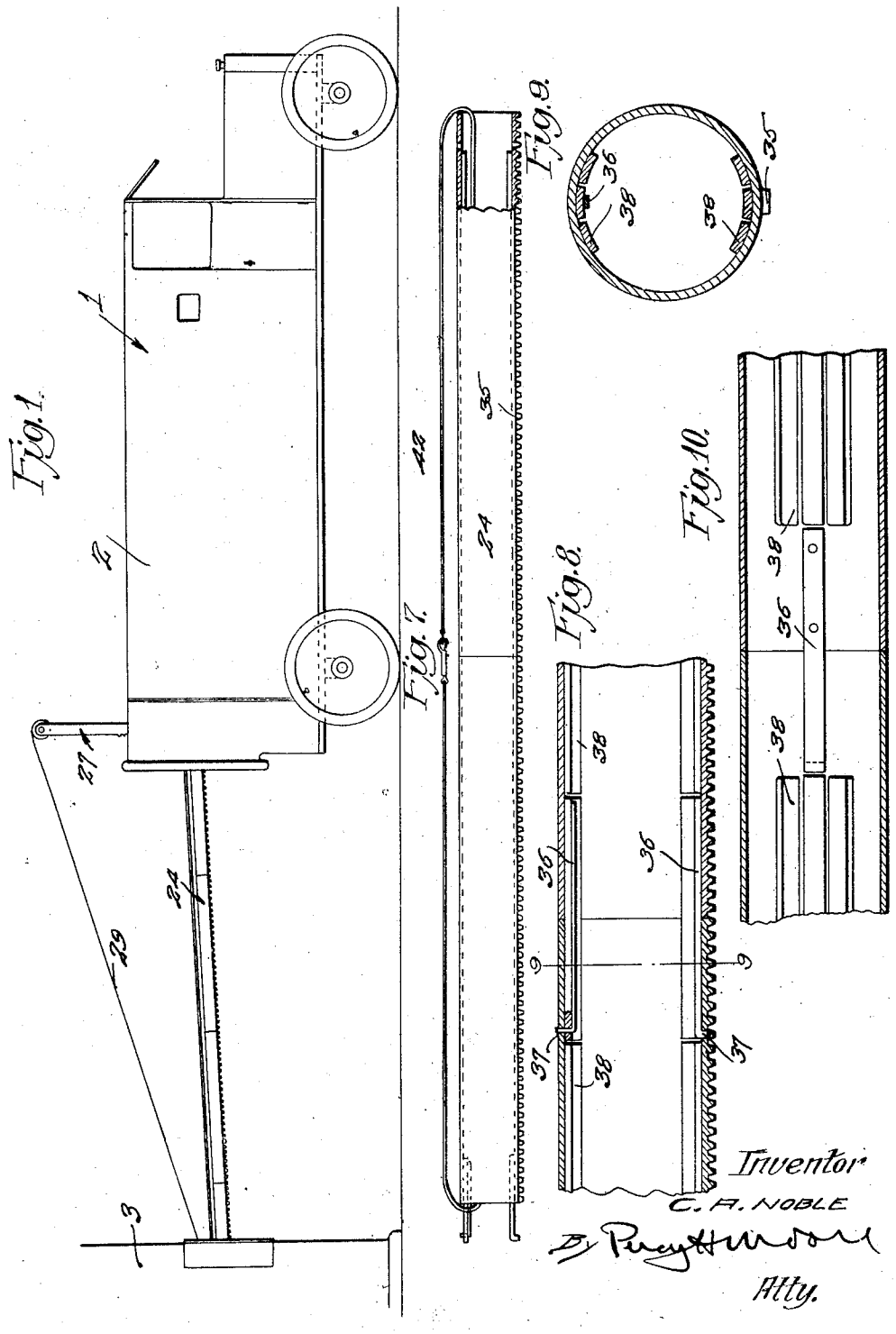
July 20, 1926. 1,592,900

C. A. NOBLE

ARMORED TRANSPORT

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C. A. NOBLE

ARMORED TRANSPORT

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Fig. 2.

