No. 672,905. Patented Apr. 30, 1901.

R. T. JENNEY.

RECEIVING TERMINAL OF PNEUMATIC DESPATCH SYSTEMS.

(No Model.) (Application filed Aug. 13, 1900.)

Fig. 1.

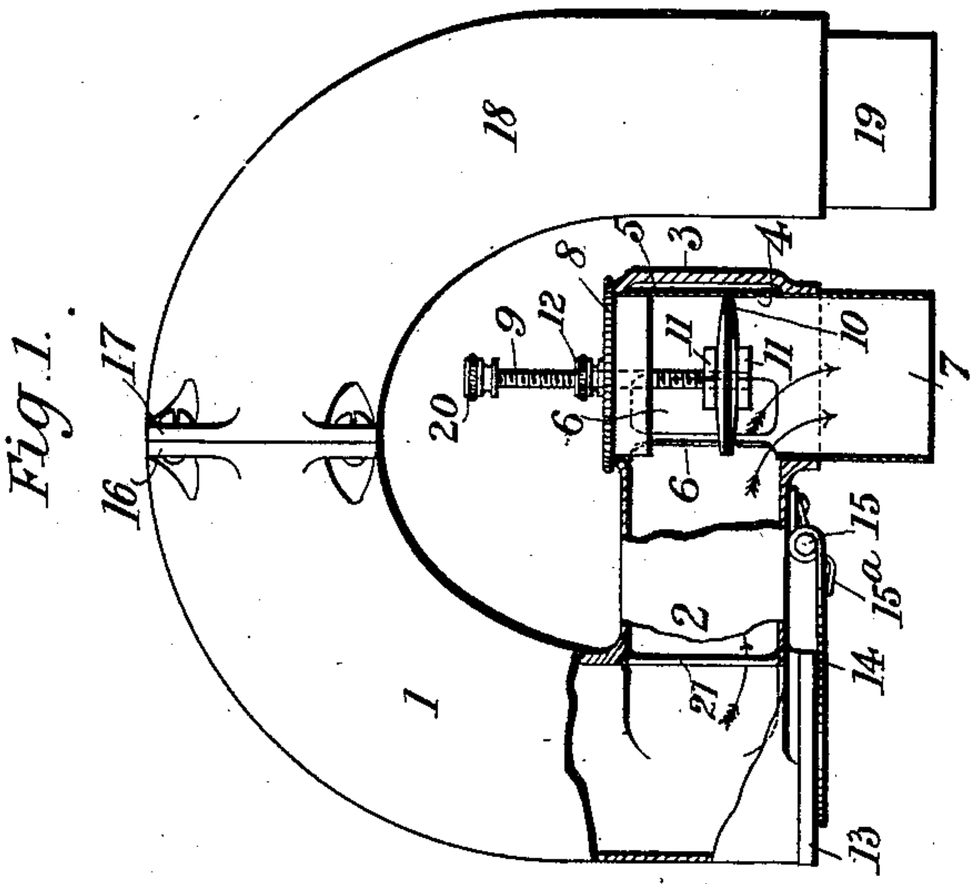


Fig. 2.

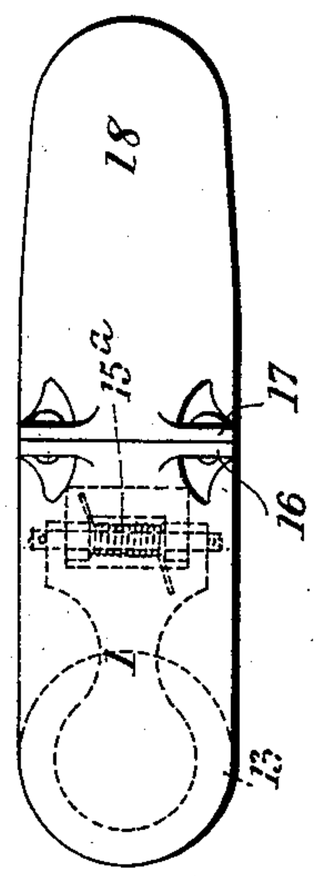


Fig. 3.

