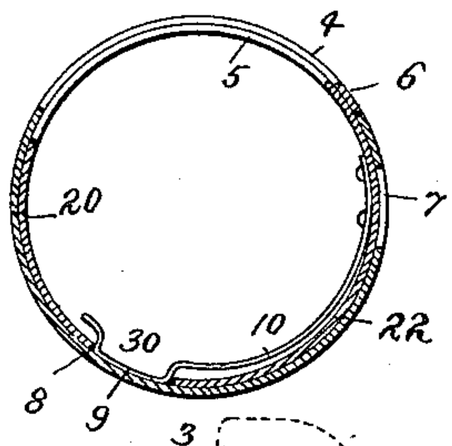
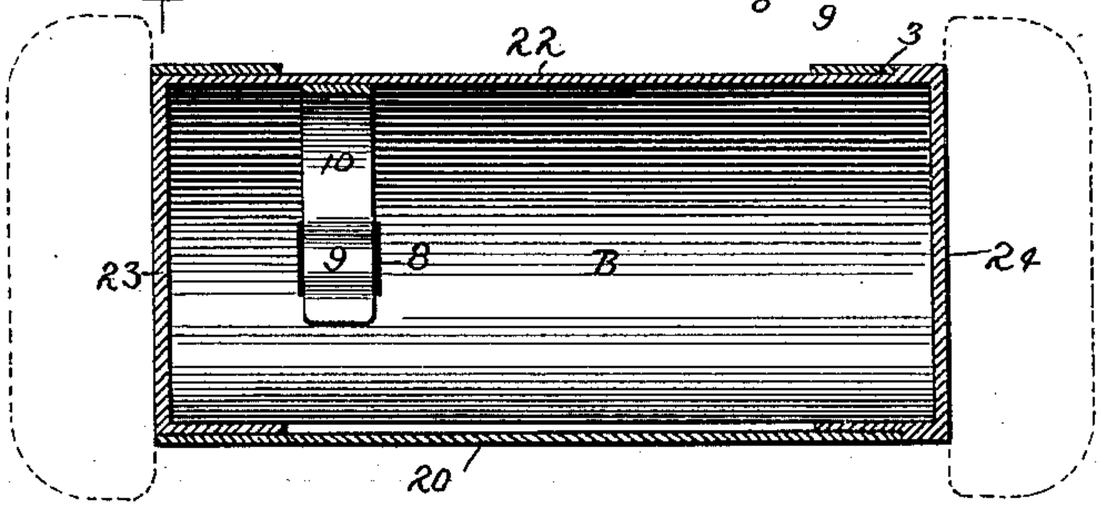


Fig. 5.



Witnesses
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UNITED STATES PATENT OFFICE.

MARTIN BARRI, OF NEW YORK, N. Y., ASSIGNOR TO THE LAMSON CONSOLIDATED STORE SERVICE COMPANY, OF NEW JERSEY.

PNEUMATIC-TUBE APPARATUS.

SPECIFICATION forming part of Letters Patent No. 452,471, dated May 19, 1891.

Application filed June 28, 1889. Serial No. 315,874. (No model.)

To all whom it may concern:

Be it known that I, MARTIN BARRI, a citizen of the United States, residing at New York, county of New York, and State of New York, have invented certain new and useful Improvements in Pneumatic-Tube Apparatus, fully described and represented in the following specification and the accompanying drawings, forming a part of the same.

This invention relates generally to carriers for pneumatic-tube apparatus, the carrier being, however, more particularly adapted to such apparatus when used for the transmission of cash and the like between distant points; and it consists in the novel structure hereinafter fully set forth and claimed.

In the accompanying drawings, Figure 1 is a perspective view of a carrier embodying the invention, the "stocking" usually secured to its ends being omitted. Fig. 2 is a central longitudinal section of the same, the stocking also forming a part of this invention being shown applied to both of the ends of the carrier. Fig. 3 is a cross-sectional elevation of the same, taken on the line 3 3 of Fig. 2, its compartment being closed. Fig. 4 is a similar view, its compartment being open, affording access thereto. Fig. 5 is a view similar to Fig. 2, showing a slightly-modified construction.

