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RAILWAY POST OFFICE CAR CONSTRUCTION.

APPLICATION FILED APR. 29, 1912.

1,073,231. Patented Sept. 16, 1913.

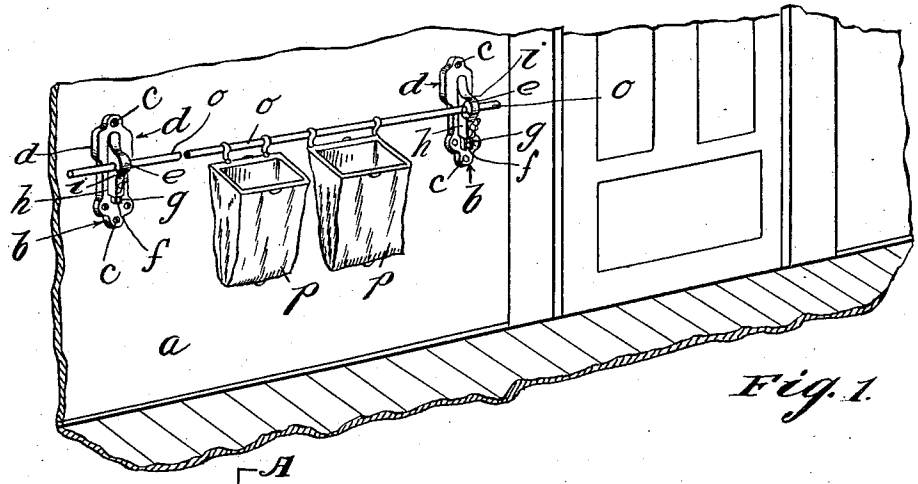


Fig. 1.

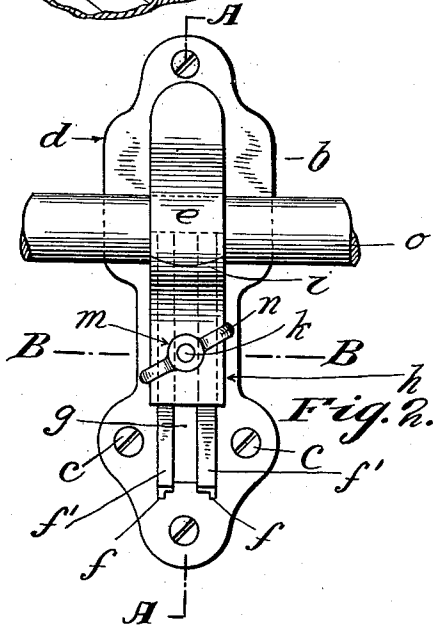


Fig. 2.

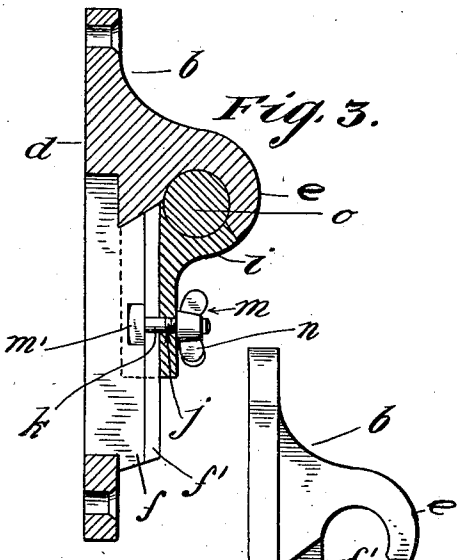


Fig. 3.

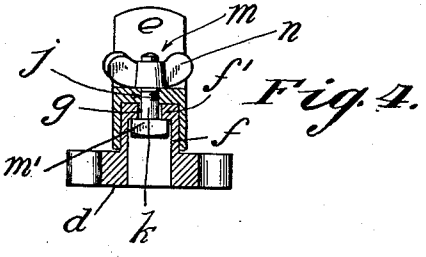


Fig. 4.

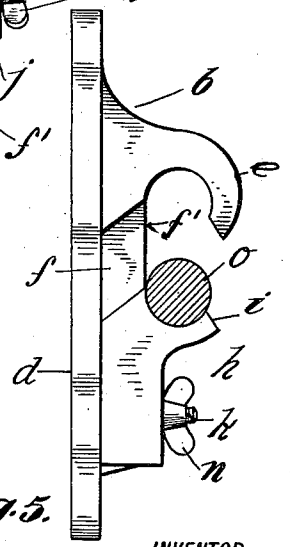


Fig. 5.

