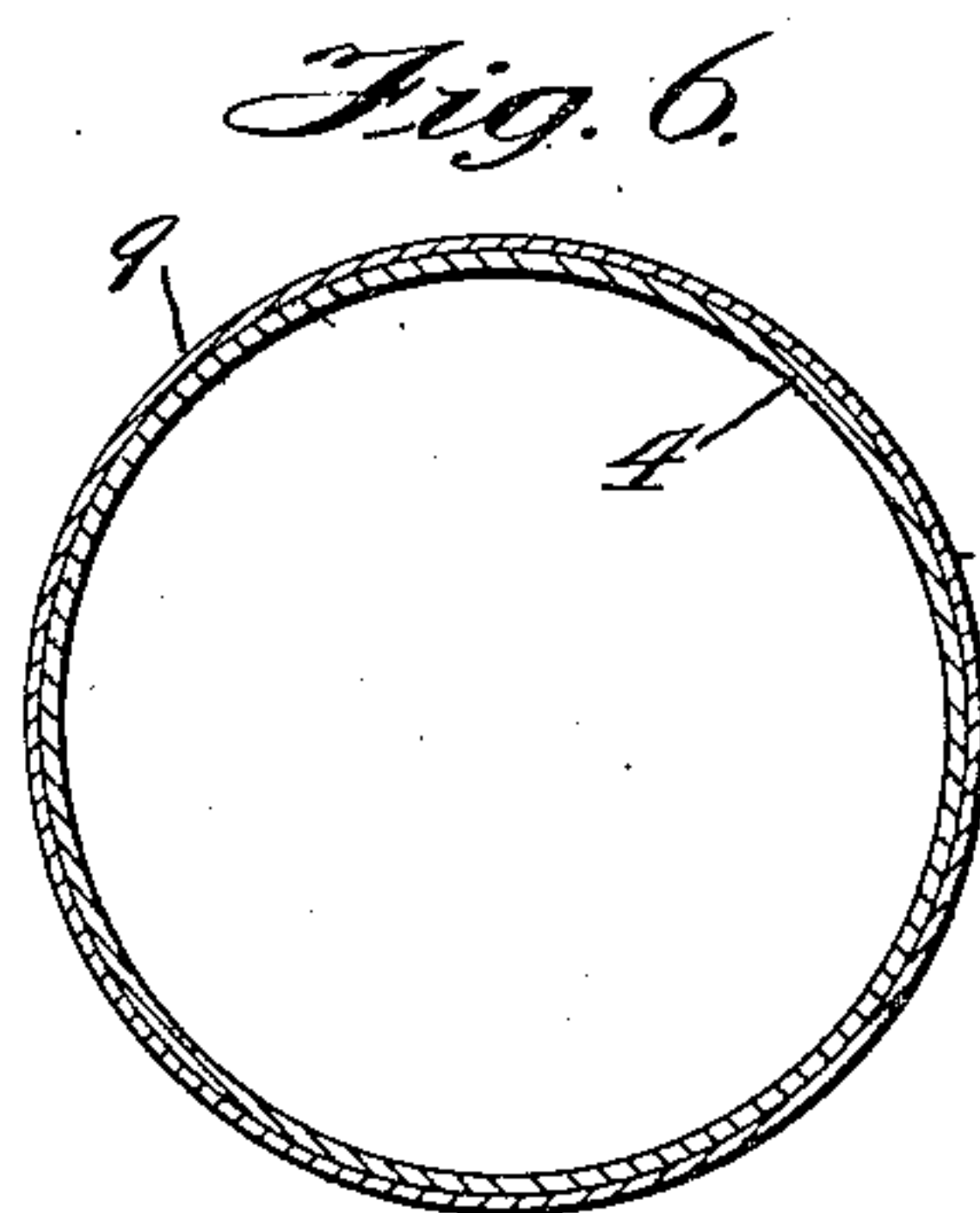
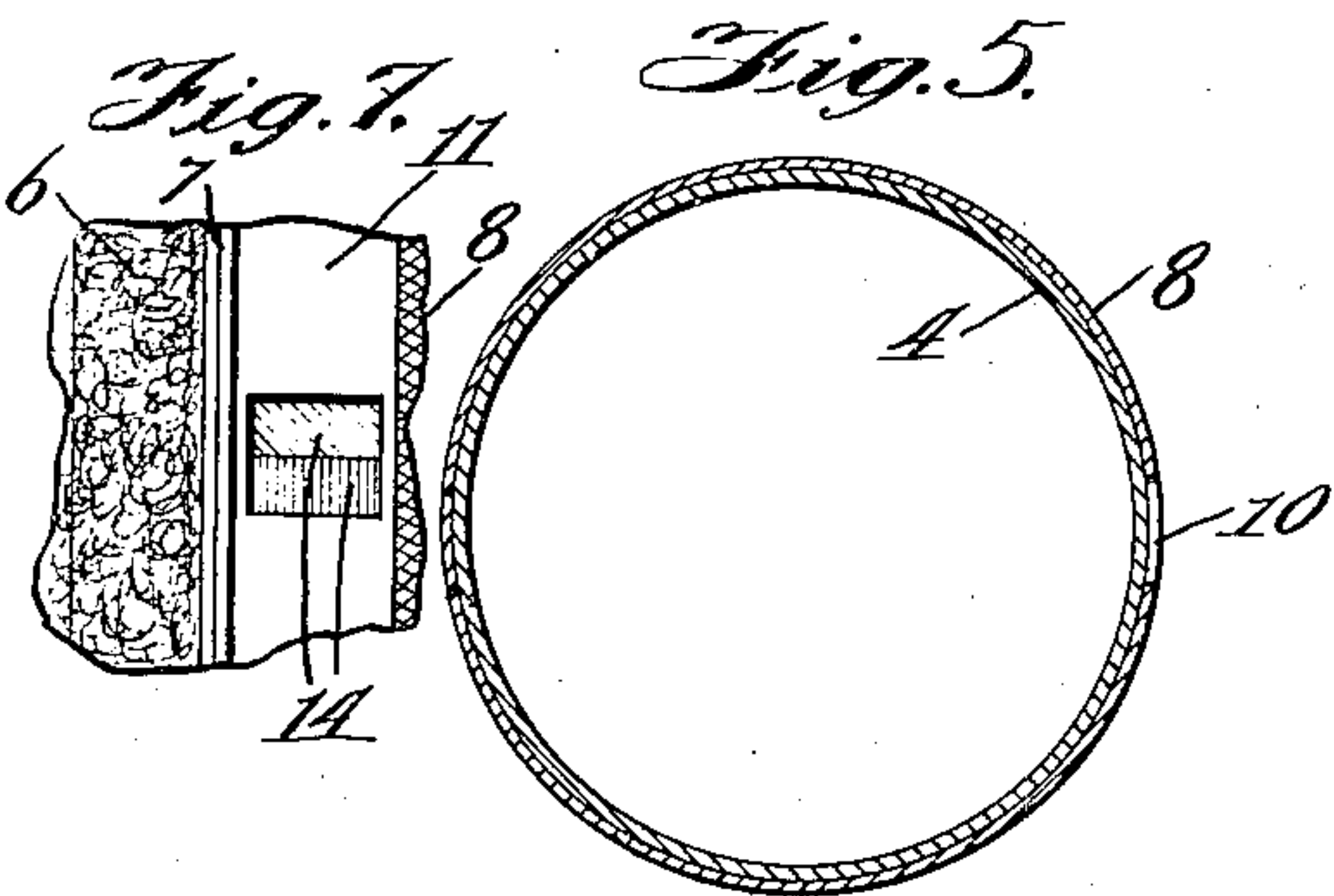
