

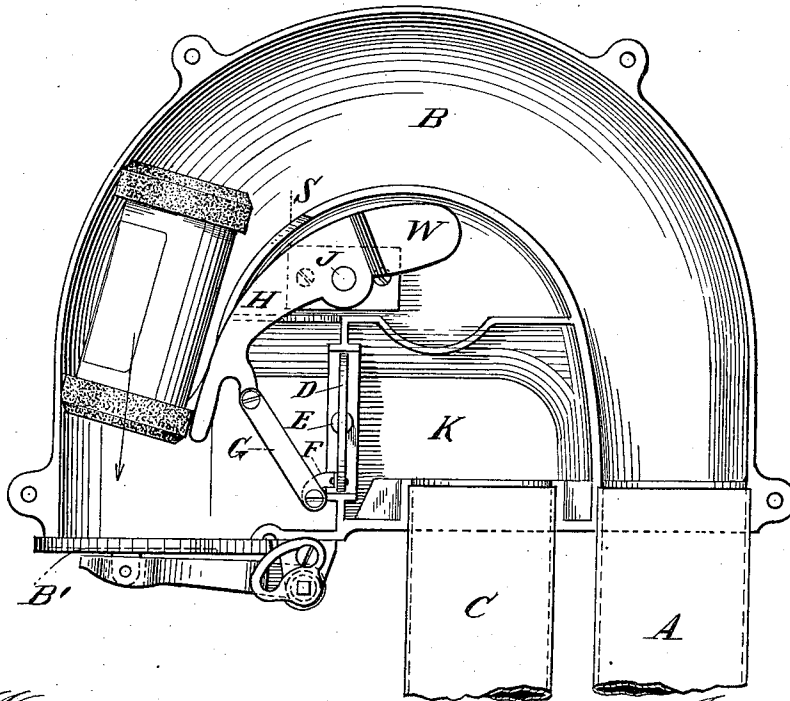
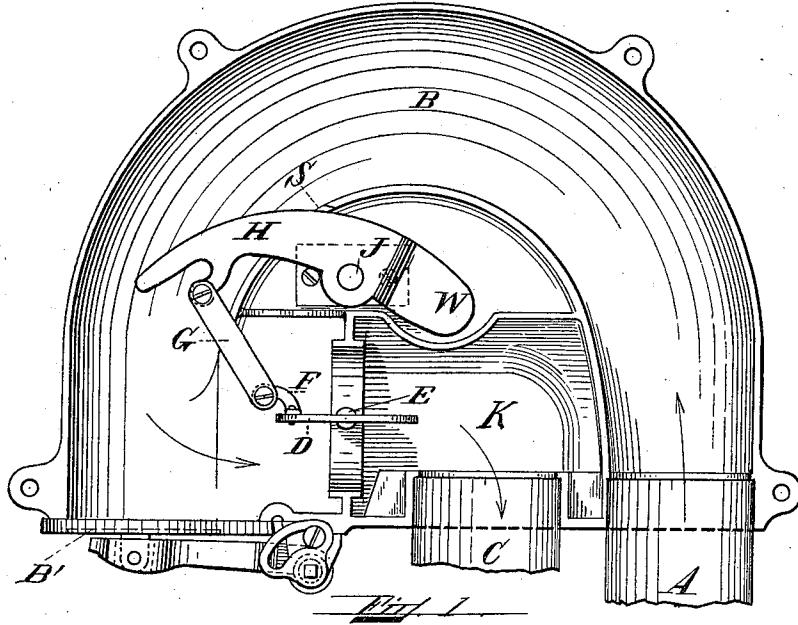
J. T. COWLEY.

TERMINAL FOR PNEUMATIC DESPATCH TUBE APPARATUS.

APPLICATION FILED NOV. 26, 1907. RENEWED MAY 17, 1912.

1,031,774.

Patented July 9, 1912.



Witnesses:
L. G. Bartlett
A. X. Meser.

Fig. 2.

Inventor:
J. T. Cowley
J. H. Knapp
attys

UNITED STATES PATENT OFFICE.

