No. 780,595. PATENTED JAN. 24, 1905.

C. H. BURTON.

CARRIER FOR PNEUMATIC DESPATCH TUBE SYSTEMS.

APPLICATION FILED MAR. 28, 1904.

2 SHEETS—SHEET 1.

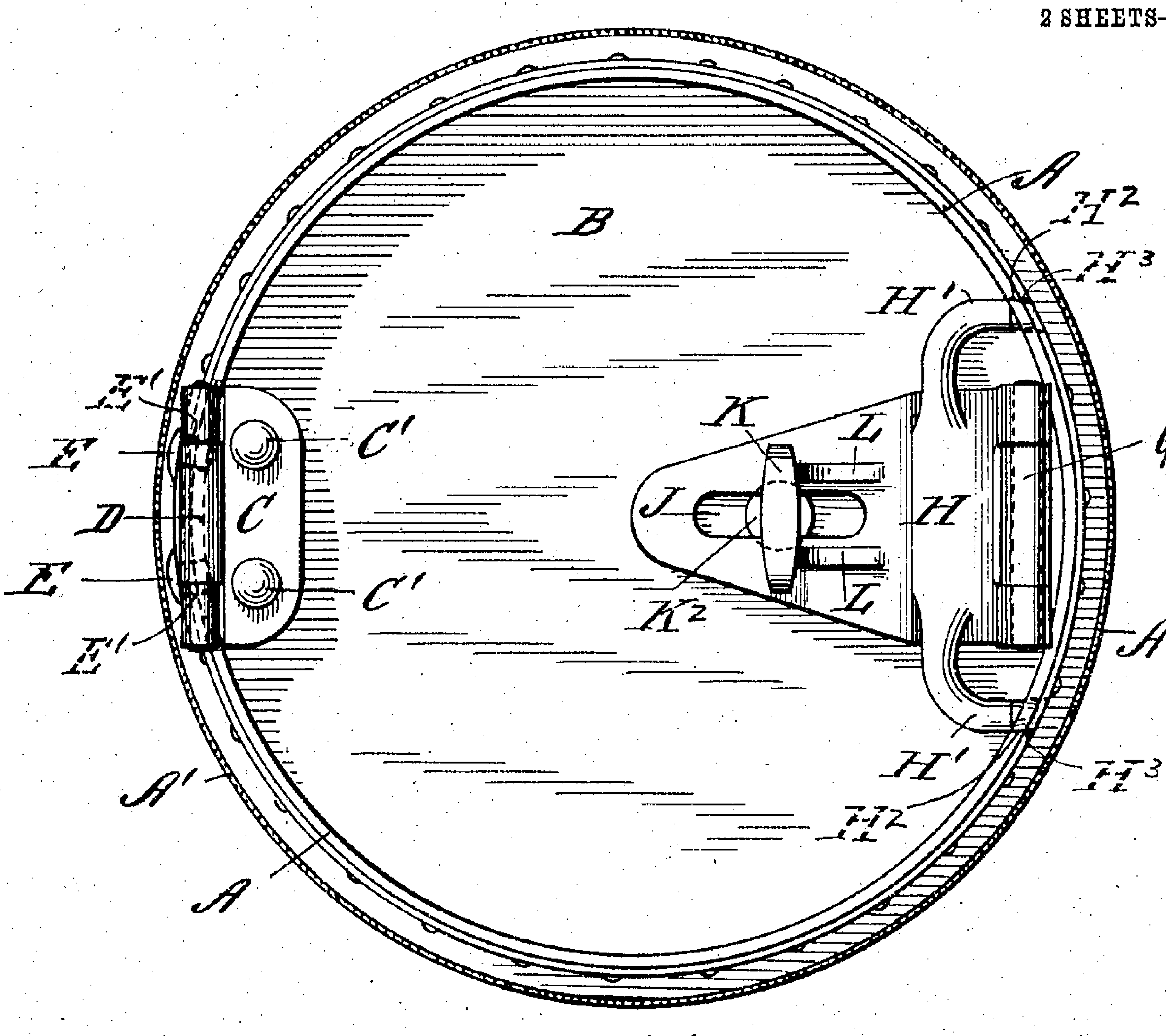

Fig. 1

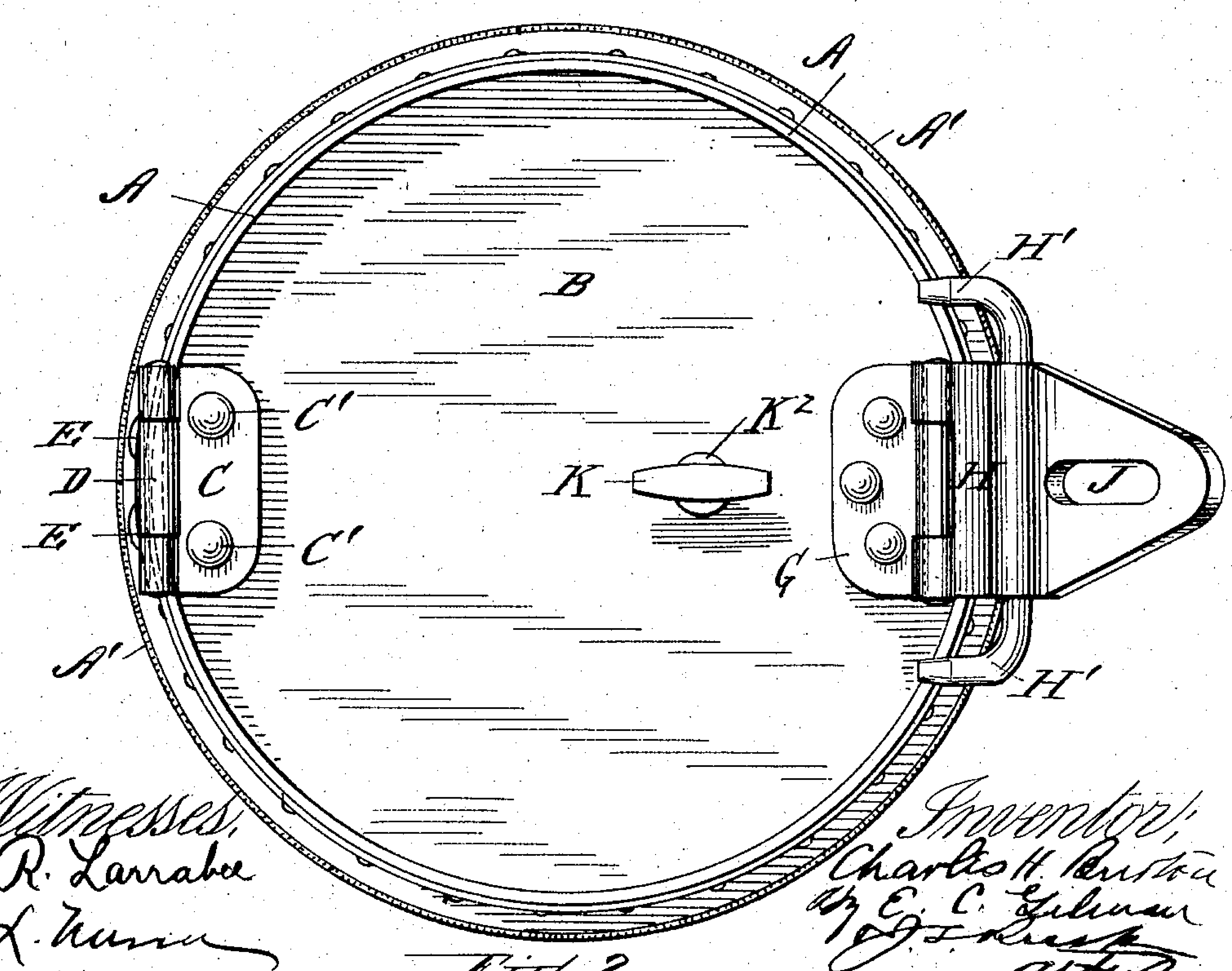