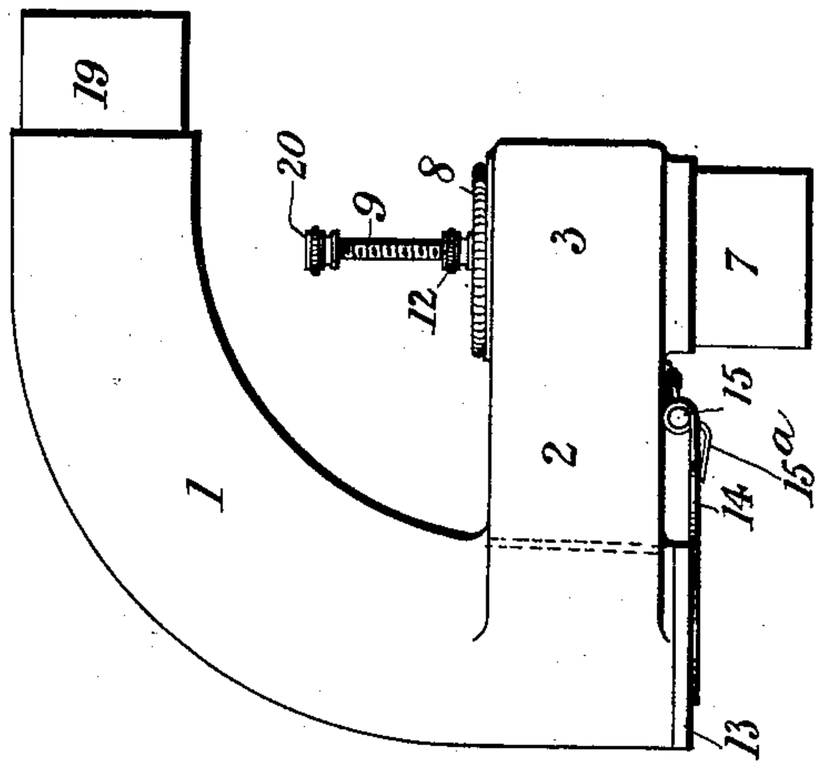
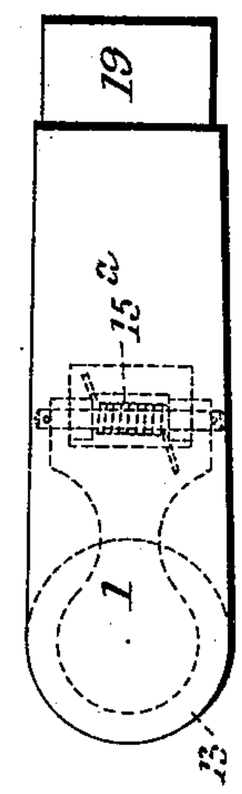


Fig. 4.



WITNESSES.

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UNITED STATES PATENT OFFICE.

ROBERT THOMAS JENNEY, OF LONDON, ENGLAND, ASSIGNOR TO THE LAMSON CONSOLIDATED STORE SERVICE COMPANY, OF NEWARK, NEW JERSEY.

RECEIVING-TERMINAL OF PNEUMATIC-DESPATCH SYSTEMS.

SPECIFICATION forming part of Letters Patent No. 672,905, dated April 30, 1901.

Application filed August 13, 1900. Serial No. 26,778. (No model.)

To all whom it may concern:

Be it known that I, ROBERT THOMAS JENNEY, a citizen of the United States, residing at London, England, have invented a certain new and useful Improvement in Receiving-Terminals of Pneumatic-Despatch Systems, of which the following is a specification.

This invention relates to an improvement in the receiving-terminals of pneumatic-despatch systems, the object of same being to provide a convenient terminal easily and cheaply constructed and having an advantageous form of valve, whereby the discharge of the carrier is facilitated.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is an elevation, partly in section, of one form of terminal constructed in accordance with the invention. Fig. 2 is a plan of same. Fig. 3 is an elevation of another form, and Fig. 4 is a plan of same.

