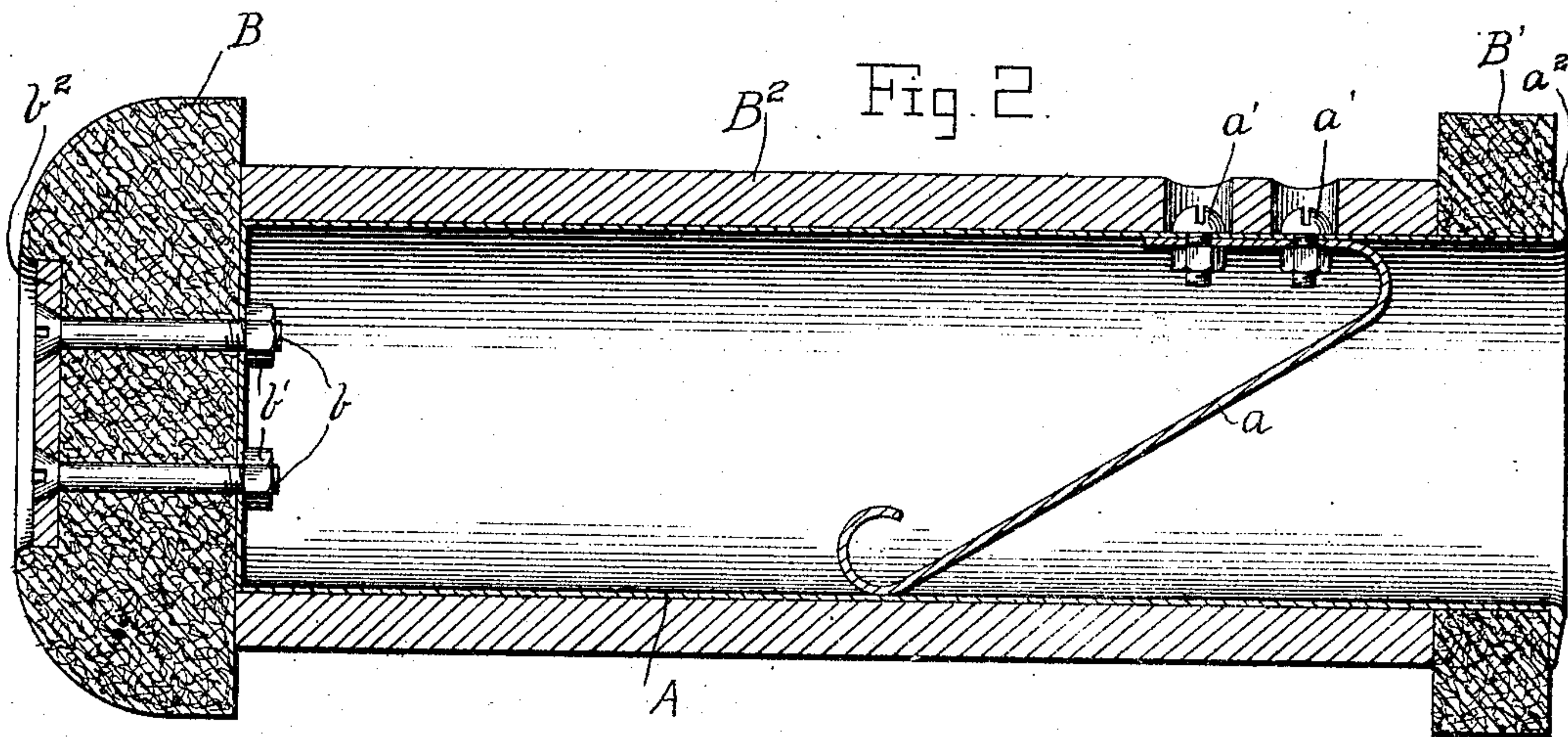