Fig. 2

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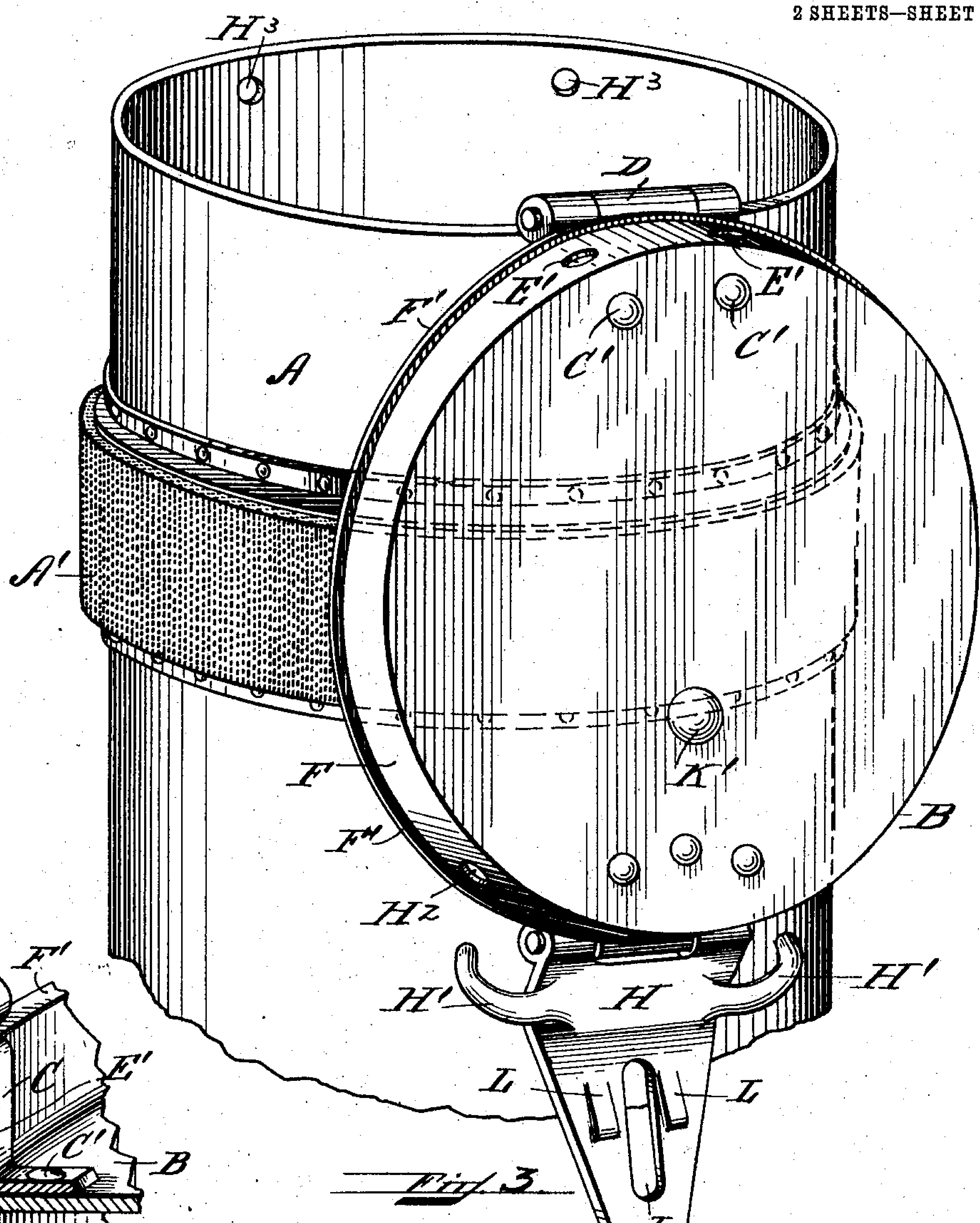

Fig. 3.

