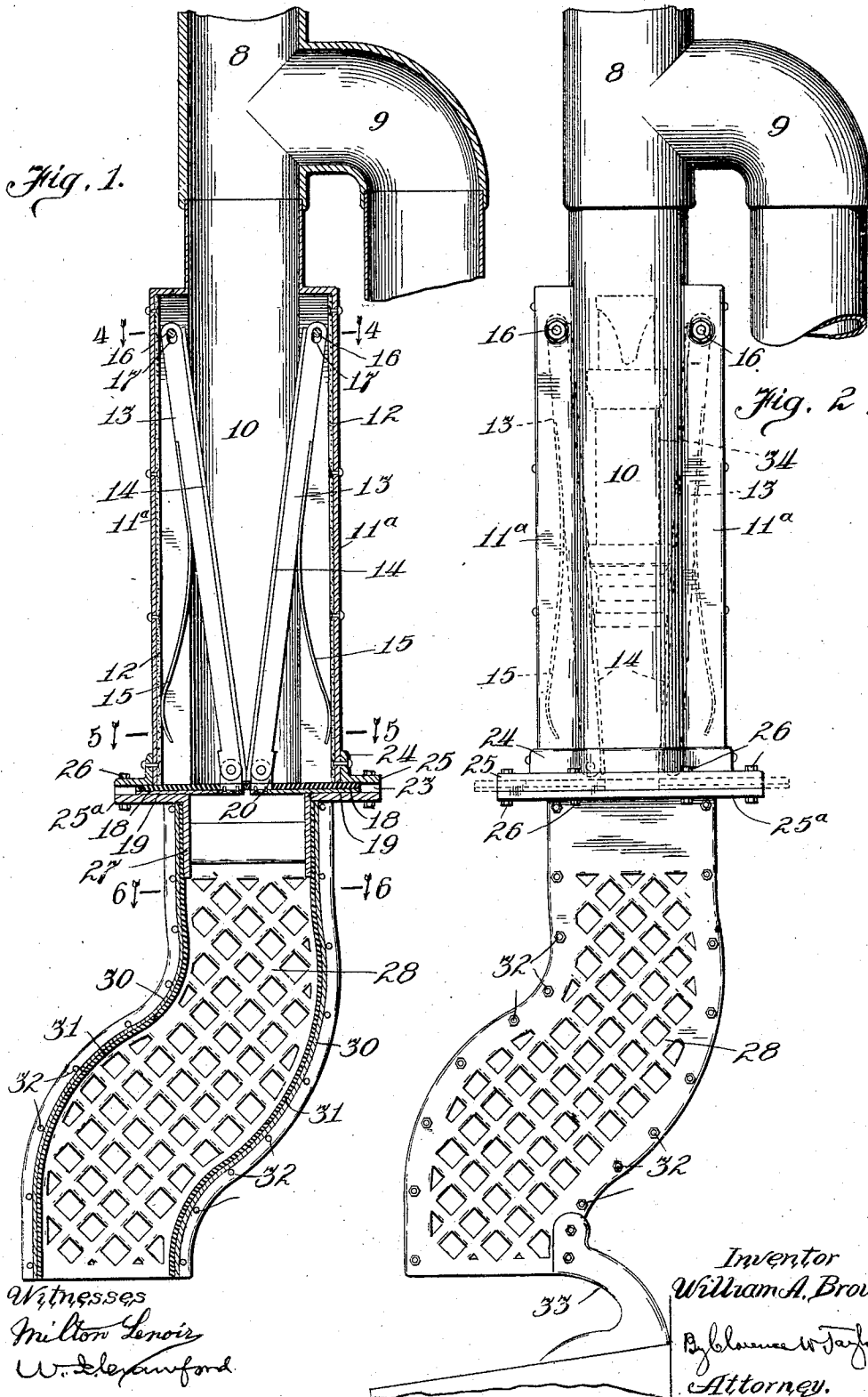


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APPLICATION FILED MAR. 30, 1908.

