Dec. 3, 1929. F. P. EVANS 1,738,425

LETTER CARRIER'S POUCH

Filed April 25, 1928

Fig. 1.

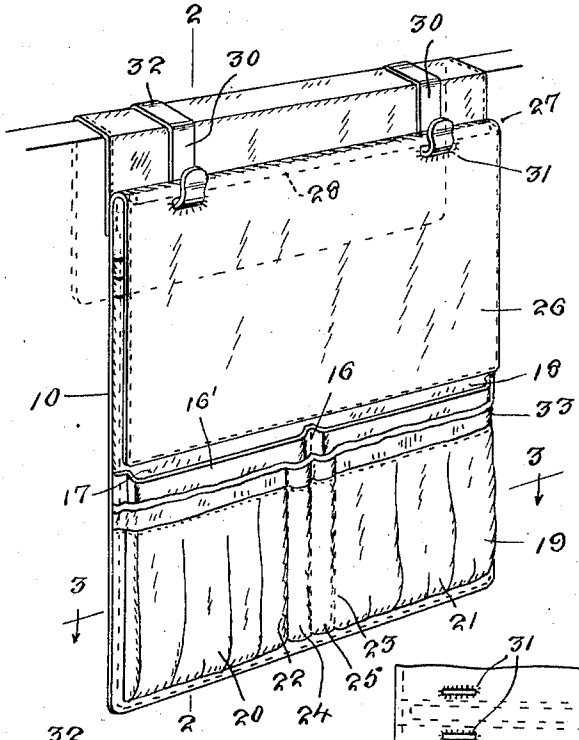


Fig. 4.

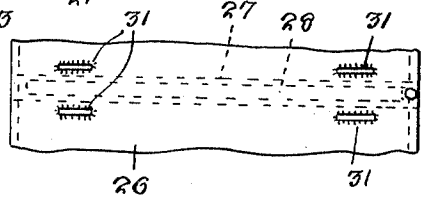


Fig. 2.

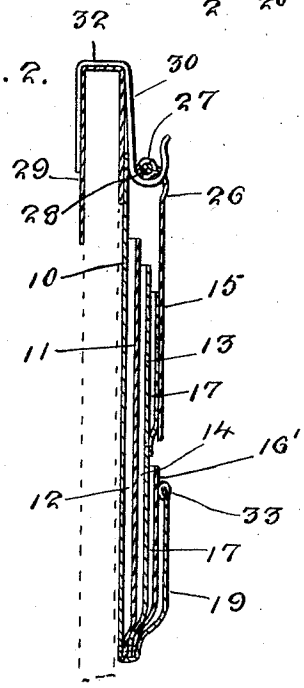
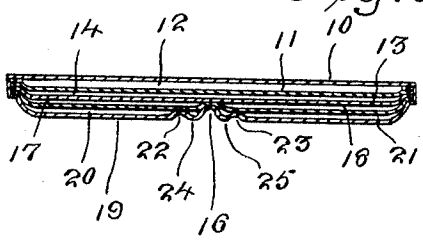


Fig. 3.



F. P. Evans
INVENTOR

BY Victor J. Evans
ATTORNEY

Patented Dec. 3, 1929 1,738,425

UNITED STATES PATENT OFFICE

FRANKLIN P. EVANS, OF CARYVILLE, FLORIDA

LETTER-CARRIER'S POUCH

Application filed April 25, 1928. Serial No. 272,794.

This invention relates to holders primarily adapted for use by rural mail carriers and the like.

An object of the invention comprehends the provision of a multiplicity of pockets within the holder.

Another object of the invention contemplates supporting members for the holder whereby the same may be supported within convenient reach of the carrier within the driving compartments of wagons, automobiles and the like.

A further object of the invention embodies a strengthening element adapted to prevent sagging of the holder and pockets therefor.

With the above and other objects in view, the invention further consists of the following novel features and details of construction, to be hereinafter more fully described, illustrated in the accompanying drawing and pointed out in the appended claim.

In the drawing:—

Figure 1 is a perspective view of the invention as applied and in use.

Figure 2 is a vertical sectional view taken on line 2—2 of Figure 1.