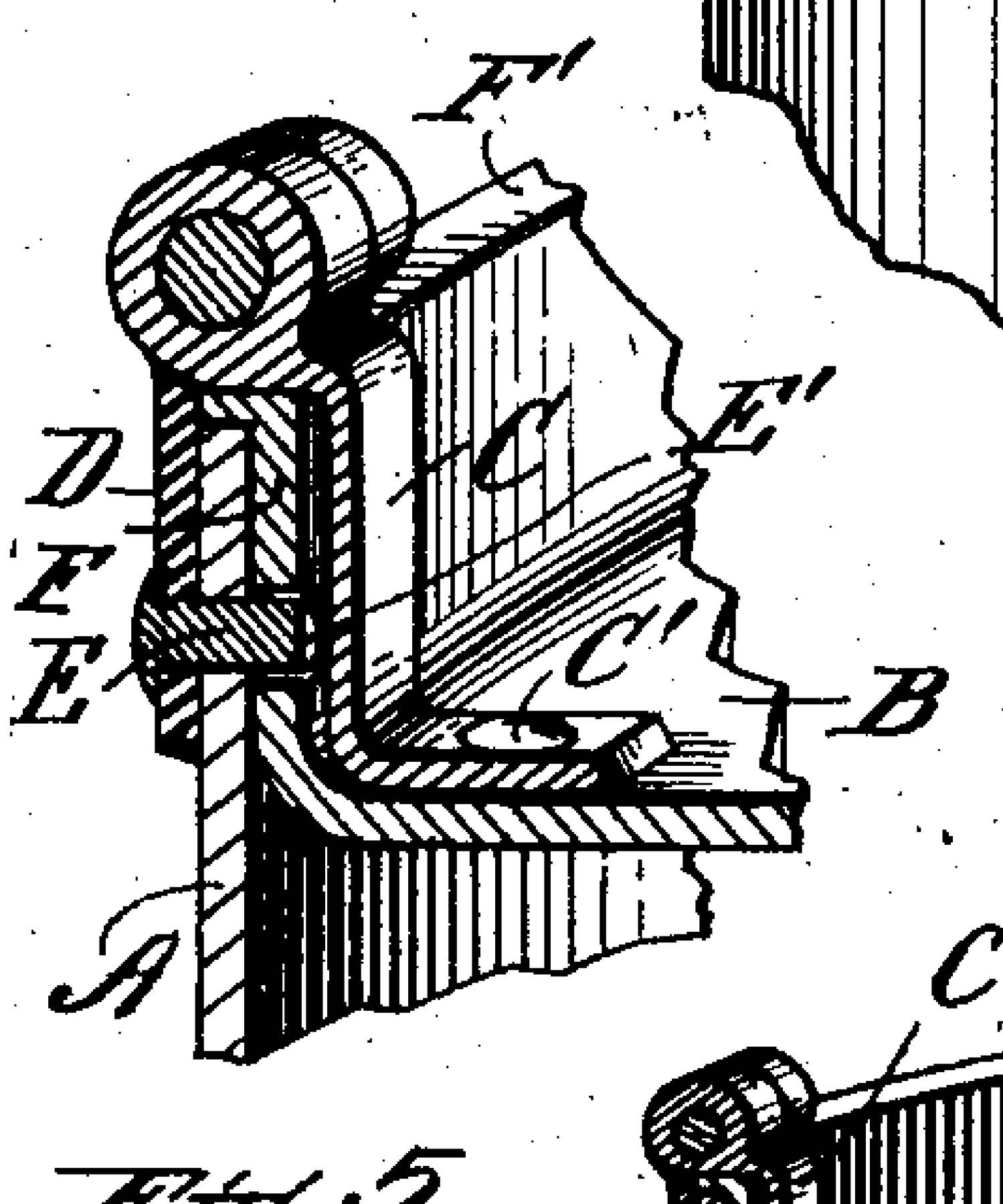

Fig. 5.

