

APPLICATION FILED MAY 28, 1909.

Patented Nov. 16, 1909.

2 SHEETS—SHEET 1.

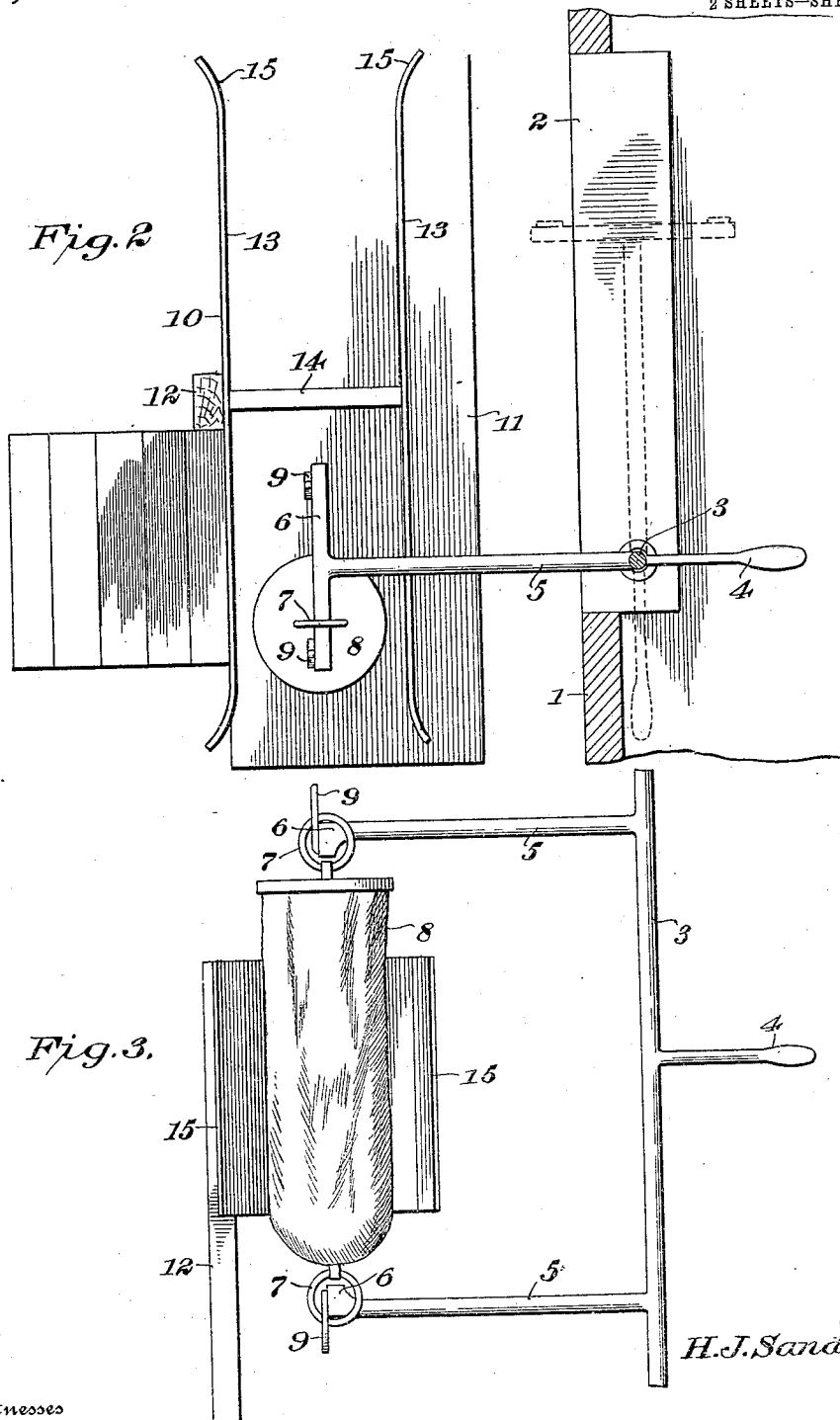


H. J. SANDERSON.
MAIL BAG DELIVERER.
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940,618.

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2 SHEETS—SHEET 2.



Witnesses
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By

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UNITED STATES PATENT OFFICE.

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MAIL-BAG DELIVERER.

940,618.

Specification of Letters Patent.

Patented Nov. 16, 1909.

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To all whom it may concern:

Be it known that I, HERBERT J. SANDERSON, a citizen of the United States, residing at Cowansville, in the county of Armstrong and State of Pennsylvania, have invented certain new and useful Improvements in Mail-Bag Deliverers, of which the following is a specification.

This invention comprehends certain new and useful improvements in equipment for railways, and the invention has for its object an improved device through the instrumentality of which mail bags may be safely and accurately delivered from a moving train at desired stations along the track.

