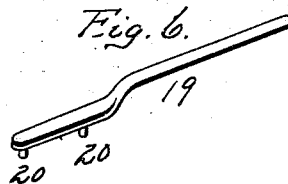
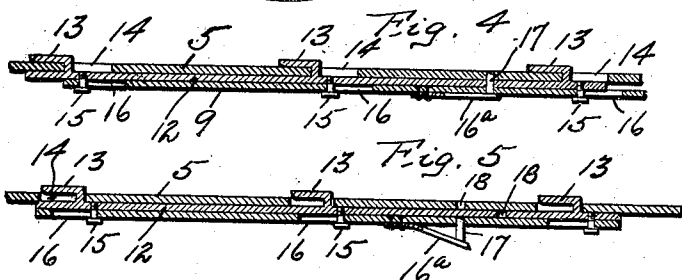
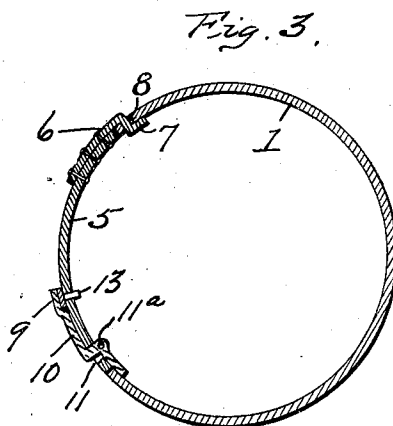
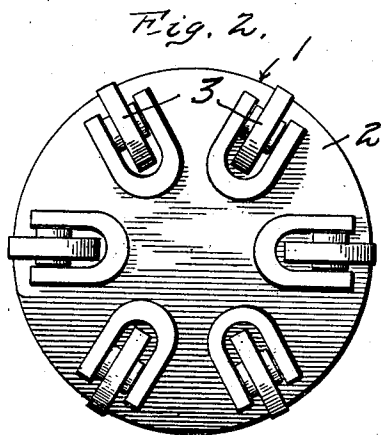
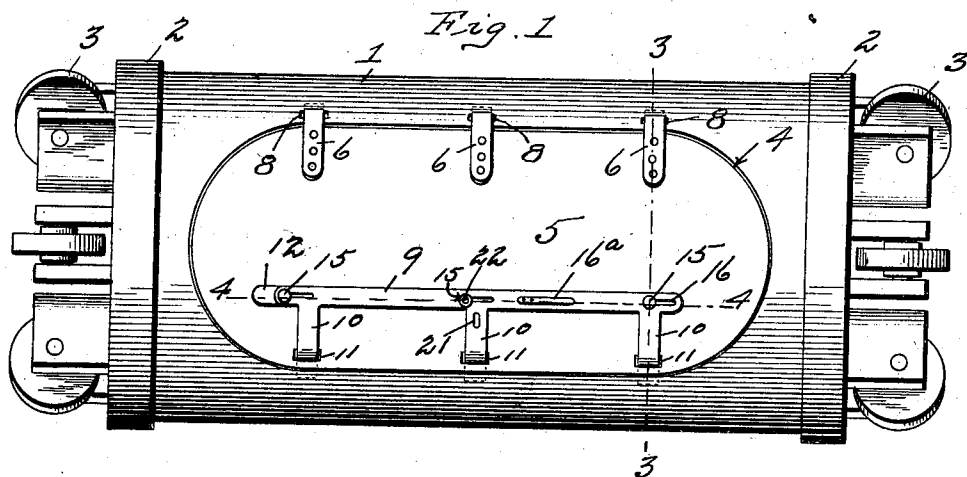


No. 847,234.

PATENTED MAR. 12, 1907.

C. H. BURTON.
PNEUMATIC DESPATCH CARRIER.

APPLICATION FILED DEC. 19, 1906.



WITNESSES:

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PNEUMATIC-DESPATCH CARRIER.

No. 847,234.

Specification of Letters Patent.

Patented March 12, 1907.

Application filed December 19, 1906. Serial No. 348,623.

To all whom it may concern:

Be it known that I, CHARLES H. BURTON, a citizen of the United States, residing at New York city, in the county of New York and State of New York, have invented certain new and useful Improvements in Pneumatic-Despatch Carriers, of which the following is a specification.

This invention relates to carriers for pneumatic-despatching-tube systems, and has in view certain practical and effective improvements in carriers of this character whereby the same shall be rendered perfectly safe and secure against damage or escape of the carrier contents.

To this end the invention contemplates an improved door equipment and fastening for a pneumatic-despatch carrier wherein the door or cover is capable of complete and ready removal, while at the same time being so securely fastened or locked when in place as to be entirely secure against accidental displacement or unlocking during transit.

With these and other objects in view, which will readily appear to those familiar with the art as the nature of the invention is better understood, the same consists in the novel construction, combination, and arrangement of parts hereinafter more fully described, illustrated, and claimed.