Figure 3 is a horizontal sectional view taken on line 3—3 of Figure 1.

Figure 4 is a fragmentary top plan view of the attaching portion for the holder.

Referring to the drawing in detail, wherein like characters of reference denote corresponding parts, the reference character 10 indicates a length of fabric of a suitable weave and treated in such a manner that the same may be subjected to excessive abuse and rendered impervious to moisture to prevent injury to articles supported thereon.

A second strip 11, carried upon the face of the strip 10 and connected thereto at its lower end and sides thereof, is open at the uppermost end to provide a pocket 12. A companion strip 13, having connection with the strip 11, after the manner of the latter upon the strip 10, has its upper edge disposed an appreciable distance below the uppermost edge of the strip 11 in order that the entrance to a pocket 14 defined thereby may be rendered accessible. A strip 15, carried upon the upper portion of the strip 13, is subdivided centrally thereof to provide pen and pencil compartments and double pockets. A strip 16′ corresponding to the strip 15 and carried upon the outer surface and lower portion of the strip 13, is subdivided by a line of stitching, as indicated at 16, to provide pockets 17 and 18.

A complemental strip 19, carried upon the strip 16′, is joined with the strip 16′ at the line of stitching 16 to provide double pockets 20 and 21 respectively. The last mentioned pockets being smaller than the pockets 17 and 18, due to the fact that additional lines of stitching 22 and 23, disposed in spaced parallelism with the line of stitching 16, are adapted to define pockets 24 and 25 adapted to receive pencils, pens and the like. Snap fastenings or the like may be employed to close the pockets 20 and 21.

A flap 26, having connection with the upper edge of the strip 10, is adapted to be folded upon the latter mentioned strip to cover the pockets defined by the strips 11, 13 and 15. A pocket 27, horizontally disposed within the flap 26, is adapted to accommodate a stick or strengthening rib 28.

As mentioned in the foregoing, the invention is primarily designed for use within the driving compartments of wagons, automobiles and the like and it is especially desirous to support the holder upon the doors. The invention is designed for application upon vehicle doors of both open and closed models and for this purpose, I have provided a protective strip 19, having connection with the upper edge of the strip 10 and which is adapted to be passed over the upper edge of the door and to lie flush against both sides thereof.

A hook member 30, having one end passed through spaced openings 31 in the flap 26 upon the opposite sides of the pocket 27 and sustaining the rib 28 within the hook portion thereof, is adapted to provide a substantially inverted channel-shaped portion 32 which engages the upper portion or ledge of the door and both sides thereof. By reason of the fact that the hook member 30 is composed of spring steel, the same may be sprung against the protective flap or strip 29 and the

finish and upholstery of the car will not be injured. In the instance of applying the invention upon the doors of automobiles of the closed type, the extremities of the hooks 30 will be passed downwardly between the door pocket and the glass slidably mounted therein.

The pockets may be used to retain mail and parcels as collected, money orders, registered letters, stamped envelopes, pencils and pens, money order application books, carrier's receipt book, stamp books and post cards, registered letter book and insured book, small change, bills, etc. The pockets 20 and 21 are adapted to hold the small change and bills and for this reason, I have employed elastic bands 33 within the upper edges thereof to hold the same closed in conjunction with the aforementioned snap fastenings.

The invention is susceptible of various changes in its form, proportions and minor details of construction, and the right is herein reserved to make such changes as properly fall within the scope of the appended claim.

Having thus described the invention, what is claimed is:—

A carrier's pouch comprising a strip having a multiplicity of auxiliary strips carried upon the outer face thereof and adapted to provide a multiplicity of pockets, elastic bands carried within the entrance openings of the lowermost of the pockets to hold same normally closed, a flap carried upon the upper portion of the strip adapted to be extended over the uppermost of the pockets, a protective strip also carried by the strip adjacent the flap, a rib carried beneath the fold of the flap, hook members having connection with the flap beneath the rib, and channel portions carried upon the upper ends of the hooks and inverted to extend over the protective strip to prevent bagging of the initial strip in the middle.

In testimony whereof I affix my signature.

FRANKLIN P. EVANS.