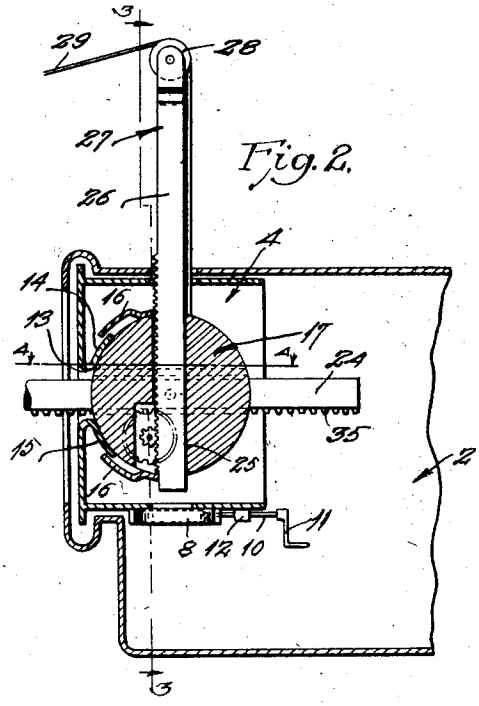


Fig. 3.

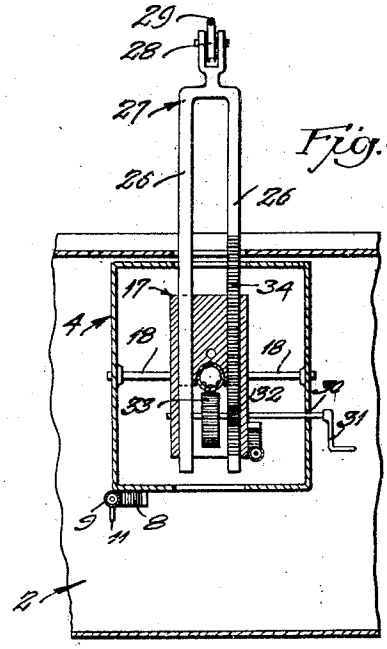


Fig. 4.

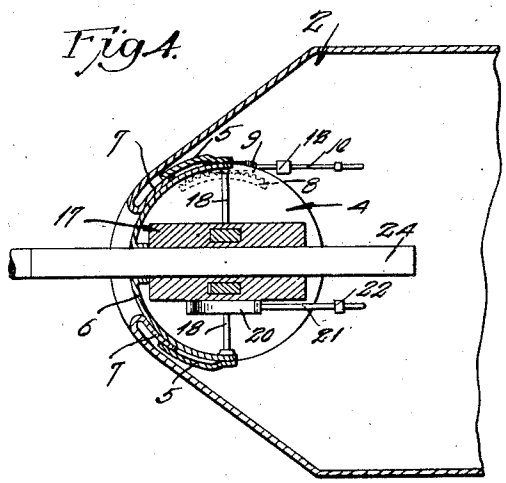


Fig. 5.

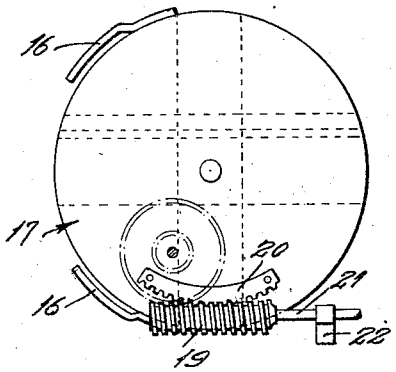
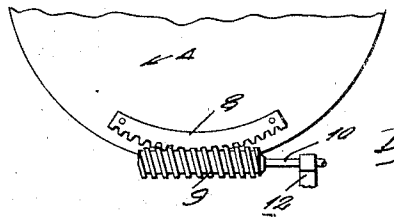


Fig. 6.



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ARMORED TRANSPORT

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Fig. 11.