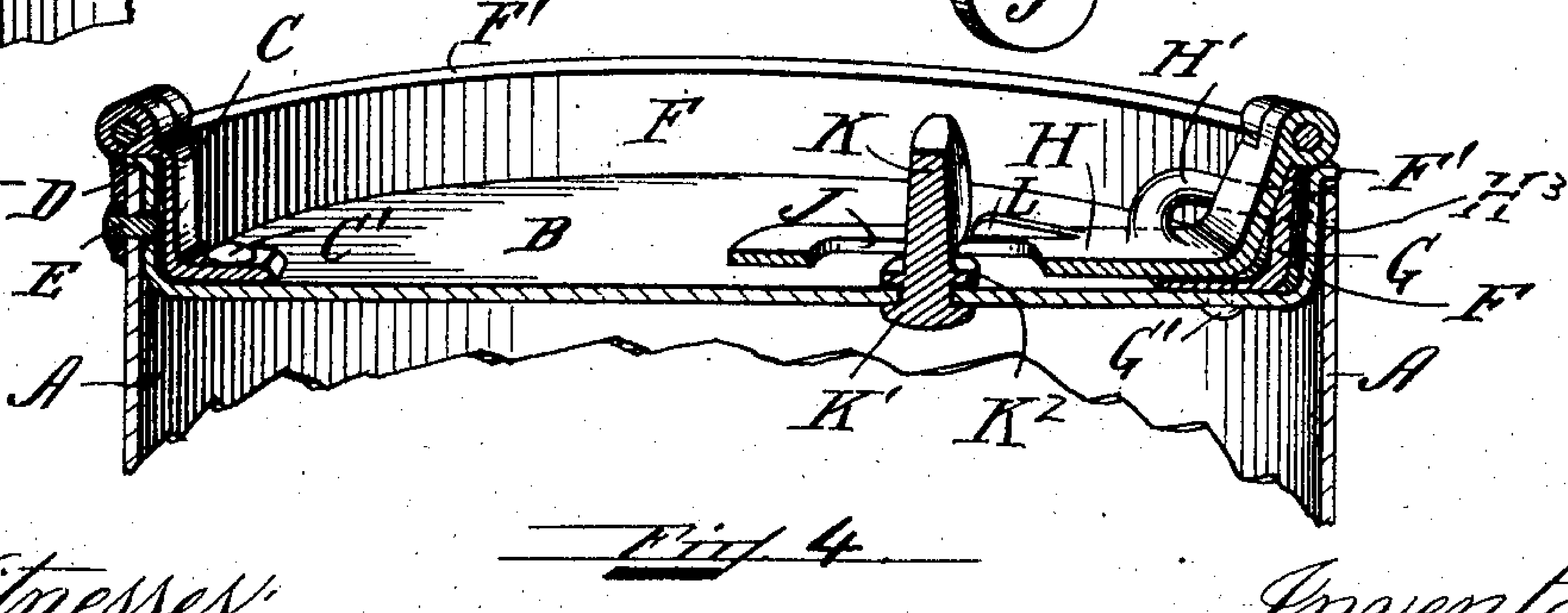

Fig. 4.

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No. 780,595. Patented January 24, 1905.

UNITED STATES PATENT OFFICE.

CHARLES H. BURTON, OF BOSTON, MASSACHUSETTS, ASSIGNOR TO AMERICAN PNEUMATIC SERVICE COMPANY, OF DOVER, DELAWARE, A CORPORATION OF DELAWARE.

CARRIER FOR PNEUMATIC-DESPATCH-TUBE SYSTEMS.

SPECIFICATION forming part of Letters Patent No. 780,595, dated January 24, 1905.

Application filed March 28, 1904. Serial No. 200,262.

To all whom it may concern:

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

My invention relates to new and useful improvements in carriers for pneumatic-despatch-tube apparatus; and its object is to produce water-tight covers for the open end of the carrier, with certain improved locking mechanism for said cover.

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 top plan view showing the cover locked. Fig. 2 is a similar view showing the cover unlocked. Fig. 3 is a perspective view of part of the carrier with the cover unlocked and in its open position. Fig. 4 is a cross-sectional view through the cover and part of the carrier. Fig. 5 is an enlarged detail view of the hinge-joint between the cover and the shell of the carrier.

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

A represents the shell of the carrier, provided near one end with a friction-packing A′ of usual construction.

