

No. 726,017.

PATENTED APR. 21, 1903.

W. BLANCHARD.

LOCK FOR PNEUMATIC DESPATCH TUBE CARRIERS.

APPLICATION FILED JAN. 28, 1902.

NO MODEL.

2 SHEETS—SHEET 1.

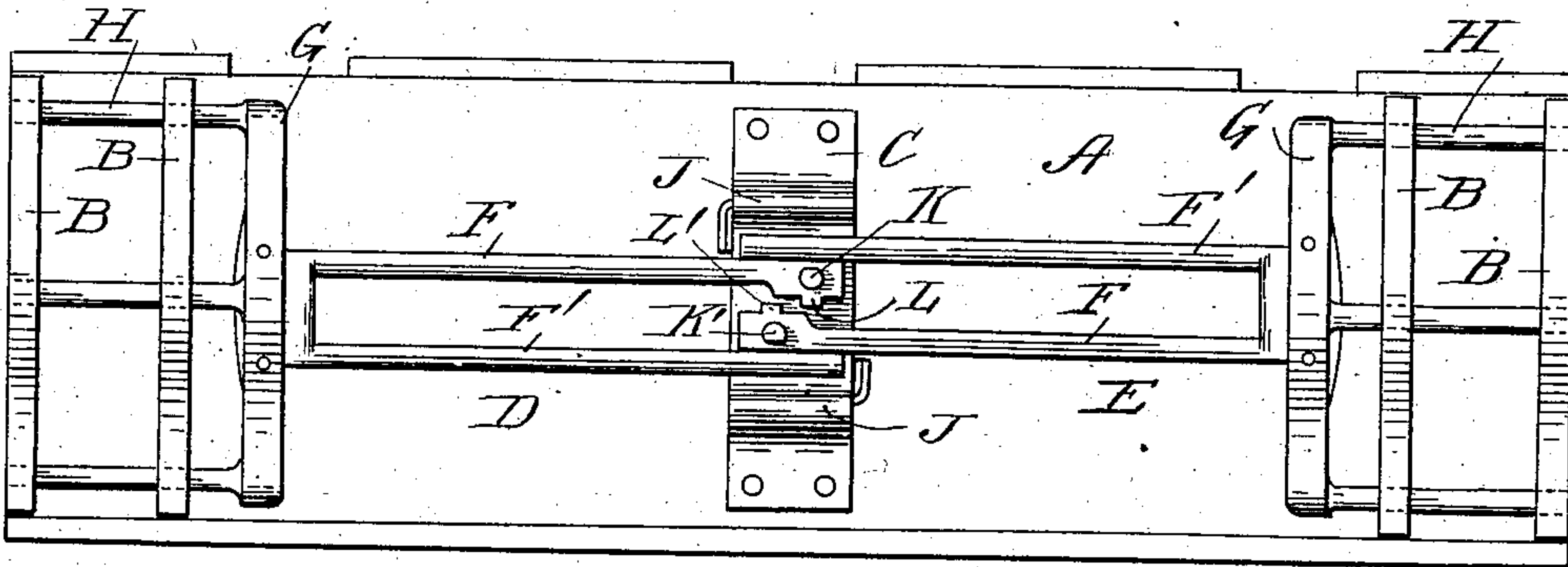


Fig. 1.

