

H. MILLER.

PNEUMATIC CASH AND PARCEL CARRIER.

No. 429,143.

Patented June 3, 1890.

Fig. 1.

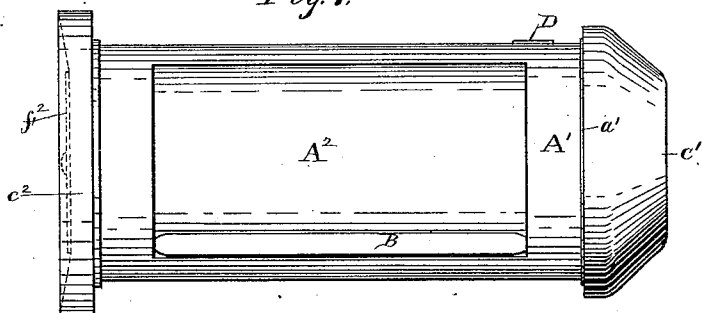


Fig. 2.

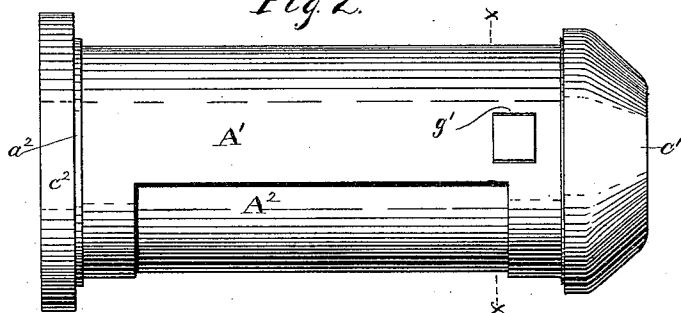


Fig. 3.

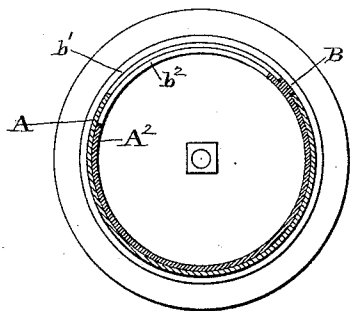


Fig. 4.

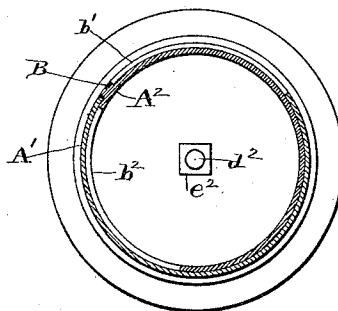
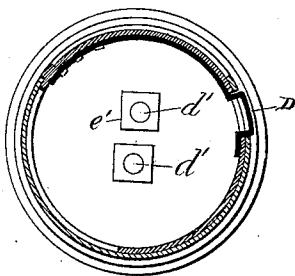


Fig. 5.



Witnesses
Wm. H. Robinson
C. H. Ferguson

Inventor
Hugh Miller
By his Attorneys S. Gifford Brown

(No Model.)

2 Sheets—Sheet 2.

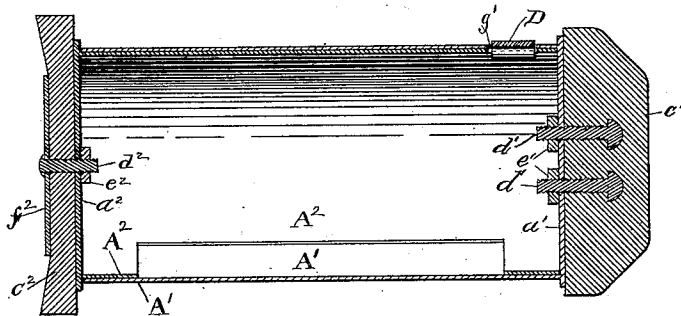
H. MILLER

PNEUMATIC CASH AND PARCEL CARRIER.

No. 429,143.

Patented June 3, 1890.

Fig. 6.



Witnesses

Wm. H. Robinson
C. R. Ferguson

Inventor

Hugh Miller

Inventor
Hugh Miller
By his Attorneys S. Gifford Brown

UNITED STATES PATENT OFFICE.

HUGH MILLER, OF ROCKAWAY, ASSIGNOR TO THE METEOR DESPATCH
COMPANY, OF NEW YORK, N. Y.

PNEUMATIC CASH AND PARCEL CARRIER.

SPECIFICATION forming part of Letters Patent No. 429,143, dated June 3, 1890.

Application filed April 8, 1889. Serial No. 306,357. (No model.)

To all whom it may concern:

Be it known that I, HUGH MILLER, of Rockaway, in Queen's county, and the State of New York, have invented a certain new and useful
5 Improvement in Pneumatic Cash and Parcel Carriers, of which the following is a specification.

My improvement relates to pneumatic cash and parcel carrying apparatus wherein a
10 carrier receives the cash and any memorandum which may necessarily accompany it, and fits like a piston within a tube, so that it may be moved through the tube by pneumatic pressure.

15 The improvement consists in a novel construction of the carrier.

I will describe a carrier embodying the improvement, and then point out the novel features in the claims.