B represents a cover for closing the open end of the carrier and provided with a plate C, secured to the cover B by the bolts C′ and forming, with the plate D, a hinge-joint between the cover and the shell of the carrier. Said plate D is secured in place by the bolts E, which when the cover is closed project into openings E′ in the cover and hold the cover closed in the event of the locking mechanism becoming unlocked in the travel of the carrier. The cover B is provided with a circular flange F, from which extends the transverse circular rim F′, adapted when the cover is closed to fit over the edge of the shell. (See Fig. 5.) Secured to the cover B opposite the plate C is the plate G, held securely in place by the bolt G′, and with said plate G the plate H forms a hinge-joint. This plate H is provided with two arms H′ H′, which are adapted when the cover is closed to pass through the openings H^2 in the flange F of the cover B and through the openings H^3 of the shell of the carrier for holding said cover closed when the parts are in the position shown in Fig. 1 and Fig. 4. The plate H is provided near its other end with the slot J, which is adapted to pass over the thumb-lock K when the same is in its longitudinal position, as shown in Fig. 2, and after the slot has passed by the thumb-nut the same is turned laterally, as shown in Fig. 1, to lock the cover in its closed position. This thumb-nut K is held on the cover B by suitable flanges K′ K^2, as shown. When the carrier has reached its destination, the operator turns the thumb-nut K from the position shown in Fig. 1 to that shown in Fig. 2 and throws the plate H upwardly and outwardly into the position shown in Fig. 2, thereby removing the bolts H′ from the position shown in Fig. 1 to that shown in Fig. 2, and the continued movement by the operator removes the cover from engagement with the bolts E and finally into the position shown in Fig. 3, when the articles are removed from the carrier and other articles to be transmitted are inserted, after which the cover is sprung up into position in the open end of the carrier, and upon operating the plate H to insert the bolts H′ through the openings H^2 H^3 and turning the thumb-lock K the cover is locked firmly in position and the carrier is ready for transmission. This operation for the locking and unlocking of the cover is repeated for each trip of the carrier through the tube. This construction of the cover, together with the locking mechanism, produces a water-tight carrier which prevents any water which might be in the despatch-tube from entering the carrier and damaging its contents. When the thumb-nut K is turned from the position shown in Fig. 2 to that shown in Figs. 1 and 4, the spring of the plate H brings it up against the under side of the thumb-nut K, and the thumb-nut is pre-

vented from turning by the lugs L. When it is desired to open the cover, the operator presses down on the front end of the plate H, bringing it into contact with the cover B, and then turns the nut, as said nut will then pass over the lugs L. The normal position of the plate H is indicated in Fig. 3 when the cover is open and the carrier is not in transit, and in this position, as shown, the plate swings upon the cover B. The plate H is of yielding material, so that it can be pressed downward to allow the thumb-nut K to be operated for locking or unlocking the plate H on the cover B.

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 described 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 for pneumatic-despatch-tube apparatus, a plate pivoted to the shell of the carrier, a cover rigidly secured to said plate and provided with a circular flange to fit into the shell of the carrier, locking mechanism pivoted on said flange for locking the cover to the shell of the carrier, and means for holding said locking mechanism against displacement upon the locking of the cover to the shell of the carrier.

2. In a carrier for pneumatic-despatch-tube apparatus, a plate pivoted to the shell of the carrier, a cover rigidly secured to said plate and provided with a circular flange to fit into the shell of the carrier, locking mechanism pivoted on said flange and consisting of a plate provided with a slot and with two arms for locking the cover to the shell of the carrier, and a thumb-nut adapted to pass through said slot upon the locking of the cover to the shell of the carrier and to lock said plate against movement.

3. In a carrier for pneumatic-despatch-tube apparatus, a plate pivoted to the shell of the carrier, a cover rigidly secured to said plate and provided with a circular flange to fit into the shell of the carrier, locking mechanism pivoted on said flange and consisting of a plate provided with a slot and with two arms for locking the cover to the shell of the carrier, a thumb-nut adapted to pass through said slot upon the locking of the cover to the shell of the carrier and to lock said plate against movement, and lugs on said plate for preventing the movement of said thumb-nut while the cover is locked to the shell of the carrier.

4. In a carrier for pneumatic-despatch-tube apparatus, a plate pivoted to the shell of the carrier, a cover rigidly secured to said plate and provided with a circular flange to fit into the shell of the carrier and having an opening in said flange, one or more bolts extending inwardly through the shell of the carrier and adapted when the cover is closed to enter said opening, and locking mechanism for locking the cover to the shell of the carrier.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, this 24th day of March, A. D. 1904.

CHARLES H. BURTON.

Witnesses:
E. L. HARLOW,
A. L. MESSER.