

No. 696,843.

Patented Apr. 1, 1902.

E. C. PHILLIPS.
PNEUMATIC DESPATCH TERMINAL.

(Application filed Dec. 13, 1899.)

(No Model.)

2 Sheets—Sheet 1.

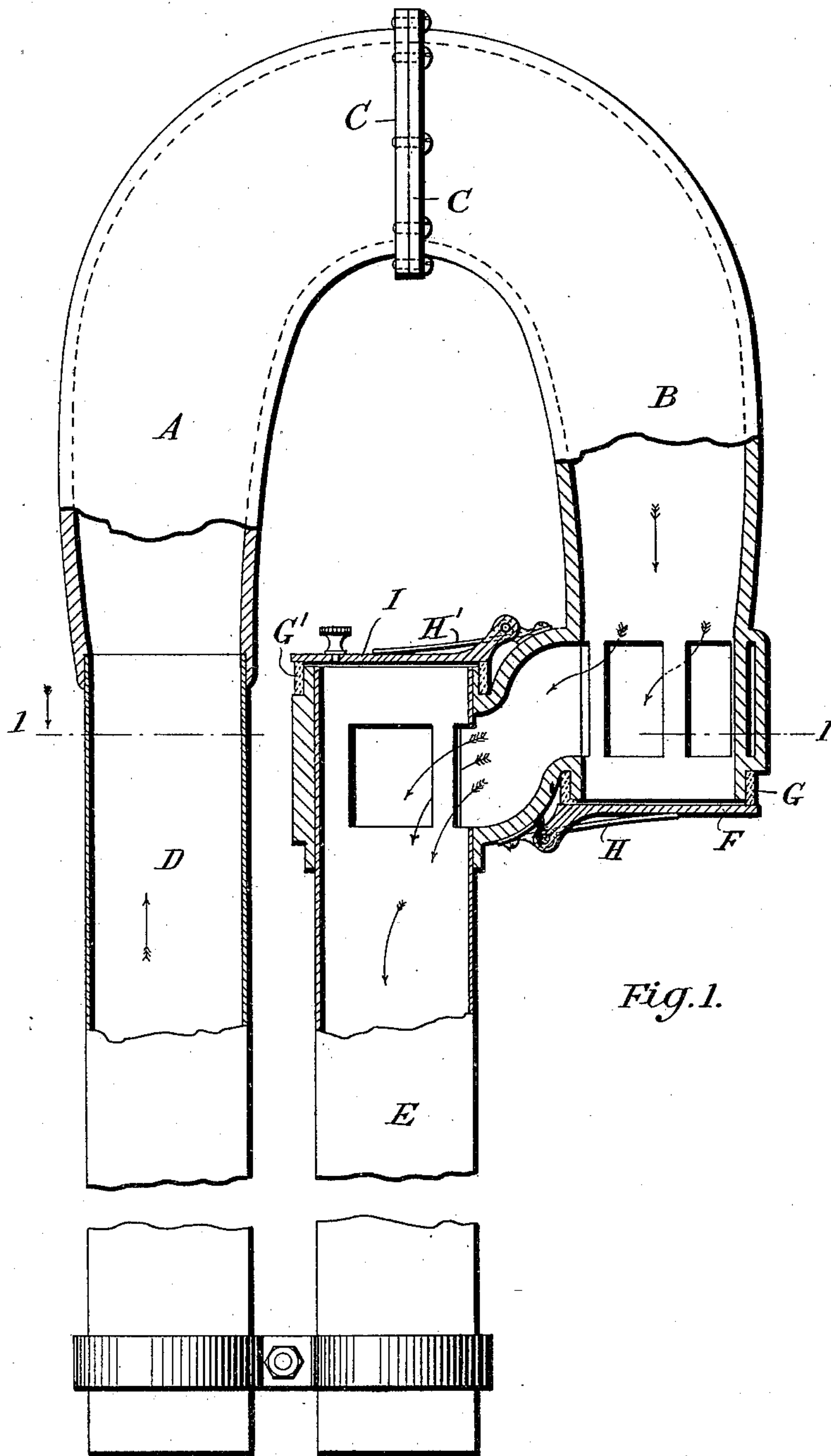


Fig. 1.

