

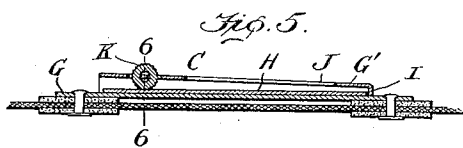
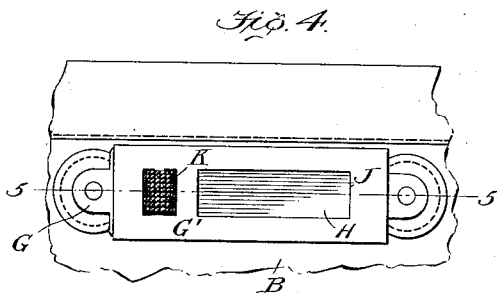
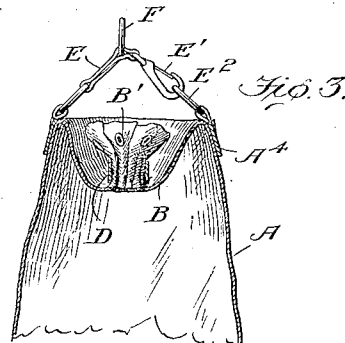
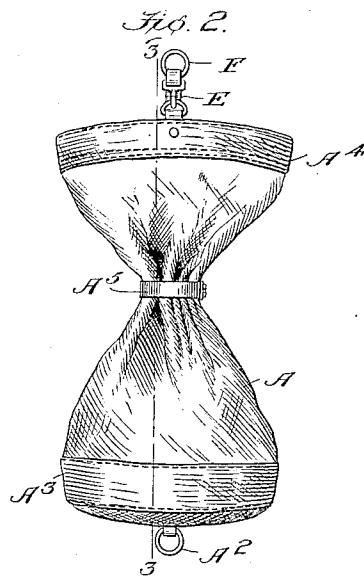
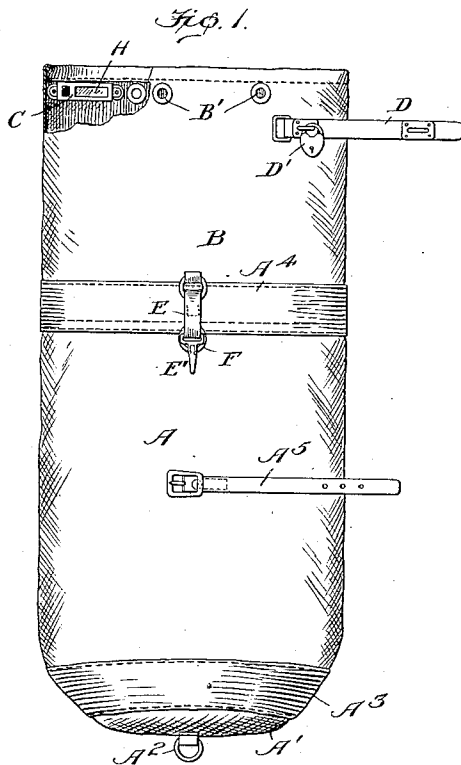
E. J. SHUR.

MAIL BAG.

APPLICATION FILED JUNE 18, 1910.

1,131,964.

Patented Mar. 16, 1915.



Witnesses

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MAIL-BAG.

1,131,964.

Specification of Letters Patent.

Patented Mar. 16, 1915.

Application filed June 18, 1910. Serial No. 567,622.

To all whom it may concern:

Be it known that I, EDWARD JOHN SHUR, citizen of the United States, residing at 1119 North Dorgenois street, in New Orleans, Orleans parish, and State of Louisiana, have invented certain new and useful Improvements in Mail-Bags, of which the following is a specification, reference being had therein to the accompanying drawing.

The object of this invention is to provide a receptacle which will serve as a simple unlocked mail sack or as a locked mail bag adaptable for being caught by a crane and swung into a rapidly moving car in the usual manner.