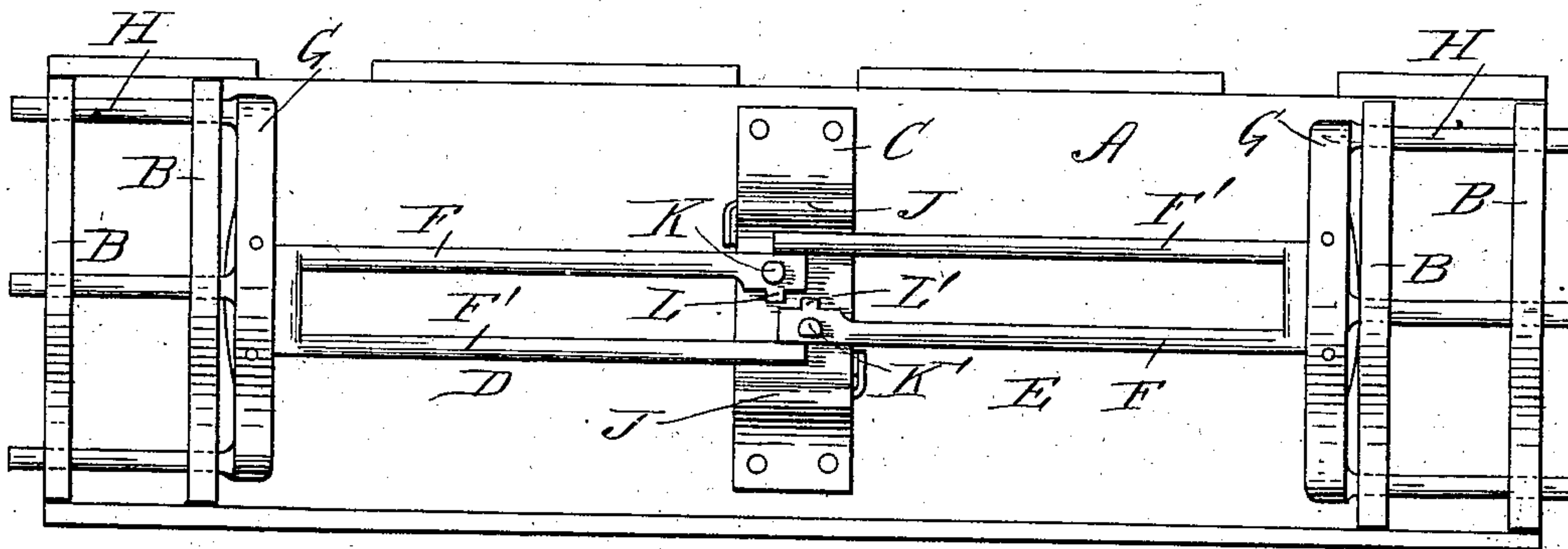


Fig. 2.

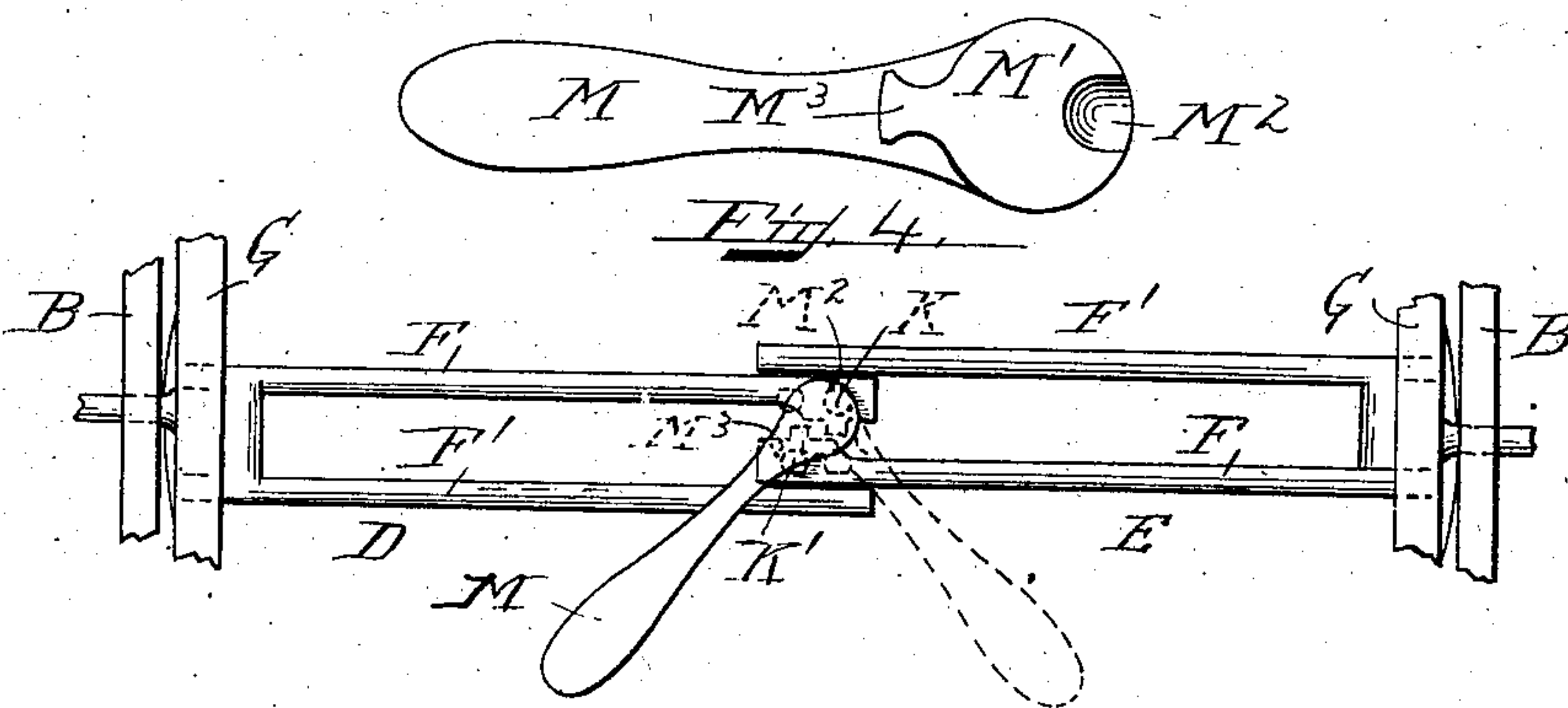


Fig. 3.