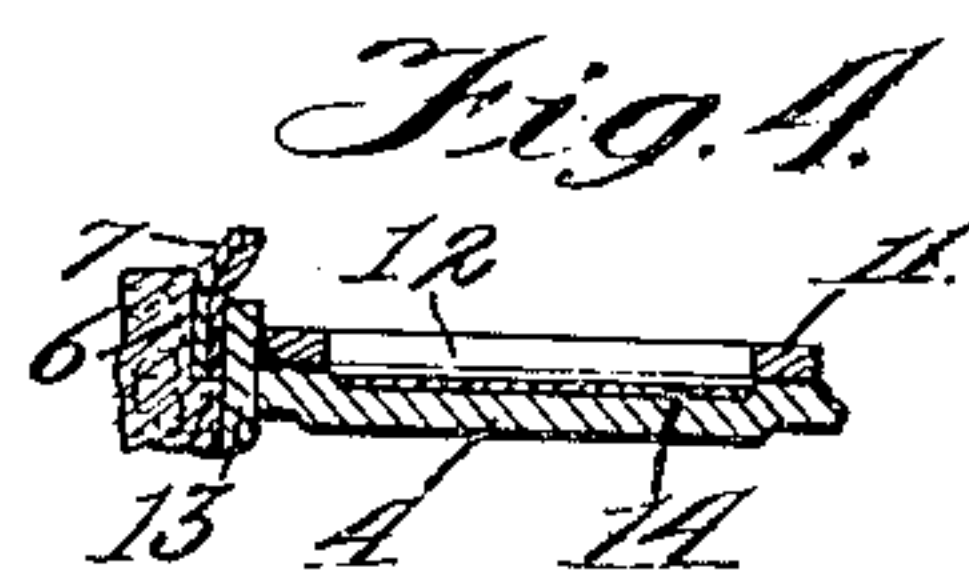