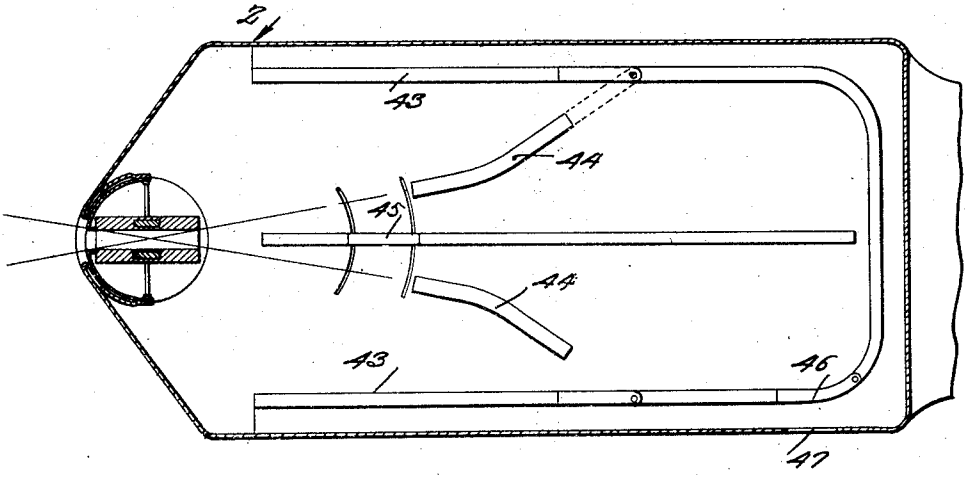


Fig. 12.

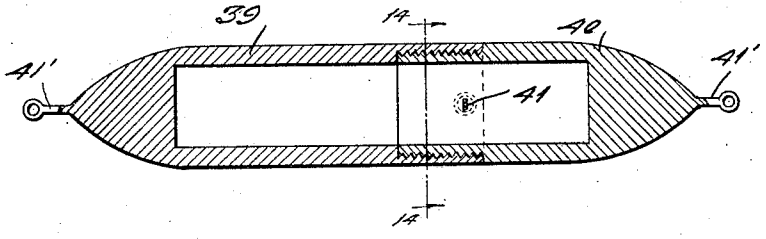


Fig. 13.

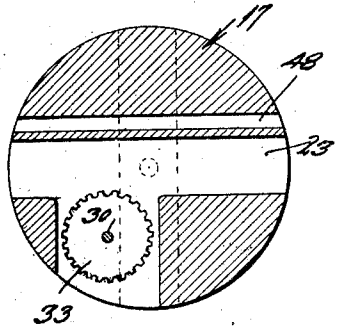
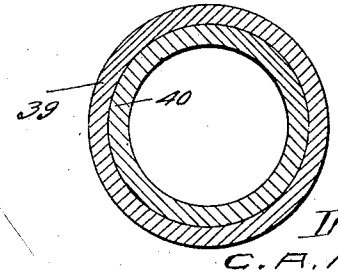


Fig. 14.



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UNITED STATES PATENT OFFICE.

CHARLIE A. NOBLE, OF NEWTON, KANSAS.

ARMORED TRANSPORT.

Application filed March 15, 1926. Serial No. 94,805.

My invention relates to improvements in armored transports and is particularly directed to that type of transport adapted for conveying valuable securities from one point to another.

The object of my invention is to provide a transport of the character described, wherein the valuables or securities contained therein may be removed in such a manner that unlawful attack upon the transport is prohibited.

A further object of my invention is to provide means whereby the transport is placed in communication with the receiving and delivering stations.

Still another object of my invention is to provide means for removing containers in which the valuables are placed from the transport to the various stations.

Another object of my invention is to provide means for projecting a tube from the transport and into the delivery station, the tube being projected in such a manner, and by suitable means, whereby it may move either in a horizontal or vertical plane, as desired.

With these and other objects in view, my invention resides in the combination and arrangement of parts hereinafter more particularly pointed out and described in the following specification, and specifically pointed out in the appended claims.

In the accompanying drawings:

Figure 1 is a side elevation of an armored transport, the same being in communication with a receiving or delivering station.

Figure 2 is a vertical, sectional view taken through the rear part of the transport as disclosed in Figure 1, the same showing in detail the means for swinging the conveying tube either upon a horizontal or vertical axis.

Figure 3 is a sectional view taken on the line 3—3 of Figure 2.

Figure 4 is a sectional view taken on the line 4—4 of Figure 2.

Figure 5 is a side elevation of the rotary drum through which the conveying tube passes, the same showing the means for moving the drum upon its axis.

Figure 6 is a detailed view of the means for rotating the turret in which the drum is mounted.

Figure 7 is a detailed view of the conveying tube.

Figure 8 is a sectional view of the same.

Figure 9 is a sectional view taken on the line 9—9 of Figure 8.