WITNESSES

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UNITED STATES PATENT OFFICE.

CHARLES R. HARRISON, DECEASED, LATE OF FOND DU LAC, WISCONSIN, BY LAUGHLIN F. McLEAN, ADMINISTRATOR DE BONIS NON, OF FOND DU LAC, WISCONSIN.

RAILWAY-POST-OFFICE-CAR CONSTRUCTION.

1,073,231. Specification of Letters Patent. Patented Sept. 16, 1913.

Application filed April 29, 1912. Serial No. 693,802.

To all whom it may concern:

Be it known that CHARLES R. HARRISON, late a citizen of the United States of America, deceased, who last resided at Fond du Lac, in the county of Fond du Lac and State of Wisconsin, invented certain new and useful Improvements in Railway-Post-Office-Car Constructions, of which the following is a specification.

This invention relates to improvements in railway post-office car construction and particularly to improvements in the mail-bag supports or mail-bag racks used in such cars; and an object of this invention is to provide a mail-bag support which will be simple in construction, comparatively cheap in manufacture and first cost of installation and efficient, safe, reliable, durable and convenient in operation and use.

Another object of this invention is the provision in a mail-bag support of a railway post-office car of means which permit the ready release of the supporting rail from which the mail-bags are commonly suspended and the ready adjustment of that rail in position; a third object of this invention is the provision in a mail-bag support of means which securely lock the mail-bag supporting rail to the wall of the car and at the same time permit the rail to be readily released and readily adjusted in position.

In the drawings illustrating the principle of this invention and the best mode now known of applying that principle, Figure 1 is a fragmentary perspective view showing a portion of the interior of a railway post-office car embodying this invention; Fig. 2 is a front elevation of the bracket; Fig. 3 is a central vertical section through the same on the line A—A of Fig. 2; Fig. 4 is a horizontal section of the bracket on the line B—B of Fig. 2; and Fig. 5 is a side elevation showing the jaws of the bracket separated to permit the removal of the mail-bag supporting rod.

To the side *a* of the car are secured the brackets *b* by means of screws *c* which pass through the back *d* of the bracket, from the top of which projects forwardly a centrally-disposed stationary or fixed jaw *e*. Below the latter the bracket is formed with a pair of parallel lengthwise-extending walls *f* the front edge of each of which is formed with an inwardly extending flange or ledges *f'* separated by a slot *g*. Upon the walls *f* is mounted a box-like slide *h* the top of which is formed with a jaw *i* and in the front face of which near the bottom there is formed a hole *j* through which and the slot *g* projects the threaded shank *k* of a clamping bolt *m* the head *m'* of which is adapted to lie against the inner faces of the ledges *f'*. Upon the outer threaded end of the shank *k* is mounted a wing-nut *n* by means of which the bolt may be tightened so as to secure the runner or slide *h* in its adjusted position. Between the jaws *e*, *i* passes a mail-bag supporting rail *o* from which are suspended the mail-bags *p*.

In the event of a railway wreck, the rails *o* will be held tightly to the walls of the car and the clerks will thereby be protected from injury. Again, after an accident, it is often desirable to extricate the mail bags from the tangle into which they are thrown and for this purpose to remove the mail-bag supporting-rails *o* from their fastenings *b;* and this may be readily done by giving the wing-nut *n* a half-turn, whereupon the movable jaw *i* will drop away from the fixed jaw *e* and there will thus be left an interval between the jaws *e*, *i* through which the rail *o* may be removed and the necessity of removing the brackets is avoided,—a necesssity entailed by the construction of prior structures of this character. Furthermore, it will be obvious that by merely loosening the wing-nut *n* the position of the rail *o* may be changed in a vertical direction.

Claim:

A railway post-office car having a mail-bag-supporting rail; a device for attaching the latter to the side of the car; said device being formed with a stationary jaw and with guide-walls having inwardly extending flanges separated from each other by a

slot and being provided with a slide mounted on said guide-walls and formed with a jaw; and mechanism coöperating with said guide-walls for fastening said slide in its adjusted position; said rail passing between and being held by said jaws and being readily releasable therefrom through the displacement of said slide.

Signed at Fond du Lac, Wisconsin, this 23d day of April, A. D. 1912, in the presence of the two undersigned witnesses.

LAUGHLIN F. McLEAN,
Administrator de bonis non with will annexed of the estate of Charles R. Harrison, deceased.

Witnesses:
LAURA BUTLER,
O. H. ECKE.

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