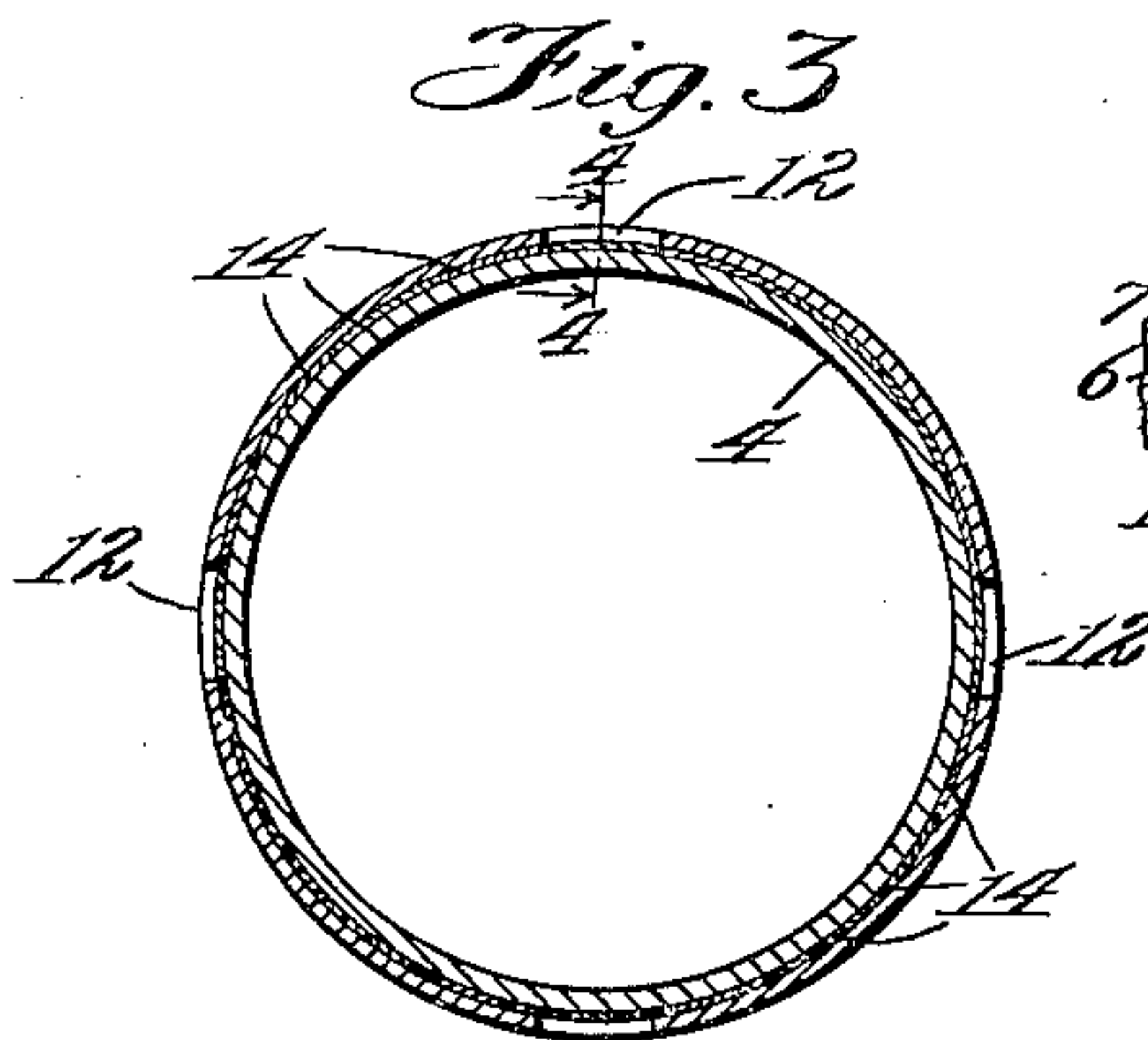
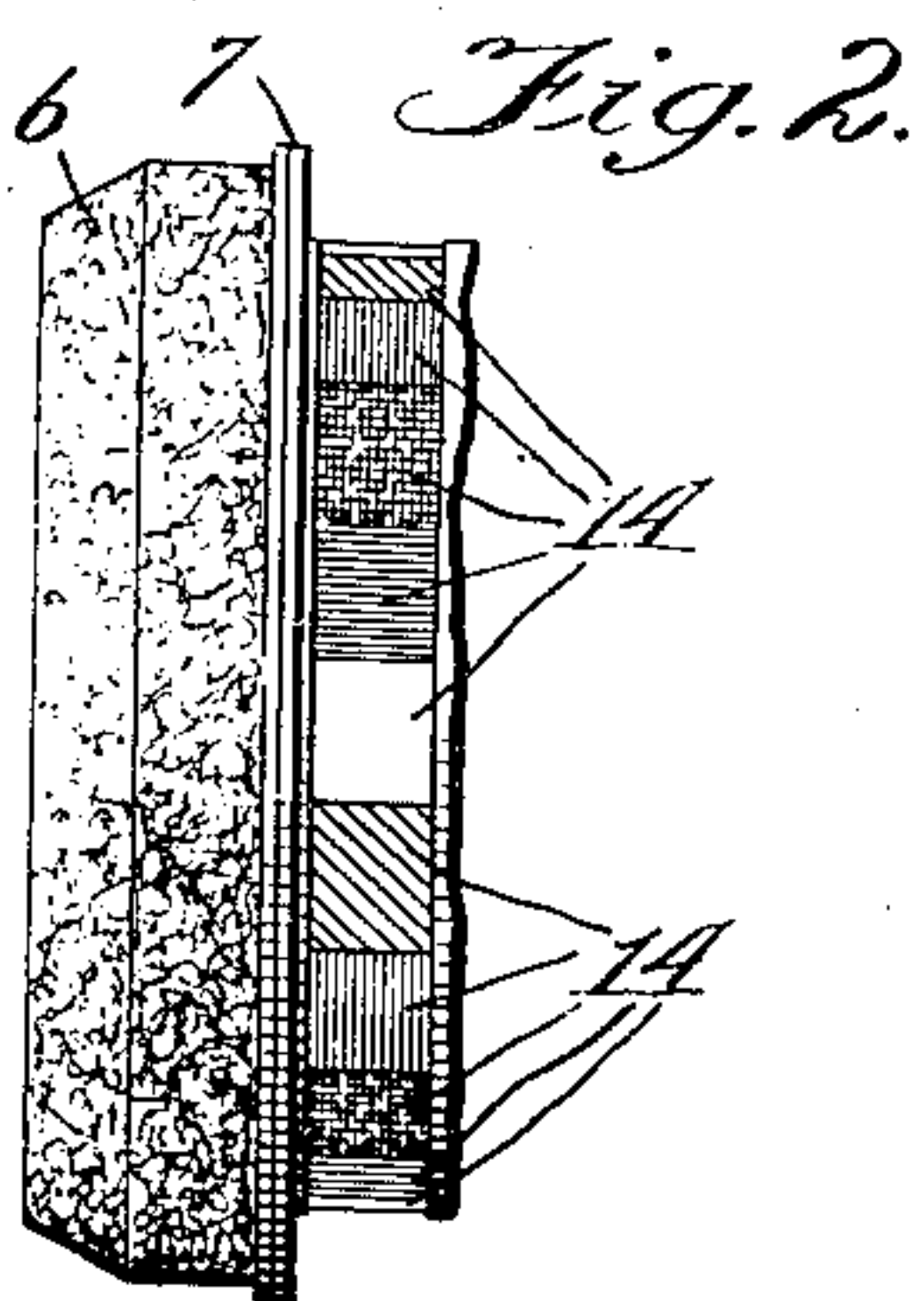
