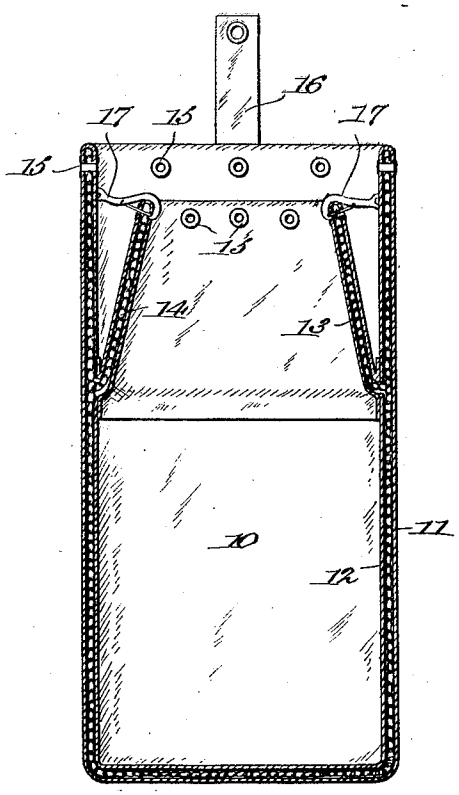
Sept. 30, 1924. 1,509,922

H. BELZ

SAFETY MAIL BAG

Filed Dec. 17, 1921

Fig. 2.



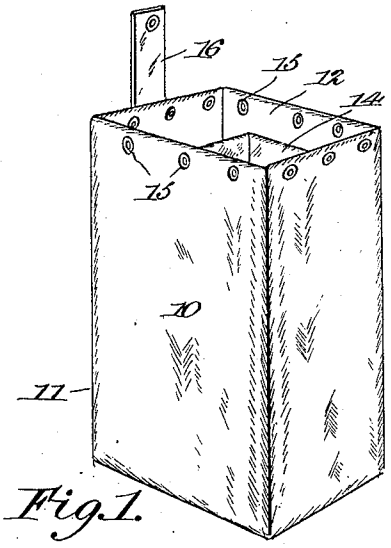


Fig. 1.

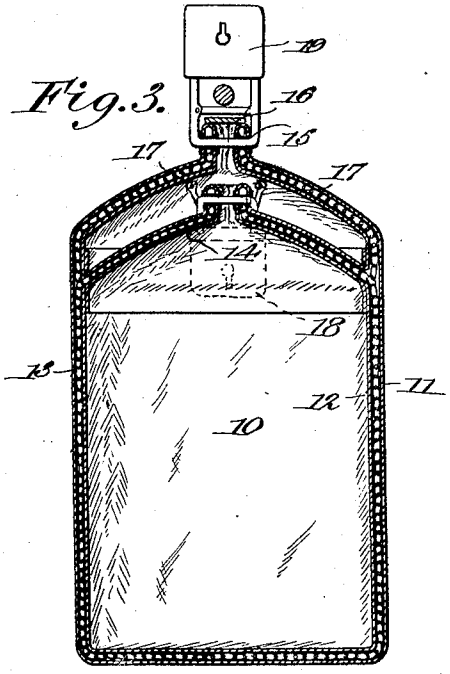


Fig. 3.

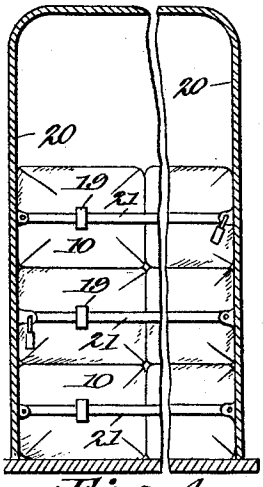


Fig. 4.

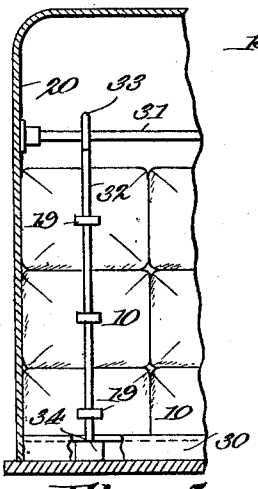


Fig. 5.