20 In the accompanying drawings, Figure 1 is a side view of a carrier embodying the improvement. Fig. 2 is another side view of this carrier, showing a different portion. Fig. 3 is a central transverse section of the carrier open. Fig. 4 is a view like Fig. 3, except
25 that the carrier is shown closed. Fig. 5 is a transverse section at the plane of the dotted line xx , Fig. 2, the carrier being here represented as closed; and Fig. 6 is a longitudinal
30 section.

Similar letters of reference designate corresponding parts in all the figures.

35 A' A^2 designate two cylindric shells made, preferably, of sheet metal—such as brass—and one A^2 slightly smaller than the other A' , so that it may fit snugly within the latter and yet rotate easily within it. The shell A' has an end piece a' secured to it, so as to close its front extremity. This end piece may be
40 made of the same material as the shell and formed with it or secured to it in any suitable manner—as, for instance, by solder. At the rear end the shell A^2 has secured to it an end piece a^2 . This may be made of the same material as the shell to which it belongs. It can
45 be made integral with the shell or secured to it by solder or otherwise. It will be seen that in the present instance each shell is open at one end and closed at the other. Each shell
50 has a longitudinal opening formed in it. The

openings are formed by removing segments of the shell. Both openings may be of the same size and shape. If the shell A^2 be rotated in one direction, its opening b^2 will be brought into line with the opening b' of the
55 shell A' . Then access may be had to the interior of the carrier.

B designates a stop (here shown as consisting of a strip) made preferably of metal and projecting from the exterior of the shell A^2
60 near one longitudinal edge of its opening. It can be made separately and secured by solder. It projects only sufficiently to be approximately flush with the exterior of the
65 shell A' . This stop limits the rotation of the shell A^2 in one direction to an extent just sufficient to bring its opening a^2 substantially into line with the opening a' of the shell A' ,
70 and in the other direction to an extent just sufficient to cause the edge of the opening a^2 , which is provided with said stop, to be close to the opposite or reverse edge of the opening
75 a' of the shell A' . When the inner shell A^2 is adjusted into the latter position the carrier will be closed.

The stop B is shown as made the length of the opening a' of the outer shell, and when
80 so made it will secure the shells longitudinally together to preclude independent endwise movement of either.

85 On the front end of the shell A' a head of soft material c' —such as felt—is secured. This is shown as convex and as secured to the end piece a' of this shell by screws d' , inserted in it, passing through the end piece and receiving fastening-nuts e' inside the shell A' .
90 At the rear end the shell A^2 has affixed to it a packing or bushing c^2 . This is shown as consisting of a disk of soft material—such as felt—fastened by a plate f^2 , placed in the rear of it and secured by a screw d^2 , passing through the plate f^2 , the packing c^2 , and the end piece a^2 of the shell A^2 . On one end this screw has a head, and at the other end a nut
95 e^2 is applied to it.

D designates a spring-catch. As shown, it consists of a projection formed on a strip of spring metal—such as steel—arranged transversely within the inner shell A^2 and secured at one end thereto. The outer shell has a
100

hole g' , into which the catch may project when the carrier is closed. The catch will engage automatically with the hole g' whenever the carrier is closed and may be disengaged from the said hole g' when it is desired to open the carrier by pressing it inwardly beyond the said hole.

This carrier is simple, cheap, light, durable, and easily operated. It may be opened and closed by grasping each end with a hand and rotating one relatively to the other.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In a carrier for a pneumatic carrying apparatus, the combination of two shells fitted one to rotate relatively to the other and having each a longitudinal opening, each of said shells having an end piece secured to one of its extremities, substantially as specified.

2. In a carrier for a pneumatic carrying apparatus, the combination of two shells fitted one to rotate relatively to the other, each having a longitudinal opening and each having one accessible end to which power may be applied to rotate one within the other, and each of said shells having an end piece secured to one of its extremities, substantially as specified.

3. In a carrier for a pneumatic carrying ap-

paratus, the combination of two shells fitted one to rotate relatively to the other, each having a longitudinal opening, and one having a stop engaging with the other, substantially as specified.

4. In a carrier for a pneumatic carrying apparatus, the combination of two shells fitted one to rotate relatively to the other, each having a longitudinal opening and one projecting into the opening of the other to preclude the longitudinal adjustment of either independently of the other, substantially as specified.

5. In a carrier for a pneumatic carrying apparatus, the combination of two shells fitted one to rotate relatively to the other, each having a longitudinal opening and one having a spring-catch engaging with the other when the carrier is closed, substantially as specified.

6. In a carrier for a pneumatic carrying apparatus, the combination of two shells having longitudinal openings and fitted one to rotate relatively to the other and one having a transverse spring-catch engaging with the other, substantially as specified.

HUGH MILLER.

Witnesses:

E. B. PROUDFIT,
CHAS. V. HALLEY.

Correction in Letters Patent No. 429,143.

It is hereby certified that the assignee, "The Meteor Dispatch Company," in Letters Patent No. 429,143, granted June 3, 1890, upon the application of Hugh Miller, of Rockaway, New York, for an improvement in "Pneumatic Cash and Parcel Carriers," should have been described and specified as *The Meteor Dispatch Company, of Maine*, instead of "The Meteor Dispatch Company, of New York, New York"; and that the said Letters Patent should be read with this correction therein that the same may conform to the record of the case in the Patent Office.

Signed, countersigned, and sealed this 30th day of January, A. D. 1894.

[SEAL.]

JNO. M. REYNOLDS,

Assistant Secretary of the Interior.

Countersigned:

JOHN S. SEYMOUR,

Commissioner of Patents.