No. 682,374. Patented Sept. 10, 1901.

A. WOLTMAN.

TERMINAL FOR PNEUMATIC CARRIERS.

(Application filed Feb. 11, 1901.)

(No Model.)

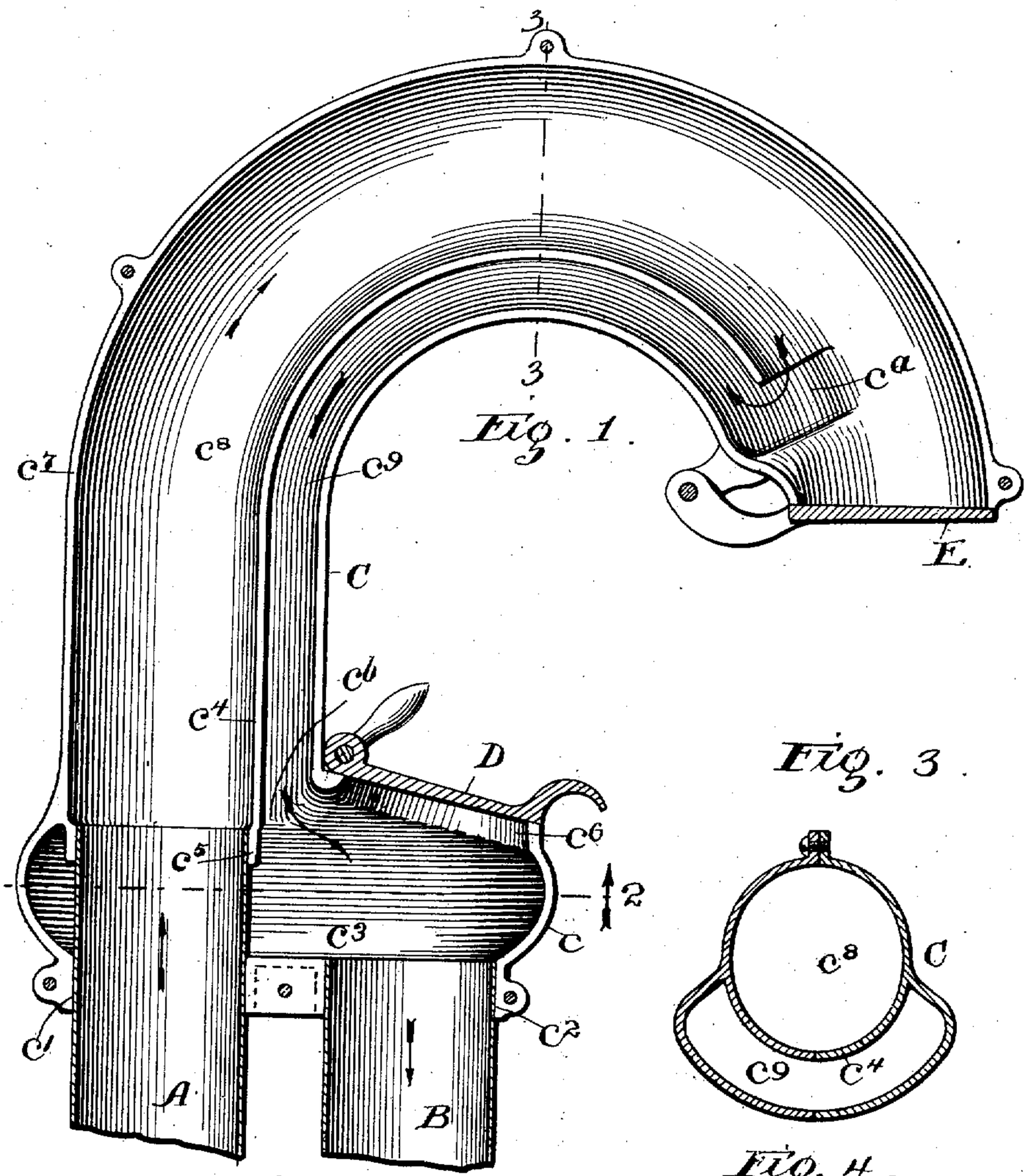


Fig. 1.

Fig. 2.

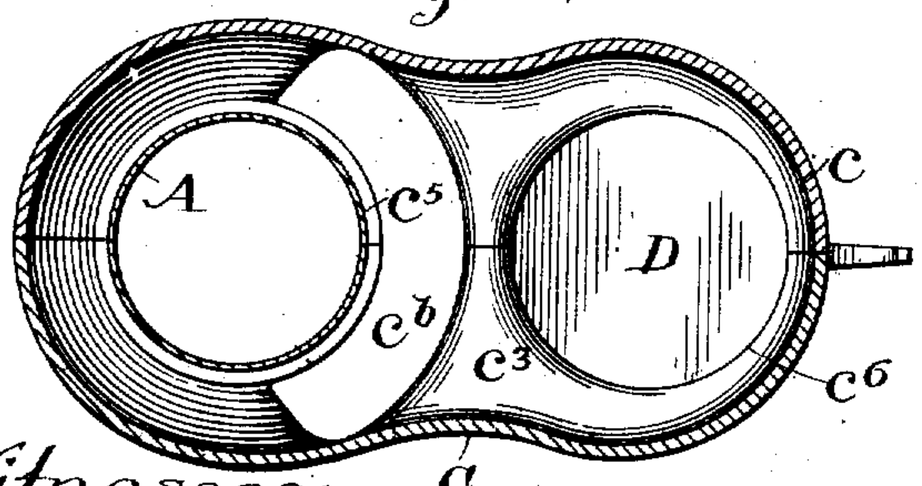
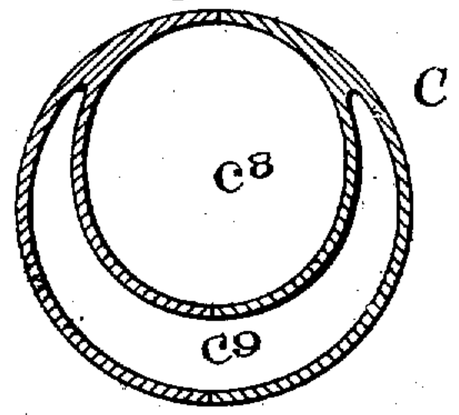