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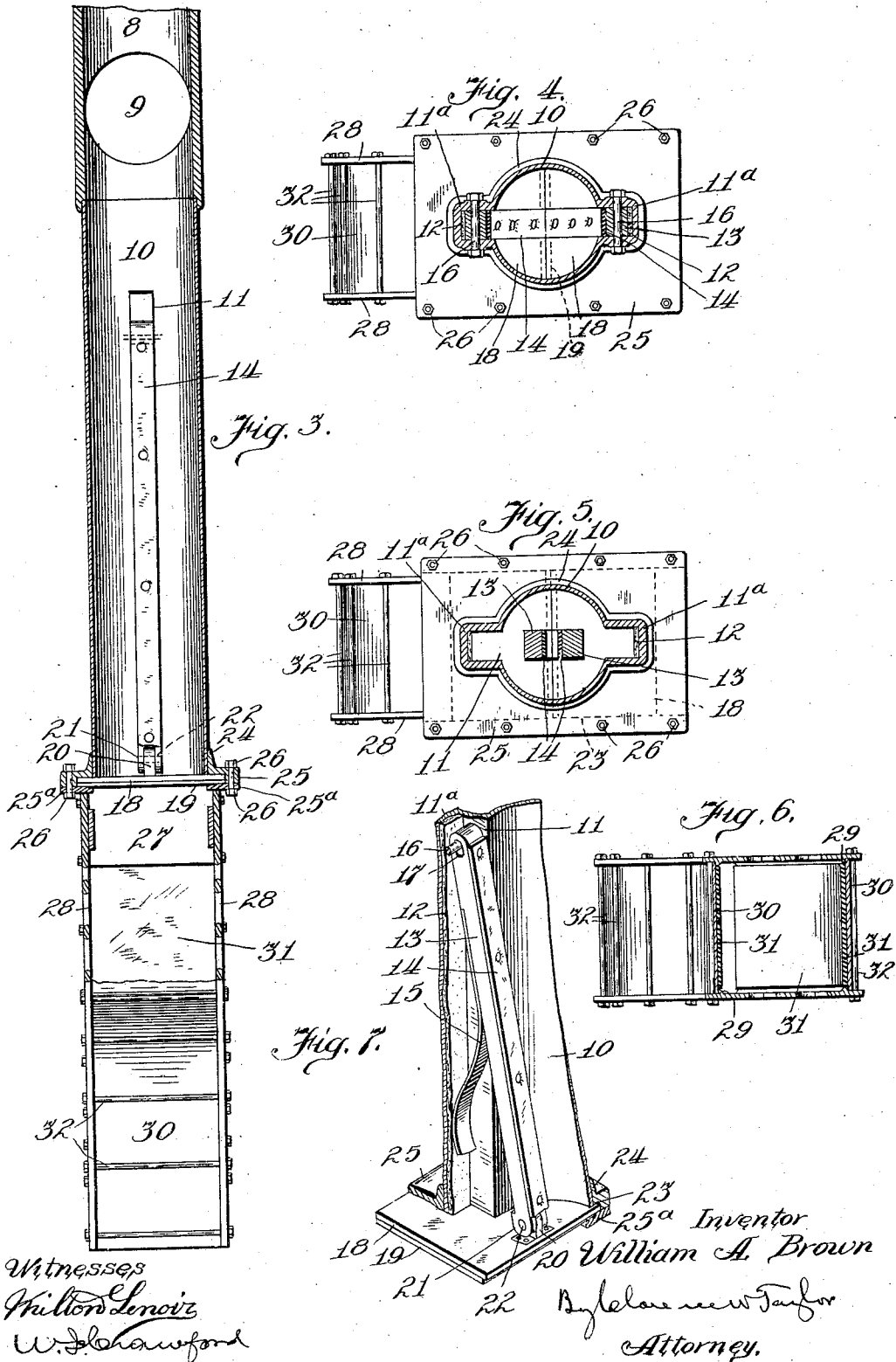
2 SHEETS—SHEET 1.



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UNITED STATES PATENT OFFICE.

WILLIAM A. BROWN, OF CHICAGO, ILLINOIS.

PNEUMATIC-DESPATCH APPARATUS.

933,527.

Specification of Letters Patent.

Patented Sept. 7, 1909.

Application filed March 30, 1908. Serial No. 424,224.

To all whom it may concern:

Be it known that I, WILLIAM A. BROWN, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Pneumatic-Despatch Apparatus, of which the following is a specification.

My invention relates to pneumatic despatch apparatus, and the primary object thereof is to provide apparatus to minimize the sound caused by the carrier and particularly when in the act of delivery of the carrier.