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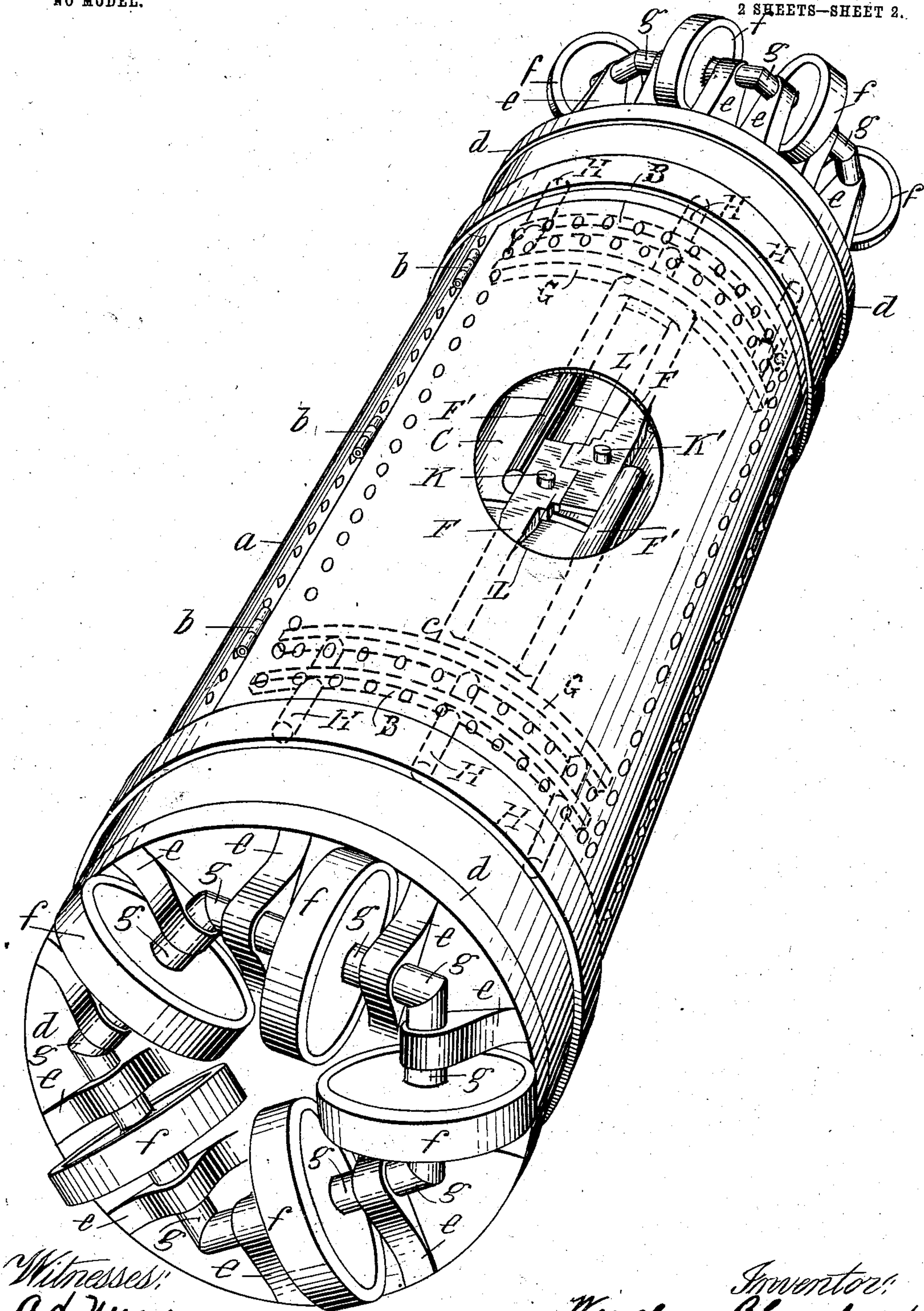
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2 SHEETS—SHEET 2.



Witnesses:  
A. D. Mum  
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Fig. 5.

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# UNITED STATES PATENT OFFICE.

WINSLOW BLANCHARD, OF BOSTON, MASSACHUSETTS.

## LOCK FOR PNEUMATIC-DESPATCH-TUBE CARRIERS.

SPECIFICATION forming part of Letters Patent No. 726,017, dated April 21, 1903.

Application filed January 28, 1902. Serial No. 91,586. (No model.)

*To all whom it may concern:*

Be it known that I, WINSLOW BLANCHARD, of Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Locks for Pneumatic-Despatch-Tube Carriers, of which the following is a specification.