Referring to Figs. 1 and 2, it will be seen that the discharging half of the terminal 1 has cast with it the neck or connecting piece 2, by which the return or outgoing tube is connected to it. Thus the casting comprises the part 1, a flange, hereinafter described, the neck 2, and a closed end portion 3, in which is secured a piece of tube 4 the size of the part 3, allowing a chamber 5 to be formed around the upper end of the tube 4, around which the air can circulate, such air entering the tube through several openings 6, as shown by the arrows. The lower portion 7 of this tube-section forms a socket to which the return or outgoing tube is attached. The upper end of tube 4 is closed by a closely-fitting lid 8, which is dropped into same, such lid having a threaded opening for a screwed rod 9, carrying a valve 10, which may be conveniently formed of two disks having a leather or like washer between them and held by nuts 11 11 and which closely fits the tube 4. The rod carries also a locking-nut 12 and a head 20 for turning it. The part 2 has also the usual faced discharge-opening, which is normally closed by a leather or like suitable disk 13, carried by an arm 14, pivoted to a pin 15, attached to the under side of the part 2, some suitable spring device, such as a coil 15ª around the pin, bearing on the parts 14 and 2, being provided, as is well known, so that the lid may normally return to place after the exit of a carrier. The part 1 has flanges 16 on either side, which are adapted to be secured to similar flanges 17 on the usual curved head portion 18, such head portion carrying a reduced or socket piece 19, to which is secured the end of the incoming tube. In Figs. 3 and 4 the part 1 carries the socket 19 in place of the flanges 16, so that it is adapted to be attached to a horizontal incoming tube. Between the parts 1 and 2 is cast a fin 21, extending across the passage-way for the air, so that the carrier on its passage to the discharge-opening will not catch or stick in the neck 2 when passing out. By this method of casting the part 1 and neck-piece 2 together considerable rigidity as well as an economy in construction are obtained.

By means of the valve 10, which, as will be seen, is adjustable by the screwed rod 9, the passage of air caused by the vacuum in the tube can be checked in its movement to the outgoing tube, as the air can only pass underneath the valve, as shown by the arrows. This checking prevents the rush of air past the discharge-opening, so that if this latter is properly proportioned the carrier will issue easily past the valve 13, the checking of the air preventing the sucking or holding back of the carrier. The construction of the valve, it will be seen, enables it to be readily removed from the tube 4 by lifting out the lid 8, so that paper or other matter which may be drawn along the tube will be caught by same and may be easily removed, so that clogging is avoided, the construction also allowing the valve to be set at the point which the operator finds most desirable with the air-pressure then in use.

What is claimed is—

1. In a receiving-terminal of a pneumatic-despatch system, the combination with a discharging part, of a neck for connecting it to the outgoing tube, cast in one piece with such discharging part, and having an opening therein, a tightly-fitting lid for such opening and an adjustable valve carried by the lid.

2. In a receiving-terminal of a pneumatic-

despatch system, and in combination, a discharging part, a neck for connecting it to the outgoing tube, and flanges carried by the discharging part, for connecting it to the head portion, all cast in one piece.

3. In a receiving-terminal of a pneumatic-despatch system, the combination with a discharging part, of a neck-piece cast in one therewith, and having an opening in same, a tube having openings for the passage of air secured in such neck and opening, a lid on the upper end of such tube, and a valve carried by the lid, and adapted to cover and uncover the openings in the tube.

4. In combination, a neck portion, a tube carried thereby, and having openings therein, a cover for such tube, a screwed rod passing through such cover, a valve on the inside end of such rod adapted to cover and uncover the openings in the tube, and means outside of such cover carried by the rod for adjusting the position of the valve.

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

ROBERT THOMAS JENNEY.

Witnesses:
EDWARD TRUMP FOSTER,
ALLEN SAM JONES.