An important feature of my invention consists in means disposed in the path of the carrier to oppose the momentum thereof.

A further feature of my invention consists in a muffler extension comprising an elbow-like structure with an oppositely curved opening therethrough.

With the above and other objects in view, my invention consists in the novel features and in the combination and arrangement of parts hereinafter more specifically described, illustrated in the accompanying drawings, and particularly pointed out in the claims hereunto appended.

Like numerals of reference denote like parts in all of the figures in the accompanying two sheets of drawings forming a part of this specification.

Figure 1 is a vertical central section. Fig. 2 is a side elevation. Fig. 3 is a vertical section. Fig. 4 is a cross section on line 4—4 of Fig. 1. Fig. 5 is a section on line 5—5 of Fig. 1. Fig. 6 is a section on line 6—6 of Fig. 1. Fig. 7 is a detail view.

Referring to the drawings by reference numerals, 8 denotes the usual transit tube, and 9 the usual pipe leading to the suction fan or vacuum means (not shown).

For the purpose of minimizing the noise of the carrier, particularly at the time of delivery, I have provided means, hereinafter described, normally disposed in the path of the carrier and capable of opposing but yielding to the momentum of the carrier to permit delivery thereof. In the delivery tube 10 there are lateral openings 11 extending lengthwise of the tube and covered by air-tight housings 11^a, in each of which is positioned a strip 12 of felt or other material which is a non-conductor of sound or vibra-

tion. At one end of each housing there is pivotally disposed one end of an arm 13 which preferably is made of metal, but it may be made of any suitable or desired material, and faced at 14 with a material which is a non-conductor of sound or vibration, such as leather. A spring element 15 urges the arm toward the axial center of the tube. The arm 13 is pivoted at 16 through an oval aperture 17 in one end and the opposite end may be caused to move from approximately the axial center of the tube through an arc of a circle to a plane outside the bore of the tube. At the opposite end of each arm is pivotally attached a sliding valve or gate 18 with a metal reinforcing plate 19 suitably secured thereto. The metal eye 20 secured to the valve is movably secured to the bifurcated end 21 of the arm by bolt 22. One end of the delivery tube has fixed thereto collar 24 with flange 25, which has bolted thereto plate 25^a by means of bolts 26. Cast with, or otherwise attached to plate 25^a is a rectangular extension 27.

For the purpose of interposing additional means to check the momentum of the carrier and prevent sound or noise caused by the impact of the carrier with the parts, I employ what is termed a muffler extension, the side walls 28 of which have internal beads 29. The front and rear walls of the muffler extension are provided with metal strips 30 and leather strip 31. The structure is secured together by means of bolts 32, and is supported by form 33, and comprises a frame with oppositely curved opening there-through lined on two walls with a material which is a non-conductor of sound or vibration. In Fig. 2 the carrier 34 approaching delivery is shown in dotted lines.

The oval apertures 17 through the ends of the arms will permit the valves to be drawn air tight against the end of the delivery tube. The adjacent edges of the leather valves will be kept in air tight engagement by the action of the spring element 15, excepting when the momentum of the carrier overcomes the force of the spring elements.

In operation when the valves 18 are drawn apart the suction or action of the air-forcing means (not shown) becomes effective in the well known manner to restrain the outward movement of the carrier.

It is apparent the muffler extension may

be omitted and the opening below the valves 18 will become the carrier exit.

It is thought the operation of my invention will be manifest on reference to the drawings and foregoing description.

Variation in the form, arrangement and construction above described is possible, and I desire, therefore, not to limit my invention to such description of the preferred form in which it has been embodied.

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

1. A pneumatic despatch apparatus, comprising a delivery tube, a carrier, means for moving the carrier, in combination with a muffler-extension composed of a frame having an oppositely curved passage there-through partly lined with a material which

is a non-conductor of sound, substantially as shown and described.

2. In a pneumatic despatch apparatus, in combination, a delivery tube having a plurality of openings in the wall thereof, a pivoted arm capable of movement in each opening, a closure valve connected with one end of each arm the adjacent faces of the arms being faced with a material which is a non-conductor of sound or vibration, and a muffler extension having an oppositely curved opening therethrough.

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

WILLIAM A. BROWN.

Witnesses:

MONT CANNON,
S. ELVA KELLOGG.