Figure 10 is an enlarged detailed view illustrating the locking means for connecting two adjacent sections.

Figure 11 is a top plan view showing the storage racks arranged within the interior of the transport.

Figure 12 is a sectional view illustrating the structure of the carriers.

Figure 13 is a sectional view taken through the center of the rotary drum disclosed in Figure 5, and

Figure 14 is a sectional view taken on the line 14—14 of Figure 12.

Referring to the accompanying drawings in detail, wherein like reference numerals denote corresponding parts throughout the several views, the numeral 1 indicates a motor-driven transport of any suitable structure, the body 2 of which is formed of suitable armored metal.

As disclosed in Figure 11, the rear end of the body 2 is slightly pointed and has positioned therein suitable oscillating means through which a projecting tube is adapted to pass, the same being used for delivering containers from the transport 1 into a building 3.

The rear end of the body 2 has positioned within its apex a turret 4, which is adapted to oscillate upon a vertical axis, the limit of its oscillation being controlled by retaining fingers 5 mounted upon the rear wall 6 of the turret and which cooperate with similar fingers 7 formed integral with the body of the vehicle 2. The turret 4 has positioned on the under face of its bottom wall a gear segment 8, which has meshing therewith a worm 9 carried by a shaft 10 which is mounted for rotation by a hand crank 11, in suitable bearings 12 fixed in any suitable manner upon supports mounted upon the body 2. Thus it will be seen that upon rotation of the shaft 10 by the hand crank 11, the worm 9 will engage the gear segment 8 and rotate the turret 4 upon its vertical axis.

The front wall 6 of the turret 4 has arranged centrally thereof an opening 13 through which a conveying tube is adapted to project. Formed integral with the front wall 6 is a pair of fingers 14 and 15 which cooperate with similar fingers 16 mounted upon the periphery of a drum 17, the latter being mounted upon stub shafts 18 which are

fixed to the wall 6 of the turret 4. To oscillate the drum 17 upon the stub shafts 18, I have provided a worm 19, which engages with the gear segment 20 secured upon one face of the drum. The worm 19 is fixed to a shaft 21, mounted for rotation in suitable bearings 22 carried by the bottom wall of the turret 4.

Passing centrally through the drum 17 is an opening 23 through which a conveying tube 24 is adapted to project. The drum 17 has extending therethrough, at right angles to the opening 23 and upon each side thereof, vertical openings 25 which receive therein legs 26 of a mass 27, the upper end of which carries a pulley 28 over which passes a supporting cable 29 for the projected end of the conveying tube 24. The other end of the cable 29 is connected with a suitable winding drum carried upon the interior of the body.

The drum 17 has rotatably mounted therein, adjacent the openings 25, a shaft 30 which is rotated by a hand crank 31 and carries the gears 32 and 33, the former being adapted to mesh with a rack 34 formed upon one edge of one of the legs 26, while the larger gear 33, is adapted to engage a rack 35 formed upon the under face of each section of the conveying tube 24.

From this structure just described, it will be apparent that upon rotation of the shaft 30, the mast 27 will be caused to move upwardly and at the same time the tube 24 is projected outwardly through the drum 17.

The conveying tube 24 is composed of a plurality of independent sections, the adjacent ends of which are connected in any suitable manner, but preferably in that manner disclosed in Figures 7, 8, 9 and 10. Upon referring to these figures it will be noted that the end of one section has fixed thereto a resilient finger 36, the free end of which projects beyond the end of the section and has its end portion bent at right angles to form a pin 37 which is received within a suitable opening arranged adjacent the end of the succeeding section. With this structure I am enabled to rigidly connect two sections in alignment.

As further disclosed in these figures, it will be noted that the interior of each section is provided with ribs 38 which serve as a track upon which carriers, hereinafter described, are adapted to move.

The valuables that are adapted to be transferred from one building to another are placed within suitable cylindrical containers which are adapted to move through the conveying tube 24. These containers are cylindrical in shape and being divided and adapted to be connected in any desired manner. However, by way of illustration, I have disclosed in Figure 12 a container constructed in accordance with the best mode known to me at present. This container is cylindrical in shape and composed of two parts—39 and 40, the latter being provided with a threaded portion which receives thereon a corresponding portion carried by the part 39.

