

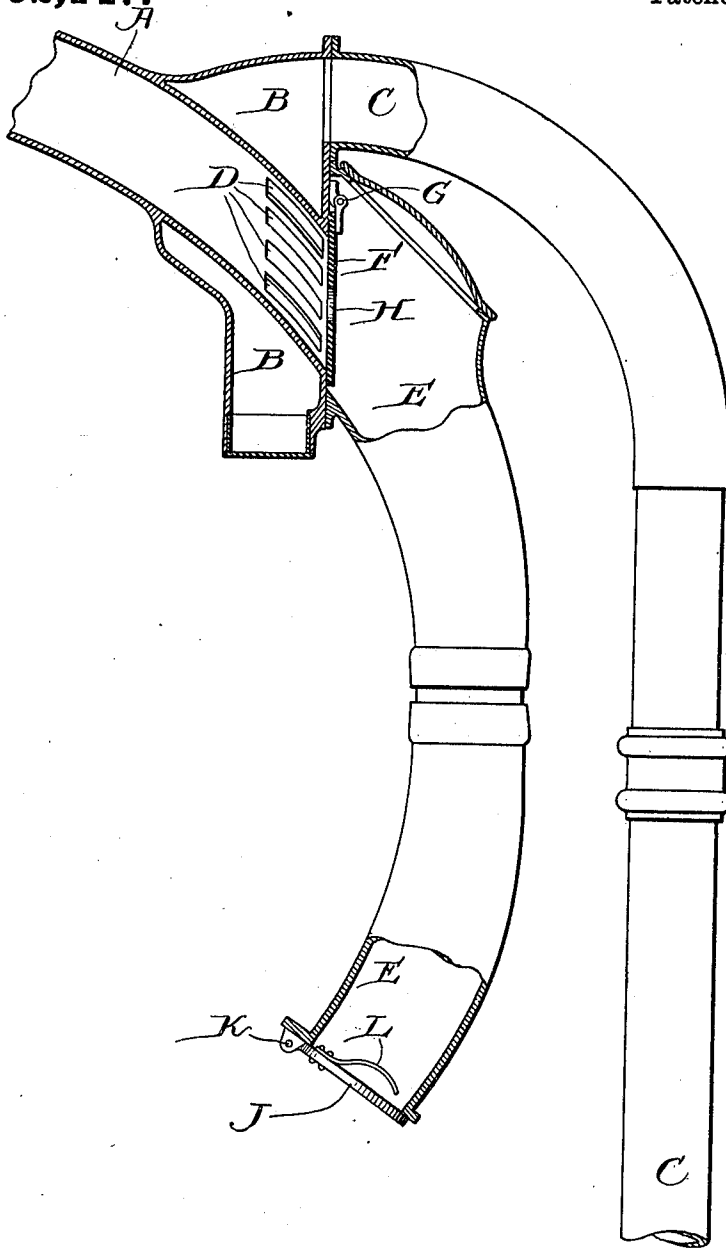
L. G. BARTLETT.

TERMINAL FOR PNEUMATIC TUBE APPARATUS.

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992,147.

Patented May 16, 1911.



Witnesses:

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UNITED STATES PATENT OFFICE.

LOUIS G. BARTLETT, OF SOMERVILLE, MASSACHUSETTS.

TERMINAL FOR PNEUMATIC-TUBE APPARATUS.

992,147.

Specification of Letters Patent.

Patented May 16, 1911.

Application filed June 20, 1908, Serial No. 439,478. Renewed February 6, 1911. Serial No. 606,862.

To all whom it may concern:

Be it known that I, LOUIS G. BARTLETT, of Somerville, in the county of Middlesex and State of Massachusetts, have invented certain new and useful Improvements in Terminals for Pneumatic-Tube Apparatus, of which the following is a specification.

My invention relates to improvements in terminals for pneumatic despatch tube apparatus and its object is to provide a terminal especially adapted for use in connection with all-sealed or bellmouth controlled systems and through which terminal carriers may deliver easily and noiselessly and also prevent short circuiting or fluctuations of the air circuit.

In the accompanying drawing is illustrated a construction embodying my invention in which the terminal is shown in elevation with parts broken away.

A represents the usual transmission tube connected with the terminal E at its upper end, said terminal being controlled by an upper valve F pivoted at G and a lower valve J pivoted at K at the delivery opening of the terminal and held normally closed by the usual spring.

C is a vacuum tube connected with and in communication with the transmission tube A, adjacent the valve F, through chamber B and apertures D and adapted to exhaust the air from said transmission tube. The upper valve F has an opening H therein through which the air is normally exhausted from the terminal E above valve J, thereby normally equalizing the pressure on both sides of the valve F.

When a carrier in transit through tube A arrives at the upper valve F of the terminal, the pressure being equal on both sides of said valve permits the carrier to easily open and pass said valve entering the terminal E. The carrier now passing through the terminal by its momentum reaches the lower valve J striking the spring L, which is secured to the inner side of said valve, thereby cushioning the impact of the carrier, the pressure of said spring causing the

valve to open allowing the carrier to deliver easily.

The air entering the mouth of the terminal when the lower valve J is open will not pass the upper valve F, except the small amount which would pass through opening H, thereby preventing any back action on the carrier when delivering and also preventing a sufficient fluctuation in the vacuum in the tube A to cause a repeating or re-timing of the air-valve controlling mechanism which is usually located at the bellmouth or outer terminal of the tube A.

Having thus described 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 terminal for pneumatic despatch tube apparatus, an outer valve controlling the delivery opening of said terminal and normally closed, an inner valve located in the path of the carriers and controlling the communication of said terminal with the transmission tube, said inner valve adapted to normally permit the exhaustion of the air in said terminal and to prevent the inrush of air into the transmission tube when said outer valve is open.

2. In a terminal for pneumatic despatch tube apparatus, an outer valve controlling the delivery opening of said terminal, an inner valve controlling the communication of said terminal with the transmission tube and adapted to prevent the inrush of air into said tube when said outer valve is open, and said inner valve provided with an opening therein for normally maintaining a vacuum in said terminal and equalizing the pressure on opposite sides of said inner valve.

3. In a terminal for pneumatic despatch tube apparatus, a valve normally closing the delivery opening of said terminal, and yielding means mounted on the inner side of said valve and adapted to cushion the impact of a carrier thereon and to apply pressure to open said valve.

4. In a terminal for pneumatic despatch
tube apparatus, a valve normally closing
the delivery opening of said terminal, and
a spring mounted on the inner side of said
5 valve and adapted to cushion the impact
of a carrier thereon and to apply pressure
to open said valve.

In testimony whereof, I have signed my

name to this specification in the presence of
two subscribing witnesses, this 18th day of 10
June A. D. 1908.

LOUIS G. BARTLETT.

Witnesses:

A. L. MERSEO,
ARTHUR F. RANDALL.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents,
Washington, D. C."