The improved carrier A is of tubular form and of sufficient length to provide a compartment of a size suited to contain the article or articles it is desired to transmit. It is composed of two tubular sections 20 22, one (the latter) inserted within the other to fit together snugly, and yet each adapted to be moved with respect to the other to close or open the compartment B, which said tubular sections form with their closed ends 23 24. In the preferred construction each tubular section will be formed with one closed end, the outer section 20 having the end 23 thickened to provide an interior seat 2 for the end of the inner section, and the inner section 22 having the end 24 also increased in diameter to provide an exterior seat 3 for the abutting end of the outer section, the exterior seat serving to bring the exterior portion of the inner section flush with the exterior surface of the outer one. Each section has a portion of its body cut away to provide in the outer section an opening 4 and in the inner section an opening 5. These two openings are approximately of the same size, so that when they coincide the compartment B will be open to afford access thereto. The size of the openings should be such as not to unnecessarily weaken the tubular structure, yet large enough to enable the fingers of the attendant to enter the compartment to remove its contents, if necessary. The size of the opening 4 also should be such as to leave sufficient of the body of the inner section to effectually close such opening, as in Fig. 3.

From the foregoing it will be understood that to open the compartment of the carrier it is only necessary to turn one section with respect to the other, so as to bring the openings 4 and 5 into coincidence, as in Fig. 4. To close the same, the reverse movement will bring the opening 4 over the unbroken body of the inner section, as in Fig. 3. That this movement may be more readily effected, there is provided a projecting strip 6 upon the body of the inner section 22, just removed from the edge of the opening 5 therein, which contacts with the opposite edges of the opening 4 in the outer section, and thus limits the movement of one section with respect to the other.

In order that the sections, when they are adjusted so as to close the compartment, shall be locked against accidental movement with respect to one another, and thus open the compartment, there is provided a lock 30. As shown, this lock consists of a spring-strip 10, carried by the inner section 22 and curved to conform thereto, which strip near its free end (its opposite end being riveted to the section 22), is bent to form a projection 9, of sufficient height to project through a suitably-shaped opening 8, formed in the body of the inner section 22, and to take into a similar shaped opening 7, formed in the body of the outer section 20, sufficiently to hold the two sections against movement until it is desired to move them to open the compartment by pressing upon the projection 9 to depress it sufficiently to escape the opening 7. In the preferred construction the spring-strip 10 is arranged at one end of the carrier, as shown in Figs. 1 and 2, so that its projection 9 may be readily

depressed by, for instance, the thumb of the hand, grasping that end of the carrier, while the other hand of the user turns the inner section by grasping its end.

While the stocking applied to either or both ends of the carrier may be of any well-known form and secured in position in any desired manner, it is shown herein as consisting of a solid disk C, of material either felt, leather, or the like, of slightly greater diameter than the body of the carrier and having a central recess 12, in which is seated a metal plate 13. The stocking-disk is secured to the end of the carrier by means of one or more bolts 15, as shown, and the recess is filled by a piece 14, of the same material as that of the stocking, and cemented therein, so as to conceal and protect the bolt-heads.

It is to be understood that it is not essential that each tubular section should bear one of the heads, as it is obvious, as shown in Fig. 5, that the inner section might be provided with both of them, the stocking, when secured in position, serving in a measure to prevent the sections from being separated, although this would be prevented by the strip 6, as is apparent.

What I claim is—

1. A tubular carrier for tube apparatus, consisting of two cylinders, each closed at one end and the inner cylinder having an annular bearing or shoulder for the bearing of the other end of the outer cylinder, and each having openings which may be brought to coincide by the turning of one cylinder in respect to the other, substantially as set forth.

2. A carrier for a tube apparatus, provided with a stocking at its end having a central recess in which the heads of the securing-bolts lie and filled by an independent piece to complete the stocking, substantially as described.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

MARTIN BARRI.

Witnesses:
GEO. H. GRAHAM,
J. J. KENNEDY.