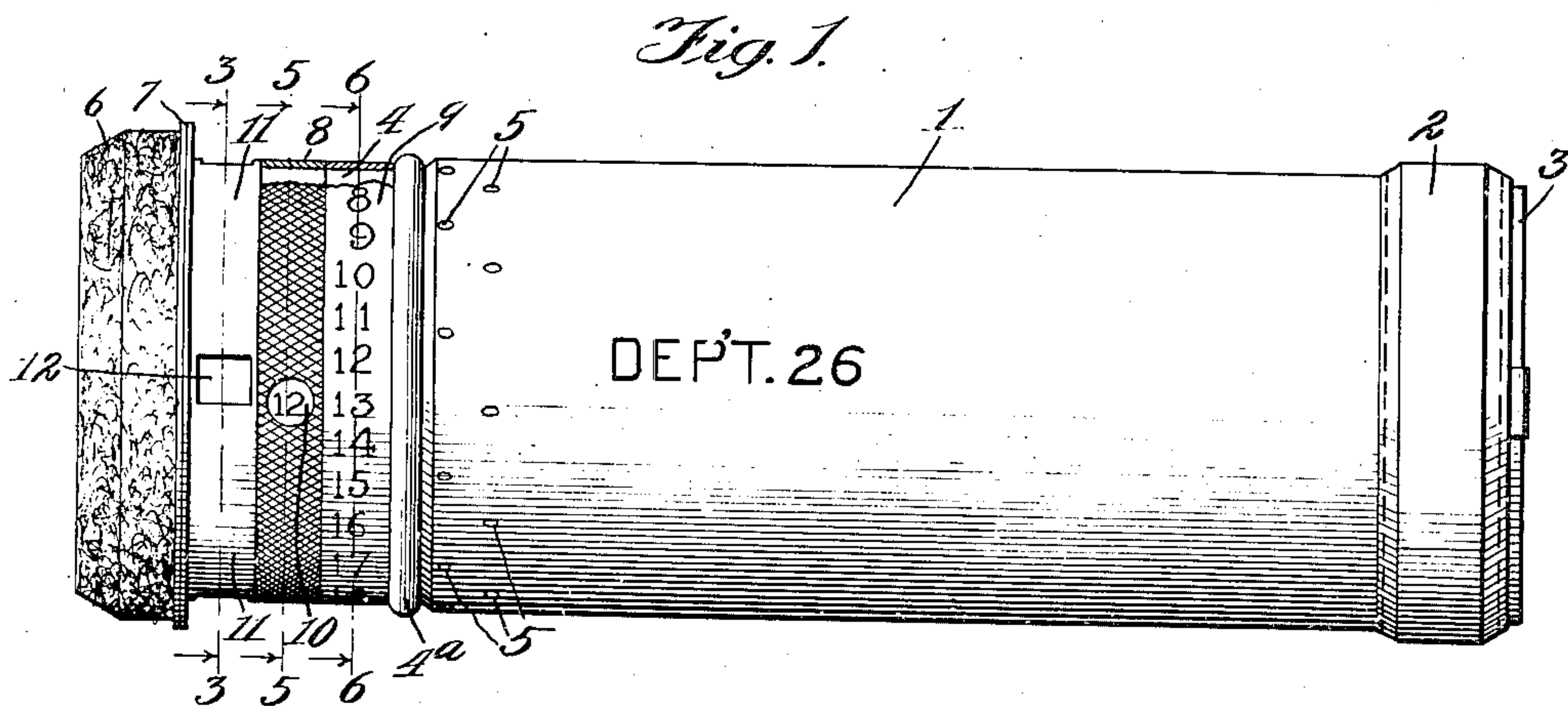