WITNESS: Fred W. Ely.

Hugo Belz. INVENTOR

BY Victor J. Evans ATTORNEY

Patented Sept. 30, 1924. 1,509,922

UNITED STATES PATENT OFFICE.

HUGO BELZ, OF NEW YORK, N. Y.

SAFETY MAIL BAG.

Application filed December 17, 1921. Serial No. 523,101.

To all whom it may concern:

Be it known that I, HUGO BELZ, a citizen of Germany (who has declared his intention of becoming a citizen of the United States), residing at New York, in the county of New York and State of New York, have invented new and useful Improvements in Safety Mail Bags, of which the following is a specification.

This invention relates to safety mail bags and means for securing the same in trucks or other conveyances.

One of the principal objects is to produce a safety mail bag which cannot be readily opened or destroyed.

Another object is to provide novel and efficient means for preventing removal of the mail bags from the trucks on which they are loaded.

With these and incidental objects in view, the invention resides in certain novel construction and combination and arrangement of parts, the essential features of which are hereinafter fully described, are particularly pointed out in the appended claim, and are illustrated in the accompanying drawing, in which:—

Figure 1, is a perspective of the improved mail bag.

Figure 2, is a vertical sectional view taken through the same and showing the device opened.

Figure 3, is a view similar to Figure 2, but showing the device closed.

Figure 4, is a vertical section taken substantially through the middle of a mail truck.

Figure 5, is a view similar to Figure 4, but showing another form of securing bar.

Like characters of reference refer to like parts in all views.

Referring to the drawing in detail, 10 represents my improved mail bag as a whole, said bag being constructed with an outer layer 11 of canvas, and an inner layer 12 of canvas between which there is a layer 13 of intermeshed steel rings. Near the top of the bag there is an inner portion 14 which is composed of two layers of canvas and a layer of intermeshed steel rings. The top portion of both the outer and inner upper portions of the bag are provided with eyeleted holes 15.

The outer portion of the bag is also provided with a strip 16. Snap hooks 17 secured to the corners of the outer portion of the bag snap into adjacent eyelets of the portion 14 to hold it open while the bag is being loaded. After the bag is loaded the inner mouth is closed by folding in first one side and then the other in pleats so that all of the eyelets 15 in the portion 14 are in alignment and then the shank of a lock 18 is slipped through and the lock is closed. In similar manner the outer mouth of the bag is then folded and the strap 16 is folded across the entire opening and then the outer lock 19 is snapped to place. The entire bag is fire-proofed in any suitable manner.

The walls of the mail truck are shown at 20, Figure 4, and mounted to swing thereon are bars or rods 21. In loading the truck the bar 21 is slipped through the tongues of the locks 19 of a number of mail bags, and then the bar 21 is moved about its pivot until it assumes a horizontal position at which time its opposite end will have reached the opposite side of the truck and may be locked in said position by any suitable means. When the first layer of bags has been placed in the truck the second layer is similarly dealt with, being threaded on their bars 21, the pivots of which are sufficiently higher on the wall 20 to compensate for the raised position of the bag.

In Figure 5, a modified form of securing means is shown. Secured to the floor of the truck 20 are any desired number of C-bars 30 which extend transversely of the truck. Arranged at the top of the truck in alignment with bars 30 are rods 31. There are four bars 32 for each pair 30—31, each bar 32 having an eye 33 loosely embracing rod 31 and a head 34 movable in the respective bar 30. In using this form, the bars 32 are moved transversely to the required positions, and then the locks 19 which are left open until loading, are snapped about the respective bars 32.

While I have described what I deem to be the most desirable embodiment of my invention, it is obvious that many of the details may be varied without in any way departing from the spirit of my invention, and I therefore do not limit myself to the exact details of construction herein set forth nor to anything less than the whole of my invention limited only by the appended claim.

What is claimed as new is:—

A bag having outer and inner closure

members, each of said closure members having perforations spaced about the free edges, means carried by the inner sides of the outer closure for engagement in the openings of the inner closure for holding the same in open position, and the respective openings of the inner and outer closures adapted to have locking means passed through their perforations to secure the respective closures in bag closing position.

In testimony whereof I have affixed my signature.

HUGO BELZ.