With this and other objects in view that will more fully appear as the description proceeds, the invention consists in certain constructions and arrangements of the parts that I shall hereinafter fully describe and then point out the novel features of in the appended claim.

For a full understanding of the invention and the merits thereof and also to acquire a knowledge of the details of construction, reference is to be had to the following description and accompanying drawings, in which:

Figure 1 is a perspective view of a mail deliverer constructed in accordance with my invention; Fig. 2 is a top plan view thereof, with parts in section and, Fig. 3 is a rear elevation.

Corresponding and like parts are referred to in the following description and indicated in all the views of the drawings by the same reference characters.

The present invention is designed to be applied to a mail car 1 which is of conventional type and is provided in its side wall with the usual doorway 2 through which the mail bags are discharged.

The delivering device consists essentially of a vertical post 3 that is rotatably mounted in the frame of the doorway and is adapted to be conveniently turned from the interior of the car by means of a handle 4 extending horizontally therefrom at a suitable elevation. The post 3 carries arms 5 which project perpendicularly therefrom and are arranged oppositely to the handle 4 and secured to the post at points above and below the latter. These arms are normally positioned in the doorway but are adapted to be swung outwardly through the same to as-

sume positions substantially at right angles to the side of the car.

6 designates horizontal cross pieces which are fixed to the outer or swinging ends of the arms at intermediate points, the cross pieces being disposed perpendicularly with respect to the arms and terminating on opposite sides of the plane of the latter, as best seen in Fig. 2. Corresponding ends of the cross pieces are designed to engage with the respective loops 7 provided at the top and bottom of a mail bag 8, in order to support the latter between the arms. As a precautionary measure I pivot latches 9 to the extremities of the cross pieces 6 to insure against the loops becoming accidentally disengaged therefrom. The invention also contemplates the provision of a receiver 10 that extends longitudinally on one side of the track at a station where mail is to be delivered. This receiver is bottomless and is preferably mounted above a platform 11 and is supported at a suitable elevation above the platform by a standard 12, the standard being arranged at the side of the receiver remote from the track. The receiver is composed of spaced side members 13 that are connected near their middle points by a transverse partition 14. The side members are substantially parallel excepting at their extremities where they are diverged, as indicated at 15, to afford flared entrances to the receiver.

In the practical operation of the invention when a car approaches a station where mail is to be delivered, the mail clerk in the car hangs the mail bag between the spaced arms 5 by slipping the loops 7 over corresponding ends of the cross pieces 6, the latches 9 holding the loops against accidental displacement. The post 3 is then turned by the handle 4, so as to swing the arms outwardly through the doorway to assume operative positions substantially at right angles to the side of the car, with the ends of the cross pieces with which the loops are engaged extending rearwardly from the arms, as illustrated in Fig. 1. Upon the continued forward movement of the train the mail bag passes through the adjacent flared entrance of the receiver 10 and is carried longitudinally of the latter until it is arrested by the partition 14, it being observed that the receiver is placed at such an elevation that the arms 5 pass freely above and below the

same. After the mail bag has struck the partition the forward movement of the train causes the latches 9 to swing about their pivots to permit the loops 7 to be disengaged 5 from the corresponding extremities of the cross pieces and thereby effect the delivery of the mail bag without the necessity of stopping or decreasing the speed of the train. The mail bag so delivered drops upon the 10 platform 11 and is collected by the station agent. Inasmuch as the cross pieces project laterally on opposite sides of the arms it is to be observed that mail bags may be delivered from the car when the same is approaching the station in either direction, the 15 receiver being also of double formation for this purpose.

From the foregoing description in connection with the accompanying drawings, it will 20 be apparent that I have provided an improved mail bag deliverer which is susceptible of being quickly and conveniently operated; which consists of comparatively few parts and embodies to a marked degree the 25 characteristics of simplicity and durability;

and which may be manufactured at a comparatively small cost.

Having thus described the invention what is claimed as new is:

In a mail bag deliverer the combination of 30 a post journaled vertically on the car, vertically spaced arms projecting perpendicularly from the post, horizontal cross pieces carried at the extremities of the arms and extending laterally on both sides thereof, 35 latches pivoted to the extremities of the cross pieces, and a receiver arranged at one side of the track and supported at a suitable elevation to permit the arms to pass freely above and below the same, the receiver consisting of longitudinally extending 40 spaced side members and a transverse partition connecting the members intermediate of the ends thereof.

In testimony whereof I affix my signature 45 in presence of two witnesses.

HERBERT J. SANDERSON. [L. S.]

Witnesses:

WILLIAM D. SANDERSON,
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