To further lock the parts together, I have provided at 41 a suitable lock, preferably of the pin tumbler type. The end portions of the container have formed integral therewith an eye 41, which has connected thereto a suitable cable 42 which serves to draw the carrier through the conveying tube, it being understood that the cable 42 is operated from either end of the conveying tube in any manner desired.

The interior of the body 2 has arranged therein a number of storage shelves, each of which is provided with a track 43 upon which the carriers are adapted to be placed when positioned within the interior of the transport. These tracks 43 are provided wtih a number of switches, disclosed at 44, which are adapted to fall in line with a movable switch 45 which connects the switches 44 with the rear end of the conveying tube 35. Thus it will be seen that as the tubes are brought through the conveying tube 24, they are guided upon the track 45, which, in turn, communicates with the switches 44 and by sliding the carriers therealong, they are in turn directed to the storage tracks 43. If desired to withdraw any of the carriers from the interior of the body through the side of the transport, I have provided a switch 46, which is adapted to project through an opening 47 so that the carriers may be placed upon the switch 46 by hand and directed upon the storage racks 43.

As disclosed in Figures 2, 3, 5 and 13, I have shown the drum 17 as being provided with an opening 48 which extends parallel with the large passage through which the conveying tube 24 projects. This opening 48 is for the purpose of enabling the operator within the body 2 to sight the point through which the end of the conveying tube 24 will be projected. If further desired, the cable 42 may pass through this opening, or I may provide another opening in line with the first two through which the cable passes, thus leaving the opening 48 free for sighting the point through which the end of the tube may pass.

Having thus fully described my invention, I will now briefly point out its manner of use.

Assuming that it is desired to transport from a federal reserve bank a large amount of money or securities, and certain sums of this money being deposited in various banks within a certain radius of the main reserve bank. The money is deposited in the carriers and, if desired, a large number of these may be used, some of which may be

filled with weights so as to weigh approximately the same as those in which the money is placed. The carriers are positioned upon the storage racks 43, and when the transport reaches its destination, the conveying tube 24 is projected through the drum 17 by the rotation of the shaft 30, the tube being moved upwardly until it is received within a suitable opening provided within the wall of the receiving bank. After the tubes have been projected and are in communication with the receiving banks, the cable 42 is then secured, having between its ends a number of the carriers, and as the cable 42 is pulled, by suitable means, the carriers will be moved through the tube and delivered into the receiving bank. In a like manner, any carriers that are to be removed from the bank are delivered into the transport.

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

1. A motor driven transport having an armored body adapted to receive therein a plurality of carriers, a conveying tube movable outwardly from said body through which said carriers are adapted to move, means for moving the carriers therethrough, and means for moving the tube in vertical and horizontal movements with respect to the body.

2. A transport of the class described adapted to convey articles from one station to another, a tube carried by the transport and adapted to connect the same with the station, means for moving the same from the former to the latter, and manually actuated means for swinging the tube at various angles with respect to the transport.

3. A transport of the class described adapted to convey articles from one station to another, a turret mounted within the rear end of the transport and adapted to move about a vertical axis, a drum mounted within said turret and adapted to move about a horizontal axis, a conveying tube passing through the turret and drum and adapted to project from said transport to the station, means for conveying articles, and means for moving the turret and drum for directing the tube at any desired angle.

4. A transport of the class described adapted to convey articles from one station to another, a tube movable by means positioned within said transport for connecting the same with a station, said tube adapted to convey article carriers from the transport to the station, and manually actuated means for supporting said tube and moving the same at various angles with respect to said transport.

5. A transport of the class described having an armored body, an adjustable tube projecting outwardly therefrom, means for moving the tube outwardly and supporting the same at various angles with respect to the body, ribs formed within said tube and supporting carriers passing therethrough, tracks positioned within said body for the storage of a plurality of carriers, and said carriers being adapted to be transferred from said storage tracks to said tube.

6. A transport of the class described having an armored body, an adjustable tube projecting outwardly therefrom, means for moving the tube outwardly to a delivery point, coacting means for moving the tube at various angles with respect to the body, tracks positioned within said body for the storage of a plurality of carriers, and means for moving the carriers from the storage tracks through the tube to the delivery point.

In testimony whereof I affix my signature.

CHARLIE A. NOBLE.