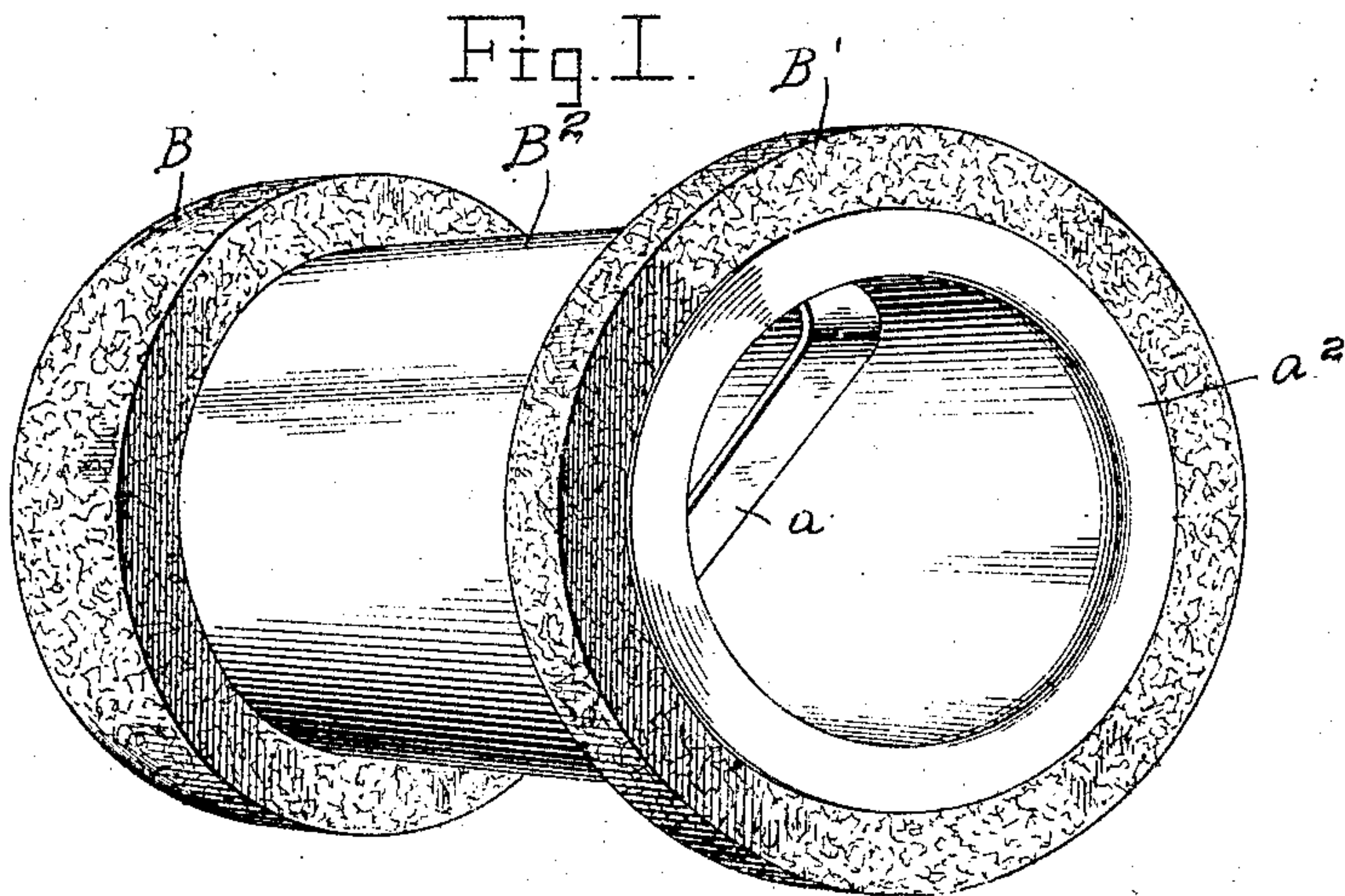