No. 863,456.

PATENTED AUG. 13, 1907.

M. C. SCHWAB.
CARRIER FOR PNEUMATIC DESPATCH TUBES.

APPLICATION FILED JAN. 19, 1907.



Witnesses:

Geo. D. Perry
W. Sprinkle

Inventor:

M. C. Schwab
by *Brown & Hoffmann*
Attys

UNITED STATES PATENT OFFICE.

MARTIN C. SCHWAB, OF BALTIMORE, MARYLAND

CARRIER FOR PNEUMATIC-DESPATCH TUBES.

No. 863,456.

Specification of Letters Patent.

Patented Aug. 13, 1907.

Application filed January 19, 1907. Serial No. 353,086.

To all whom it may concern:

Be it known that I, MARTIN C. SCHWAB, a citizen of the United States, residing in Baltimore, and State of Maryland, have invented certain new and useful Improvements in Carriers for Pneumatic-Despatch Systems and the Like, of which the following is a full, clear, and exact specification.

The invention relates to carriers adapted for use in pneumatic-despatch and other despatch systems.

10 In despatch systems it is common to provide a central station and a series of outlying stations with means for conveying carriers from the outlying stations to the central station and for returning each carrier from the central station to the particular outlying station from
15 which it is received. A familiar example is the cash desk and the outlying salesmen's stations in common use in mercantile establishments. In order that each carrier may be returned from the central station to the salesman or other designated person from whom it is
20 received, it has been common heretofore to provide each carrier with means by which it may be designated by a number or other distinguishing characteristic corresponding to the number or mark of the individual for whom intended at the outlying station. This man-
25 ner of marking the carriers has made it necessary to keep lists of each of the individual marks or designations, which are commonly numerals, at the central station in order that the outlying stations to which the carriers are returnable may be determined. It will be
30 seen that this causes an undue amount of labor on the part of operators at the central station who find it necessary to classify each of the individual marks or designations by its respective outlying station or sub-station. This must be done by either memorizing
35 all of the individual marks and memorizing the classification of each mark by outlying stations, or by referring to classified lists of the individual marks or designations, each time a carrier is to be returned to its respective outlying station.

40 In despatch systems particularly adapted for the carrying of parcels and the like, it is common to provide a plurality of sub-stations adapted to receive and send carriers, all of which sub-stations communicate directly with a central station. In such an arrange-
45 ment, when it is desired to pass a carrier from one sub-station to another, the carrier is passed first to the central station, thence it is passed to the desired sub-station. In other words, the sub-stations do not communicate with each other except through the central
50 station. In such systems it has been common heretofore to provide each carrier with means by which it may be designated by a number or other distinguishing characteristic corresponding to the number or mark of the individual for whom intended at the receiving
55 sub-station. This manner of marking the carriers in such parcel carrying systems is open to the same objec-

tions as already pointed out, viz., that in switching the carriers at the central station, the classification of each individual mark must be kept in the mind of the operator or such a list constantly referred to, thus
60 occasioning loss of time, and labor.