My invention relates to new and useful improvements in locks for the covers of carriers used in pneumatic-despatch systems.

The object of my invention is to produce a new and effective lock which may be readily operated and which is not liable to become unlocked during the travel of the carrier through the tube.

My invention consists of certain novel features hereinafter described, and particularly pointed out in the claims.

In the accompanying drawings, which illustrate a construction embodying my invention, Figure 1 is a plan view of the improved lock with the outside shell of the cover removed and showing the locking mechanism in its unlocked position. Fig. 2 is a similar view showing the locked position of the locking mechanism. Fig. 3 is a detail view showing the manner in which the wrench is applied to cause the lock to be operated and secure the cover to the shell of the carrier. Fig. 4 is a bottom plan view of the wrench. Fig. 5 is a perspective view showing in full lines part of the improved locking mechanism for securing the cover to the shell of the carrier.

Like letters of reference refer to like parts throughout the several views.

The carrier *a* is provided with a cover *c*, hinged at *b* to the shell of the carrier, and is provided on each end with a head *d*, having outwardly-extending lugs *e*, in which are located the fixed shafts *g*, on which the wheels *f* revolve during the transit of the carrier in the pneumatic-despatch system.

*A* represents the inside shell of the cover *c*, to which is secured the guides *B* at the opposite ends, and in the middle of the shell *A* is a guide *C*.

The lock is composed of two sections *D* and *E* and consists of two rods *F F'*, to which is secured the cross-piece *G*, and from said cross-piece extend three bolts *H*. The other ends of the rods *F F'* rest in the guide *C*, which is provided with two upwardly-extending lugs

*J*, and which allow a slight side movement of the free ends in their operation. On the inner end of one of the rods *F* is an upwardly-projecting pin *K* and a laterally-extending lug *L*, and on the inner end of the other rod *F* is a similar pin *K'* and lug *L'*.

With the parts in the position shown in Fig. 1, with the cover unlocked, it being desired to lock the same, the wrench *M* is placed over the inner ends of the rods *F*, so that the recess *M<sup>2</sup>* in the head *M'* of the wrench fits around the pin *K*, and the lug *M<sup>3</sup>* of the head *M'* is placed around the left side of the pin *K'*, as shown in Fig. 3. The wrench is then given a movement by hand toward the right, which spreads out the inner ends of the rods *F F'* laterally sufficiently to enable the lugs *L L'* to pass one another, and when the parts arrive at the position shown in Fig. 2 the bolts *H* have passed into suitable holes in the shell of the carrier and the cover is locked thereto. When it is desired to unlock the cover, the recess *M<sup>2</sup>* is placed around the pin *K*, with the parts as shown in Fig. 2, and the lug *M<sup>3</sup>* on the head *M'* of the wrench is placed on the right side of the pin *K'*, and the handle being turned to the left springs the inner ends of the rods *F F'* laterally to enable the lugs *L L'* to pass one another, and after this movement the parts assume the positions shown in Fig. 1 and the cover is unlocked and the carrier may be opened. The lugs *L L'* when in the position shown in either Figs. 1 or 2 cannot pass one another, so that the locking mechanism remains in its unlocked or locked position until the wrench is applied to move the rods *F F'* outwardly to lock the cover or inwardly to unlock the cover.

I do not limit myself to the arrangement and construction shown, as the same may be varied without departing from the spirit of my invention.

Having thus ascertained the nature of my invention and set forth a construction embodying the same, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. In a carrier adapted for transit in a despatch-tube in combination with the shell of the carrier and the heads closing the ends of the same, of a cover hinged to the shell be-

tween its ends, mechanism for locking the cover consisting of bolts adapted to pass into openings in the heads of the carrier to lock the cover and rods which project inwardly  
5 provided with devices which normally prevent the operation of the locking mechanism for locking or unlocking the cover, a wrench for operating said locking mechanism and means on said rods with which the wrench  
10 engages to cause said rods to pass one another for the locking or unlocking of the cover.

2. In a carrier adapted for transit in a despatch-tube in combination with the shell of  
15 the carrier and the heads closing the ends of the same, of a cover hinged to the shell between its ends, mechanism for locking the cover consisting of bolts adapted to pass into

openings in the heads of the carrier to lock the cover and yielding rods which project inwardly provided with lugs which normally prevent the operation of the locking mechanism for locking or unlocking the cover, a wrench for operating said locking mechanism and pins on said rods with which the wrench  
25 engages to cause said rods to pass one another for the locking or unlocking of the cover.

In testimony whereof I have signed my name to this specification, in the presence of  
30 two subscribing witnesses, this 17th day of January, A. D. 1902.

WINSLOW BLANCHARD.

Witnesses:

VIOLA M. MACLELLAN,  
A. L. MERSER.