In the accompanying drawings, Figure 1 is a side elevation of the fully open receptacle, a small part being broken away to expose a label holder. Fig. 2 is a like view showing the receptacle ready for suspending in position to be caught by a crane on a passing car. Fig. 3 is a section on the line 3—3, Fig. 2, the middle portion of the bag being broken away. Fig. 4 is an enlarged view of the label devices, the point of view being the same as in Fig. 1. Fig. 5 is a section on the line 5—5, Fig. 4. Fig. 6 is a section on the line 6—6, Fig. 5.

The receptacle consists of a heavy body portion A and a thinner flexible upper portion B forming an extension of the body. The body portion has the usual strong bottom A', to which is secured a central ring A², and just above the bottom is a reinforcing band A³. At the upper end of this heavy body portion is a heavy reinforcing band A⁴, and near the middle of the body is a horizontal strap A⁵ in position to be buckled around the bag when desired constricting its middle and giving it the form shown in Fig. 2.

The upper portion B is usually of strong canvas such as is used for mail sacks, and like the latter it is provided near its upper margin with eyelets B' to receive the ordinary suspending devices not shown, and is further provided with an interior marginal label holder C and with a strap D adapted to be drawn snugly about the mouth portion of the sack and to be secured by a suitable lock D'.

To the reinforcing band A⁴ is secured one end of a strap E having at its opposite end a snaphook E' to engage a ring or loop E² upon the opposite side of the bag, and further

having near its middle a bag-suspending ring F. The label device consists of a base plate G riveted to the interior of the sack just below its margin and carrying a housing or casing G' to receive a label or card H.

The casing is closed at one end as seen at I, and cut away centrally at J to expose a label or card within. It is also provided near its open end with a revoluble milled or toothed roller K, in position to engage the card by biting its surface and to carry it into and out of the casing when it is itself rotated, which is usually by pressure applied to the surface and urging rotation in the desired direction. When the card is thus carried into place in the casing, it is securely held against accidental movement, yet it may be almost instantly ejected by pressing the roller in the proper direction with the finger or thumb.

When the bag is to be suspended and picked up by a passing car, the mouth of the flexible part is drawn together by the strap and locked and then pushed down into the heavier portion A. The central portion is constricted by the strap A⁵ and the strap E has its snap hook engaged in the ring or loop E², bringing the ring F into position and at the same time making it impossible for the inwardly turned flexible portion of the bag to move outward.

It is obvious that if it be not desired to have the bag taken up by the crane of a passing car, the flexible end need not necessarily be turned inward, the bag in that case having a somewhat greater capacity.

It is further obvious that it is not essential that the flexible portion be pushed fully inside the body of the bag, but only that it be so adjusted that the strap can pass over it and hold it in place, the strap preferably being of such length that the flexible portion will be largely pressed into the heavier body.

What I claim is:

1. A receptacle to serve as a simple mail sack or as a locked mail pouch adapted to be caught by the usual mail car crane, comprising a mail pouch body of heavy material provided at its bottom with an external central ring and at its opposite end with a strap detachable at one end and normally when in use joining diametrically opposite points on the margin of said body and provided near its middle with a ring corresponding to the ring at the bottom, said

body having an extension of its lateral wall composed of light flexible material carrying terminal closing devices and adapted to be pushed into said body and there held by said strap.

2. In a combined letter pouch and mail sack, the combination with a pouch of heavy material having at its bottom an external central ring and at its opposite end a strap normally in a diametrical plane, provided with a ring near its middle and detachably connected to the pouch's margin at one end, of a lighter flexible extension of the pouch provided with a suitable closure and adapted to be pushed toward the bottom of the pouch and held beneath said strap.

3. The combination with a heavy pouch body, of an external ring attached to the bottom of the pouch in its longitudinal axis, a strap having one end secured to a mar-

ginal portion of the other end of the body and its other end adapted to be detachably connected to said portion at a diametrically opposite point, a ring secured to the strap in said axis, a light, tubular flexible extension of said body provided with a suitable closure and adapted to lie within and be held by said strap and to be extended forming a portion of a materially longer bag when the end of the strap is detached; whereby a mail pouch adapted to be caught by a mail-car crane may be readily usable as a much larger sack for lower grade mail.

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

EDWARD JOHN SHUR.

Witnesses:

JOSEPH BACHARACH,
EDWIN J. PRINZ.

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