The primary object of this invention is to provide improved means for marking or designating individual carriers by their respective outlying stations or sub-stations in order that the carriers may be returned from
65 the central station to the proper outlying stations without reference to the individual markings on the carrier, reference to the marking designating the sub-station only being necessary; or when it is desired to pass the carriers from one sub-station to another, it is the primary
70 object of this invention to provide improved means for marking or designating the carriers by the respective sub-stations or outlying stations to which they are to be sent, such marking or designating making it possible to pass the carriers through the central station without
75 reference to the individual markings on the carrier.

A further object of the invention is to provide an improved means for marking carriers by which the carrier may be conveniently marked for return to the original sender when for any cause it is desirable that
80 the carrier should be returned to the person or point whence originally despatched.

A further object of the invention is to provide an improved means for marking carriers by outlying station or sub-station designations, which marking may be
85 used in combination with the ordinary individual marking of carriers by individual designations and which may be readily distinguished from the individual markings, thus preventing confusion of the two systems of marking.
90

A further object of the invention is to provide an improved means for marking or designating carriers by which the mark or designation will be visible to an operator in all of the ordinary positions in which the carrier may be presented to the eye of the operator,
95 thus avoiding the necessity of handling the carrier in order to search for the mark.

To the attainment of these ends and the accomplishment of other new and useful objects as will appear, the invention consists in the features of novelty in the construction, combination and arrangement of the several
100 parts, hereinafter more fully described and claimed and shown in the accompanying drawings, illustrating an exemplification of this invention and in which—

Figure 1 is a side elevation view of a carrier embodying the invention. Fig. 2 is a broken view of the forward end of the carrier. The view discloses the forward part of the carrier in the same relative position as in Fig. 1 but has the adjustable band removed in order to disclose the arrangement of the color designations.
105 Fig. 3 is a vertical cross-sectional view on line 3—3, Fig. 1. Fig. 4 is a horizontal sectional view taken on
110

line 4—4, Fig. 3. Fig. 5 is a vertical cross sectional view on line 5—5, Fig. 1. Fig. 6 is a vertical cross sectional view on line 6—6, Fig. 1. Fig. 7 is a broken view showing the manner in which the adjustable color band may be set to disclose to view a combination of two colors instead of a single color, as illustrated in Fig. 1.

1 is the cylindrical wall or shell of a common carrier. It is made of any suitable material, preferably leather, and over one end the collar 2 is mounted. This collar is constructed to slide over the exterior of shell 1 and is firmly secured thereto, forming an enlarged portion, the outer surface of which is adapted to contact with the walls of the tube. Near the collar 2 is a hinged door 3, which permits the opening of the end of the shell.

In order to permit the attachment of the designating systems hereinafter described, the shell at the end opposite the door is provided with a metallic cylindrical extension indicated by the numeral 4 and attached to the shell 1 by any suitable means, as, for example, the retaining rivets 5. The outer extremity of the metallic extension 4 is provided with an enlarged felt buffer 6, the diameter of which corresponds approximately to the diameter of the collar 2 at the opposite end of the carrier. The material in buffer 6 is, as stated, ordinary felt but may be of any suitable elastic material in order to check the momentum of the carrier when striking an object at the end of its journey, as for example, the delivery table. A suitable ring or gasket 7 of elastic material, as rubber, leather or the like, is ordinarily inserted between the buffer 6 and the metallic cylinder 4 and being of larger diameter than the buffer 6 forms a gas or air-tight contact with the walls of the tube. The metallic section 4 of the shell is provided with flange or collar 4^a, preferably integral with the shell 4. Closely fitting rings or bands 8 and 9 of suitable material, preferably metal such as brass and the like, encircle shell 4, their lateral edges being in contact with each other and the ring or band 9 being flush against the flange 4^a and held in position thereby. The band 9 is provided with a series of numerals. The band 8 is provided on its outer surface with corrugations (see Fig. 1) in order to permit of its adjustment in relation to the shell of the carrier. It is not provided on its outer surface with numerals as the band 9, but has a single opening 10 for the purpose of disclosing to view numerals appearing on the outer surface of shell 4 underneath this band. In the use of a marking system comprising adjustable bands 8 and 9 and their related numerals, especially where the numerals run on each band, as in the present embodiment from 1 to 20—and they may run much higher on the larger sizes of carriers—it is possible by constructing both bands 8 and 9 adjustable, to secure a very large number of combinations. It will be apparent also that the number of combinations may be increased almost indefinitely by the addition of bands similar to 9 having numerals on their exterior surface. It will also be apparent that the band 8 is used as the indicator and to read the indicated number of the carrier, it is necessary first to read the numeral disclosed by the marker 10 and to annex thereto the figures opposite on the band 9.