JAMES T. COWLEY, OF BOSTON, MASSACHUSETTS, ASSIGNOR TO LAMSON CONSOLIDATED STORE SERVICE COMPANY, OF NEWARK, NEW JERSEY, A CORPORATION OF NEW JERSEY.

TERMINAL FOR PNEUMATIC-DESPATCH-TUBE APPARATUS.

1,031,774.

Specification of Letters Patent.

Patented July 9, 1912.

Application filed November 26, 1907, Serial No. 403,999. Renewed May 17, 1912. Serial No. 698,077.

To all whom it may concern:

Be it known that I, JAMES T. COWLEY, of Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Terminals for Pneumatic-Despatch-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 automatically relieve the air pressure on the valve controlling the delivery opening in said terminals to permit the uninterrupted delivery of carriers therethrough. This is accomplished by automatically cutting off the terminal from the source of power when the carrier has arrived in said terminal thereby relieving the pressure on the delivery valve.

In the accompanying drawings is illustrated a form of construction embodying my invention in which,—

Figure 1 is an elevation of the interior of an ordinary delivery terminal showing the device in normal position. Fig. 2 is a similar view to Fig. 1, showing the operation of the device by a carrier about to discharge.

Like letters of reference refer to like parts in the different views.

A represents the ordinary transmission tube connected with the upward discharge terminal B, and C is the usual transmission tube for the return of carriers connecting said terminal with a vacuum drum or other source of power.

B' is the usual outwardly opening valve controlling the delivery opening of the terminal B and normally closed.

D is a butterfly valve pivoted at E to the casing of terminal B and adapted to control communication of said terminal B with the source of vacuum through chamber K and tube C.

H is a trip lever pivoted at J and carrying a weight W at one end, the opposite end projecting through the slot S into the path of the traveling carriers. The trip end of lever H is connected by a link G with an extension F on valve D.

With a carrier in transmission in the tube A toward the terminal B the valve D is open (see Fig. 1) and a current of air is maintained through tube A, terminal B, chamber K and tube C to the source of

power in the direction indicated by the arrows. The vacuum is now acting on the valve B' and the carrier when it arrives in the terminal B engages the trip lever H depressing the same and through link G closes the valve D cutting off the flow of air (see Fig. 2) and destroying the action of the vacuum on valve B'. The carrier now delivers easily through valve B' by its own momentum. After the carrier has passed over the trip lever H the weight W acts through said lever H and link G to open the valve D to permit the reestablishment of the air circuit.

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 pneumatic despatch tube apparatus, an incoming transmission tube, an outgoing transmission tube, a carrier-discharge terminal leading from the end of the incoming transmission tube and provided with a communication leading to the end of the outgoing transmission tube, a normally closed valve at the delivery opening of the terminal, a normally open valve in said communication between the terminal and the outgoing tube, and mechanism for operating the latter valve mounted in the casing of the terminal and projecting into the path of travel of the carriers inside of the delivery opening to be actuated by a passing carrier to move the latter valve to close the said communication momentarily before the carrier strikes the valve at the delivery opening of the terminal.

2. In pneumatic despatch tube apparatus, an incoming transmission tube, an outgoing transmission tube, a carrier-discharge terminal leading from the end of the incoming transmission tube and provided with a communication leading to the end of the outgoing transmission tube, a normally open valve pivoted in the communication between the terminal and the outgoing tube, a trip lever pivoted in the casing of the terminal normally projecting at one end into the path of travel of the carriers inside of the delivery opening of the terminal, and a link connecting said lever with the valve controlling the communication between the ter-

minal and the end of the outgoing tube, said lever operating through the intervening mechanism on being struck by a passing carrier to close momentarily the latter valve
5 before the carrier strikes the valve at the delivery opening of the terminal.

In testimony whereof, I have signed my

name to this specification in the presence of two subscribing witnesses, this twelfth day of November A. D. 1907.

JAMES T. COWLEY.

Witnesses:

O. ZEMMIN,

MARGARET M. LYONS.

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