Fig. 3.

Fig. 4.



Witnesses:
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UNITED STATES PATENT OFFICE.

AUGUST WOLTMAN, OF CHICAGO, ILLINOIS, ASSIGNOR TO NATIONAL PNEUMATIC SERVICE COMPANY, OF SAME PLACE.

TERMINAL FOR PNEUMATIC CARRIERS.

SPECIFICATION forming part of Letters Patent No. 682,374, dated September 10, 1901.

Application filed February 11, 1901. Serial No. 46,782. (No model.)

To all whom it may concern:

Be it known that I, AUGUST WOLTMAN, a citizen of the United States of America, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Terminals for Pneumatic Carriers, of which the following is a specification.

My invention relates to certain improvements in terminals for pneumatic carriers, the purpose of said improvements being to so form, arrange, and combine the parts as to bring them into neat and compact shape and into such relation to each other as to make the manipulation of the terminal easy and convenient.

To such end the invention consists in certain novel characteristics pertaining to the form, arrangement, and combination of the different portions of the device, which will be fully described and pointed out below.

The preferred construction of the terminal is illustrated in the drawings, wherein—

Figure 1 is a median section flatwise of the terminal. Fig. 2 is a horizontal section looking upward in the plane 2 2 of Fig. 1. Fig. 3 is a vertical section in the plane 3 3 of the same figure; and Fig. 4 is a section similar to Fig. 3, illustrating a possible modification in sectional form of that portion of the device.

In Fig. 1, A represents what I will term the "discharge-tube," because it is the one through which the carrier reaches the terminal, and B represents what I shall call the "receiving" and "return" tube, because it receives and returns the carrier, as well as the current of air by which the carrier is propelled. The arrows in the drawings indicate the direction taken by the current of air, and the current may be maintained by any suitable means, the one to which the preferred form here referred to is adapted being some sort of suction device to which the tube B or a branch thereof leads.

The terminal proper, C, is a chambered tubular extension preferably made in two parts, divided in the plane of the section here shown, and provided with a base at *c*, perforated at c' c^2 to admit the discharge and return tubes, respectively, and provided with a chamber c^3, into which the tube B opens, but which is separated from the open end of the tube A by an inner wall or partition c^4, a circular downward extension c^5 of which fits closely over the upper end of said tube A. Directly over the end of the tube B the base is provided with an opening c^6, closed by a suitable valve D, which is opened to receive the carrier when the latter is to be inserted into the return-tube. The terminal extends above the base in the form of a tubular curved portion c^7, containing an approximately circular discharge-passage c^8 and a parallel and preferably partially-surrounding return-passage c^9, opening at c^a into the discharge-passage near the end thereof and at c^b into the chamber c^3 of the base. The end of the discharge-passage is closed by an ordinary outwardly-opening discharge-valve E. The arrangement of the return-passage c^9 parallel with and alongside of the discharge-passage c^8 obviates the necessity for any cross connection between the end of the discharge-passage and the return-tube, and by causing the said return-passage to partially surround the discharge-passage it is given the necessary cross-sectional area without any undue radial extension of the sides of the curved portion of the terminal. The compactness and neatness of the terminal will readily appear from the drawings, as will also the fact that the arrangement there shown affords the most convenient manipulation of the receiving or return valve D, access thereto being rendered possible upon all sides except that occupied by the discharge-passage of the terminal.

I recognize the possibility of more or less variation in form and construction, and for that reason do not limit myself to the specific details here shown.

I claim as new and desire to secure by Letters Patent—

1. In a pneumatic-carrier terminal, the combination with a chambered base adapted for attachment to the discharge and return tubes, of a receiving-valve opposite the end of the return-tube, a curved extension of said base containing a circular discharge-passage, and a contiguous parallel return-passage opening into the discharge-passage near the end thereof, and into the chambered base,

and a discharge-valve adapted to close the end of said discharge-passage; substantially as described.

2. In a terminal for pneumatic carriers, the combination with a hollow base provided with openings to receive the discharge and return tubes, of a curved extension provided with a partition, on one side of which is a circular discharge-passage having a circular opening in the base to receive the discharge-tube and on the other side of which is a parallel and partially-surrounding return-passage opening into the interior of the base and at its opposite end into the end of the discharge-passage, and a discharge-valve closing the end of said discharge-passage; substantially as described.

In witness whereof I have hereunto set my hand, at Chicago, in the county of Cook and State of Illinois, this 23d day of January, A. D. 1901.

AUGUST WOLTMAN.

Witnesses:
CHAS. O. SHERVEY,
S. BLISS.