No. 785,468.

PATENTED MAR. 21, 1905.

T. BEMIS.
PNEUMATIC CARRIER.
APPLICATION FILED FEB. 23, 1905.



Witnesses
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THOMAS BEMIS, OF INDIANAPOLIS, INDIANA.

PNEUMATIC CARRIER.

SPECIFICATION forming part of Letters Patent No. 785,468, dated March 21, 1905.

Application filed February 23, 1905. Serial No. 247,015.

To all whom it may concern:

Be it known that I, THOMAS BEMIS, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Pneumatic Carriers, of which the following is a specification.

In the use of carriers for pneumatic tubes in store and like service it has been a common practice to have two sets of carriers distinguished one from the other by different-colored felts thereon, one set to be used for carrying charge-tickets, as when the sale is to be charged to a book-account, and the other set for carrying cash. When one of the carriers containing a charge-ticket, as indicated by the color of the felt thereon, reaches the cashier's desk, it is sent on unopened to the charge-desk. In the use of such system annoyance often results, because the cash sale is placed in a charge-ticket carrier through the inadvertence of the clerk making the sale and the customer being kept waiting an undue length of time for the return of change and purchase-slip. To obviate this difficulty, carriers with one end open have been adopted for use in carrying the charge-tickets, such carriers not being adapted to carry cash. It is necessary to provide means for holding the charge-ticket in such carriers and for securing the felt ring around the open end thereof.

My invention consists, therefore, in certain details of construction relating to these features, whereby both objects are secured in a very convenient, inexpensive, and practical manner; all as will be hereinafter more fully described and claimed.

Referring to the accompanying drawings, which are made a part hereof, and on which similar letters of reference indicate similar parts, Figure 1 is a perspective view of a pneumatic carrier of my improved construction, and Fig. 2 a central longitudinal section through the same.

In said drawings the portions marked A represent the main body of the carrier, B and B' the felts at the opposite ends thereof, and B² an outside casing or cylinder interposed between said felts.

The body A is a metal cylinder of appro-

priate size for the purpose for which it is intended, having one end closed and the other open, an annular outturned flange a^2 being preferably formed around said open end. A leaf-spring a is secured at one end to one side of said body by screw-bolts a' , its other end extending to bear upon or near to the opposite side of said body and toward the closed end of the carrier, being formed with its extremity bent back, as shown.

The felt B is of a common form secured to the closed end of the carrier by clamping-bolts b , having nuts b' , which bolts extend through a metal plate b^2 , embedded in the outer face of said felt, perforations in said felt, and the end of the carrier, the nuts being preferably on the inside, as shown, to make the construction of a neater appearance. The felt B' is a ring of felt of appropriate dimensions formed to slide upon the body A and rest against the flange a^2 . The cylinder B² is of leather, fiber, or other appropriate material and is formed to slide snugly upon the body A and is of a length so that one end will bear against the felt B' and the other end will be even with the outside surface of the closed end, so that felt B when clamped in place will bear against said cylinder and through it clamp felt B' against the flange a^2 and hold it firmly in place.

In assembling the parts the felt B' is first slid to position, the cylinder B² then slid over the body A, and then felt B is clamped in position on the closed end, thus securing the parts in a very convenient manner and one permitting of their ready disassembling, as for the substitution of new felts when desired.

In use the clerk slips the charge-ticket into the open end of the carrier under the free end of spring a , which spring bearing upon said ticket holds it in place and prevents it from dropping out of the carrier during its passage through the pneumatic tube, but permits it to be easily removed by simply drawing it out without any manipulation of the spring whatever.

It will be understood, of course, that in the use of the term "felt" in both the specification and claims any material which may be found suitable for the purpose is included.

Having thus fully described my said invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The combination with a carrier for pneumatic tubes formed with one end open and the other closed, of a spring within said carrier secured at one end to one side of said carrier, its other end being free and extending across to the opposite side in a direction toward the closed end of said carrier, substantially as set forth.

2. The combination in a carrier for pneumatic tubes, of the body having one end closed and the other open with an outturned flange around the open end, a felt on the outside of said body against said flange, another felt secured on the opposite end of said carrier, a distance-brace interposed between said felts, whereby the securing of one secures the other, and the

spring-holder secured within the carrier at said open end with its free end extending toward the closed end, substantially as set forth.

3. In a carrier for pneumatic tubes, the combination, of the body formed with one end closed and one end open with a flange around the open end, a felt ring against said flange, a felt secured to the closed end, an outside casing on said body bearing against both of said felts, and a spring-holder within said carrier, substantially as set forth.

In witness whereof I have hereunto set my hand and seal, at Washington, District of Columbia, this 23d day of February, A. D. 1905.

THOMAS BEMIS. [L. s.]

Witnesses:

E. W. BRADFORD,
HAZEL NORDEMAN.