Between the band 8 and the forward end of the carrier color-indicating band 11 is interposed. This band

is also adjustably mounted on shell 4 and in the present embodiment of the invention is provided with four apertures 12 distributed at intervals of approximately 90° from each other. The band 11 is in contact on one side with the band 8 and on the other side with a small flange 13, preferably cast or formed integral with the shell 4. Underneath the band 11 a portion of the surface of the metallic shell 4, extending entirely around the shell, is slightly depressed. This depression is a little less in width than the width of the band, thus affording surfaces at the sides of the band for it to rest upon. The depressed portion of the surface of the shell 4 is provided with coloring material and the fact that this surface is depressed prevents the band 11 from contacting with the coloring material and mutilating or erasing it. The numeral 14 indicates the band of coloring material and by reference to the illustration (see Fig. 2) it will be seen that the colors white, green, red, yellow and black are in alternate arrangement in the band 14, there being four groups of these colors, each group corresponding to one of the apertures 12 in the band 11, which arrangement causes each of the apertures 12 to disclose the same colors simultaneously; for example, in Fig. 1 the color white is disclosed while in Fig. 7 a combination of the colors green and red is shown. Thus it will be seen that in the present embodiment of the invention, the indicator 11 may be set for any one of the five colors, white, green, red, yellow and black, or if a greater number of markings be required, combinations of adjacent colors may be used as indicated in Fig. 7, thus running the total number of distinct markings in the present embodiment to ten. It will also be apparent that in the larger sizes of carriers the number of colors employed may be materially increased or this may be accomplished even in smaller sizes by decreasing the size of the color surfaces. An increased number of color markings may also be secured by providing the band 11 with only two or three apertures, instead of four as shown, which will make it possible to increase the number of color markings. In the use of a carrier marked as described, it will be seen that an operator at a central station or at a cash desk will find it unnecessary to inspect the numeral marking which discloses the individual or desk for whom the carrier is intended but it will only be necessary to note the marking disclosed by the indicator 11 in order to determine the outlying station or sub-station to which the carrier is returnable.

When the carrier is desired for use in despatch systems particularly adapted to the interchange of parcels, correspondence and the like, it is common to provide a central station which is in direct communication with the plurality of sub-stations, the sub-stations communicating with each other through the central station. It will be apparent that the invention is admirably adapted for use under such circumstances, the carrier being set by the sender before being deposited in the sender's sub-station by indicating—first, the sub-station to which the carrier should be sent, and secondly, the individual to receive the carrier at the designated sub-station. The carrier is then despatched from the sender's sub-station to the central station and thence passed to the receiving sub-station—the operator at central station, as before described, be-

ing required merely to take cognizance of the receiving sub-station designation. In despatch systems of this character, it is preferable to provide a suitable marking on the carrier for designating the individual sender.

- 5 This marking may be a permanent mark as indicated by the characters "Dep't 26," as illustrated on the carrier in Fig. 1. When the carrier is desired for use, as already described in cash systems, that is, always immediately returnable from the central station to the
10 station whence it came and to the individual despatching it, no such marking is necessary, but where an interchange of the carriers between sub-stations takes place then as the color designations and the numeral designations, as described, indicate only the receiving
15 sub-station and the individual to whom the carrier is sent, it is convenient to have a mark on the carrier, as indicated, to designate the individual sender.

It frequently happens that when the carrier is received at its destination and is opened, it is found necessary to return the contents to the sender on account of errors, or for other reasons. In such cases the designation, as, for example, "Dep't 26" appearing in Fig. 1, may be supplemented by particular designation to be disclosed by the adjustable band 11. For example,
25 the color white as shown in this embodiment of the invention may be set apart as a color not referring to any particular sub-station but known throughout the entire system as indicating that the carrier showing the marking is to be returned to the original sender.

- 30 It will be seen that in a despatch system where they are freely interchanged between sub-stations, there will be a tendency for the carriers to accumulate at different points in the system and a return designation, as described, will tend to assist in the return of the carriers to the individual senders or to the sub-station to which carriers belong.