WITNESSES.

C. J. Stewart.
A. L. Messer.

INVENTOR.

Ernest Curtis Phillips
By E. C. Silman
J. L. Rusk
Atty

No. 696,843.

Patented Apr. 1, 1902.

E. C. PHILLIPS.
PNEUMATIC DESPATCH TERMINAL.

(Application filed Dec. 13, 1899.)

(No Model.)

2 Sheets—Sheet 2.

Fig. 2.

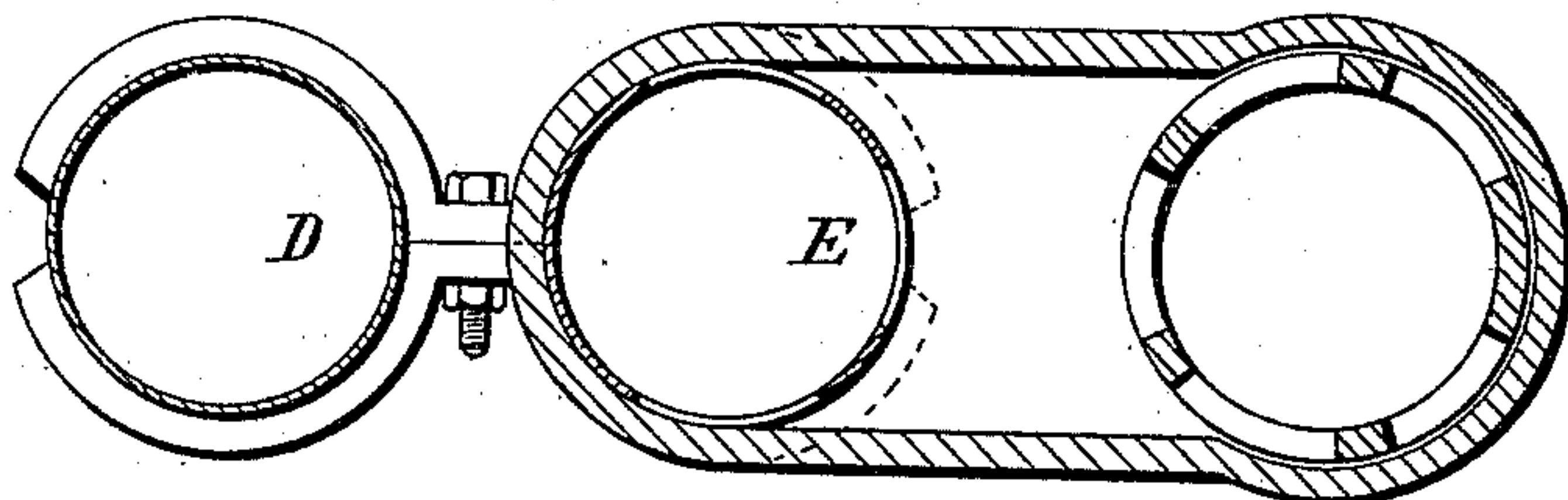
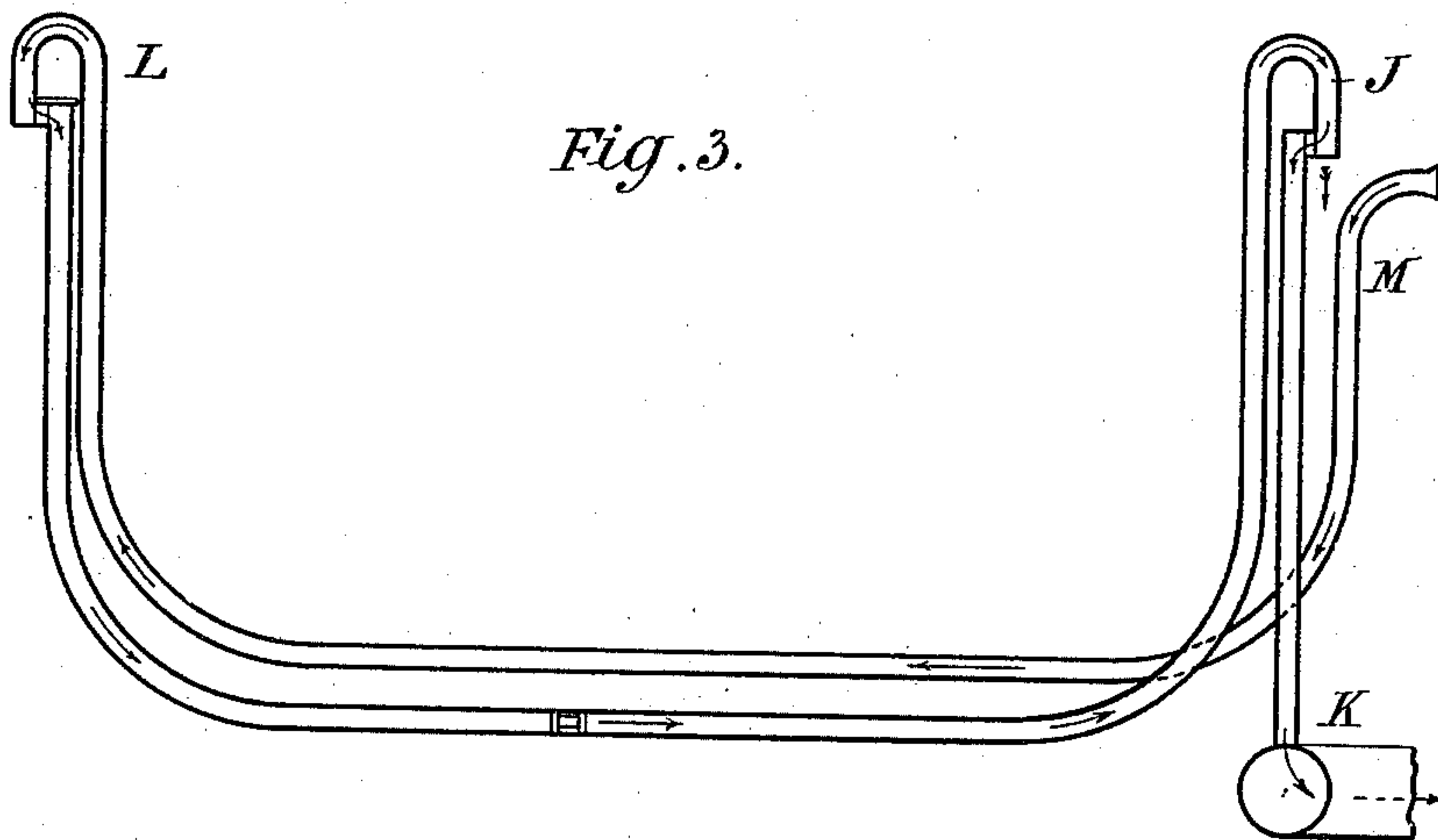