The essential features of the invention are necessarily susceptible to structural modifications without departing from the scope thereof; but a preferred embodiment of the invention is shown in the accompanying drawings, in which—

Figure 1 is a side elevation or plan view of a pneumatic-despatch carrier embodying the present invention. Fig. 2 is an end view of the carrier. Fig. 3 is a cross-sectional view on the line 3 3 of Fig. 1. Fig. 4 is a sectional view on the line 4 4 of Fig. 1, showing the sliding securing-bolt in its locked position. Fig. 5 is a similar view showing the sliding securing-bolt in its unlocked position. Fig. 6 is a detail view of the tool or wrench employed for unlocking the device.

Like references designate corresponding parts in the several figures of the drawings.

In carrying out the invention no special change is required in the conventional or practical features of any approved type of carrier for a pneumatic-despatch-tube system, so for illustrative purposes there is

shown in the drawings an ordinary form of pneumatic-despatch carrier essentially consisting of a cylindrical body portion 1, having the usual head ends 2 and carrying upon said heads the groups of offstanding traveler-wheels 3, subserving the ordinary function.

The body portion 1 of the carrier is provided therein with an access-opening 4 of any suitable dimensions and through which the contents of the carrier are introduced and removed. This opening is designed to be covered and uncovered by a removable door or cover 5, adapted to be seated flush or substantially flush within said opening and carrying at one side or one side edge a plurality of hasp-bars 6. These bars are riveted or otherwise permanently fastened to the door and are formed with deflected engaging end portions 7, projecting beyond one edge of the door and adapted to be inserted through keeper-openings 8, provided therefor in the carrier-body near one edge of the opening 4. Hence the projecting ends 7 of the hasp-bars 6 engage inside of the carrier-body, and upon the side edge portion of the door or cover opposite the hasp-bars is arranged a swinging fastener-bar 9.

The fastener-bar 9 is formed with a plurality of bolting-arms 10, projecting from one side thereof in regular spaced relation and adapted to extend through keeper-openings 11, provided in the door 5 near one edge thereof, the extremities of the arms 10 beyond the bar 9 being also adapted to extend beneath or behind one edge portion of the opening 4, so that the arms 10 will act as swing-bolts for one side of the door. The ends of the arms 10 within the openings 11 are pivotally connected to door 5 at 11^a. The fastener-bar 9 has arranged at its inner side in parallelism thereto what may be termed a "sliding" securing-bolt 12, having projected from the inner side thereof a plurality of spaced locking-hooks 13, adapted to project through catch-openings 14 in the body of the door 5 and engage behind the latter at one edge of such opening.

The sliding bolt 12 has a sliding coupled connection with the bar 9. This is preferably effected by the employment of a series of headed coupling-studs 15, secured to the bolt 12 and projecting through the play-slots 16, provided in the bar 9. Also the latter has attached thereto a spring-latch 16^a,

carrying at its free end portion a beveled lock-pin 17, adapted to project through registering openings 18 in the bar 9 and bolt 12, thus providing for locking said two elements against relative movement when the hooks 13 of the bolt 12 are engaged in the openings 14. When the spring-latch 16 is lifted out of engagement with the openings 18, the bolt 12 may be slid to an unlocked position, so that the hooks 13 may be lifted out of the openings 14 through the employment of an operating tool or wrench 19. This tool or wrench carries spaced leverage-pins 20, adapted to be respectively inserted in a fulcrum-opening 21 in one of the bolting-arms 10 and a tool-bearing socket 22, formed in the adjacent one of the coupling-studs 15. When the bolt 12 is slid back to the unlocked position referred to, the hooks 13 can be lifted out of their openings 14 and the bolting-arms 10 swung inward to a position from behind the edge of the opening 4, thus permitting the door to be swung open and entirely disconnected or removed from the carrier-body.

I claim—

1. In a carrier, the carrier-body having an opening, a door for the opening having a hasp connection at one side with the carrier-body, and a detachable locking device mounted on the door-body and having a bolting engagement with the carrier-body opposite said hasp connection.

2. In a carrier, a carrier-body having an

opening, a door for the opening having a detachable hasp connection at one side with the carrier-body, and a detachable locking device having a detachable locking engagement with the door-body and a bolting engagement with the carrier-body.

3. In a carrier, the carrier-body having an opening, a door for the opening having a plurality of catch-openings and a plurality of keeper-openings, a fastener-bar having bolting-arms adapted to be inserted through said keeper-openings and behind one edge of the opening in the carrier-body, a sliding bolt coupled to the fastener-bar and having a series of locking-hooks adapted to engage within said catch-openings, and a spring-latch arranged to temporarily lock together said fastener-bar and securing-bolt.

4. In a carrier, the carrier-body having an opening, and near one edge of the latter a series of keeper-openings, the door carrying at one side a plurality of hasp-bars having projecting ends adapted to be inserted through said keeper-openings, and a locking device having a detachable locking engagement with the door-body and a bolting engagement with the carrier-body.

In testimony whereof I hereunto affix my signature in the presence of two witnesses.

CHARLES H. BURTON.

Witnesses:

M. H. RAMAGE,
CHAS. W. FISHER.