In order that the invention might be fully understood the details of an embodiment thereof have been thus specifically described, but

- 40 What I claim is:—

1. In a carrier or receptacle, the combination with a main body portion, of an indicator carried thereby and adapted to expose to view simultaneously a plurality of like designations.
- 45 2. In a carrier or receptacle, the combination with a main body portion, of an adjustable indicator encircling said carrier and adapted to expose to view simultaneously a plurality of like designations.
- 50 3. In a carrier or receptacle, the combination with a main body portion, of an adjustable indicator and an auxiliary indicator embodying a separate and distinct system of signals from said first mentioned indicator.
- 55 4. In a carrier or receptacle, the combination with a main body portion, of an adjustable indicator, and an auxiliary indicator adapted to expose to view simultaneously a plurality of like designations embodying a system of markings distinct from that employed on said first mentioned indicator.
- 60 5. In a carrier or receptacle, the combination with a main body portion, of an adjustable indicator adapted to identify the carrier by the receiver, and receiving sub-station indicator employing a system of signals distinct from said first mentioned indicator.
- 65 6. In a carrier or receptacle, the combination with a main body portion, of a numeral indicator and an indicator adapted to expose to view designations embodying a system easily distinguishable from said numeral indicator.
- 70 7. In a carrier or receptacle, the combination with a main body portion, of a numeral indicator, and an indi-

cator adapted to expose to view simultaneously a plurality of like designations.

8. In a carrier or receptacle, the combination with a main body portion, of an adjustable indicator adapted to identify said carrier by the receiver, and an adjustable indicator encircling said carrier and adapted to expose to view simultaneously a plurality of like designations for the purpose of identifying the carrier by the receiving sub-station.

9. In a carrier or receptacle, the combination with a main body portion, of a series of varied designations arranged in a plurality of like groups and a movable indicator adapted to cooperate therewith and to expose to view simultaneously a plurality of like designations.

10. In a carrier for conveying articles from one of a plurality of sub-stations to a central station, the combination of a body portion, a plurality of different signs thereon for indicating respectively different individuals at the sub-station, and another sign on the carrier for indicating the sub-station to which it belongs.

11. In a carrier or receptacle, the combination of a body portion, a plurality of different signs thereon for indicating respectively different individuals at a sub-station, a plurality of other distinguishable signs on the carrier for indicating the sub-station to which it belongs and means for indicating any one of the latter signs at will.

12. In a carrier or receptacle, the combination of a body portion, a plurality of different signs thereon for indicating respectively different individuals at a sub-station, a plurality of different colors on the carrier for indicating different sub-stations and means for indicating a plurality of the colors at one time at will.

13. In a carrier or receptacle, the combination of a body portion, a sign thereon indicating the sender, a plurality of different signs thereon for indicating respectively different individuals at the receiving sub-station, and another sign on the carrier for indicating the receiving sub-station.

14. In a carrier for conveying articles from one of a plurality of sub-stations by way of a common central station to another of the said sub-stations, the combination of a body portion, a sign thereon indicating the sender, a plurality of different signs for indicating respectively different individuals at the receiving sub-station, and another sign on the carrier for indicating the receiving sub-station.

15. In a carrier for conveying articles from one of a plurality of sub-stations by way of a common central station to another of the said sub-stations, the combination of a body portion, a sign thereon indicating the sender, a plurality of different signs for indicating respectively different individuals at the receiving sub-station, a plurality of other distinguishable signs on the carrier for indicating the receiving sub-stations and means for indicating any one of the latter signs at will.

16. In a carrier the combination of a body portion and a sign indicator, embodying a character or color bearing surface, a movable cover member adapted to expose the said character or color bearing surface at will, and means whereby the movable cover member is prevented from abrading the character or color bearing surface.

17. In a carrier or receptacle, the combination with a main body portion, of an indicator carried thereby and adapted to expose to view simultaneously like colors in a plurality of places thereon.

18. In a carrier or receptacle, the combination with a main body portion, of an adjustable indicator encircling said carrier and adapted to expose to view simultaneously like colors in a plurality of places thereon.

19. In a carrier or receptacle, the combination with a main body portion, of an adjustable indicator, and an auxiliary adjustable indicator embodying a separate and distinct system of signals from said first mentioned indicator.

20. In a carrier or receptacle, the combination with a main body portion, of an adjustable indicator, and an auxiliary indicator adapted to expose to view simultaneously like colors in a plurality of places thereon embodying a system of markings distinct from that employed on said first mentioned indicator.

21. In a carrier or receptacle, the combination with a main body portion, of an adjustable indicator adapted to identify said carrier by the receiver, and an adjustable indicator encircling said carrier and adapted to expose to
5 view simultaneously like colors in a plurality of places thereon for the purpose of identifying the carrier by the receiving sub-station.
22. In a carrier or receiver, the combination with a main body portion, of a series of varied colors arranged
10 in a plurality of like groups and a movable indicator

adapted to cooperate therewith and to expose to view simultaneously like colors in a plurality of places thereon.

In testimony whereof I have signed my name to this specification, in the presence of two subscribing witnesses, on this 9th day of January, A. D. 1907.

MARTIN C. SCHWAB.

Witnesses:

A. L. SPRINKLE,

C. H. SEEM.