Fig. 3.



WITNESSES.

C. A. Stewart.
A. L. Messer

INVENTOR.

Ervin Curtis Phillips
By E. C. Schuman
+ J. R. Rusk
Attys

UNITED STATES PATENT OFFICE.

ERBINE CURTIS PHILLIPS, OF LONDON, ENGLAND, ASSIGNOR TO THE
LAMSON CONSOLIDATED STORE SERVICE COMPANY, OF NEWARK,
NEW JERSEY, A CORPORATION OF NEW JERSEY.

PNEUMATIC-DESPATCH TERMINAL.

SPECIFICATION forming part of Letters Patent No. 696,843, dated April 1, 1902.

Application filed December 13, 1899. Serial No. 740,174. (No model.)

To all whom it may concern:

Be it known that I, ERBINE CURTIS PHIL-
LIPS, a citizen of the United States of Amer-
ica, residing at London, England, have in-
vented a certain new and useful Improve-
ment in Pneumatic-Despatch Terminals, of
which the following is a specification.

The object of this invention is to improve
the construction of pneumatic-despatch ter-
minals.

The terminal will be described when an ex-
haust in front of the carrier is used and such
carrier is propelled by the ordinary air-pres-
sure behind it, although it will be obvious
that a direct pressure above atmospheric may
be employed by suitably modifying the appa-
ratus.

In the accompanying drawings, Figure 1
represents a substation-terminal, partly in
section. Fig. 2 is a plan view on the line 11,
and Fig. 3 is a diagrammatic view of a cen-
tral and single substation.

The substation-terminals are made in two
parts A and B, suitably curved and provided
with flanges C C, by which they may be se-
cured together at the desired angle. One
part is connected to the incoming pipe D
from the central station. The other part car-
ries the outgoing pipe E, which either goes
direct to the central station or connects with
the ingoing pipe thereto. The outlet for the
carrier at the substation is closed by a pivot-
ed door or valve F, seating on an externally-
surrounding rubber ring or like packing G
and normally held closed by a spring H, but
capable of being forced open by the carrier.
The inlet for the carrier is closed by a like
door or valve I, provided with a similar ex-
ternally-surrounding packing G' and spring
H'. In both cases the arrangement is such
that there is no wear on the packing due to
the passage of the carrier. The flow of air or
exhaust is from the central station to and
through both parts A B of the terminal and
back to the central station, as indicated by
arrows and as will be clearly understood by
reference to Fig. 3, in which J is the receiv-
ing-terminal of a central station from which
the air is exhausted through K, the carriers
to be despatched to substation L being placed

in tube M, the terminal at substation L being
of the form previously described, as is also
the case when more than one substation is
employed.

What I claim is—

1. An upward-discharge terminal for pneu-
matic-despatch-tube systems, comprising in
combination a substantially semicircular tu-
bular member to be secured at one end to the
upper end of the receiving-tube and consti-
tuting the discharging element of the termi-
nal, a short straight tubular member adapted
to be secured to the upper end of the sending-
tube directly beneath and within the curve
of said semicircular member and constituting
the sending element of the terminal, and an
air-return-pipe section uniting said curved
and straight tubular members laterally near
their discharging and receiving ends respec-
tively, the space bounded by and included
within said parts being entirely open, whereby
the sender is equally accessible from all sides
of the terminal, substantially as described.

2. In an upward-discharge terminal for
pneumatic-despatch-tube systems, a curved
tubular member adapted to be secured to the
upper end of the receiving-tube and having
its downwardly-discharging end closed by a
door or flap, a short straight tubular member
adapted to be secured to the upper end of the
sending-tube and located directly beneath
and within the curve of the said first-named
member and having its upper end closed by a
suitable lid or door, and a pipe-section uniting
said curved and straight tubular members
laterally near their discharging and receiving
ends respectively to permit the free circula-
tion of the air-current through the terminal,
all combined, substantially as set forth.

3. In a pneumatic-despatch apparatus, a
terminal consisting of two members, means
for holding said members together, an incom-
ing tube attached to one member of said ter-
minal, an outgoing tube in communication
with the other member of said terminal and
having its upper end open to the atmosphere,
and valves for closing the outlet from said ter-
minal and the inlet to said outgoing tube.

4. In a pneumatic-despatch apparatus, a
terminal consisting of two members, means

for holding said members together, an incoming tube attached to one member of said terminal, an outgoing tube in communication with the other member of said terminal and
5 having its upper end open to the atmosphere, and spring-controlled valves adapted to automatically close the outlet from said terminal and the inlet to said outgoing tube.

5. In a pneumatic-despatch apparatus, a
10 terminal consisting of two members, means for holding said members together, an incoming tube attached to one member of said terminal, an outgoing tube in communication

with the other member of said terminal and located within the curved members of the terminal and having its upper end open to the atmosphere, and valves for closing the outlet from said terminal and the inlet to said outgoing tube. 15

In testimony whereof I have hereunto set
my hand in the presence of two subscribing witnesses. 20

ERBINE CURTIS PHILLIPS.

Witnesses:

ALLEN PARRY JONES,

HERBERT ARTHUR MARSHALL.