

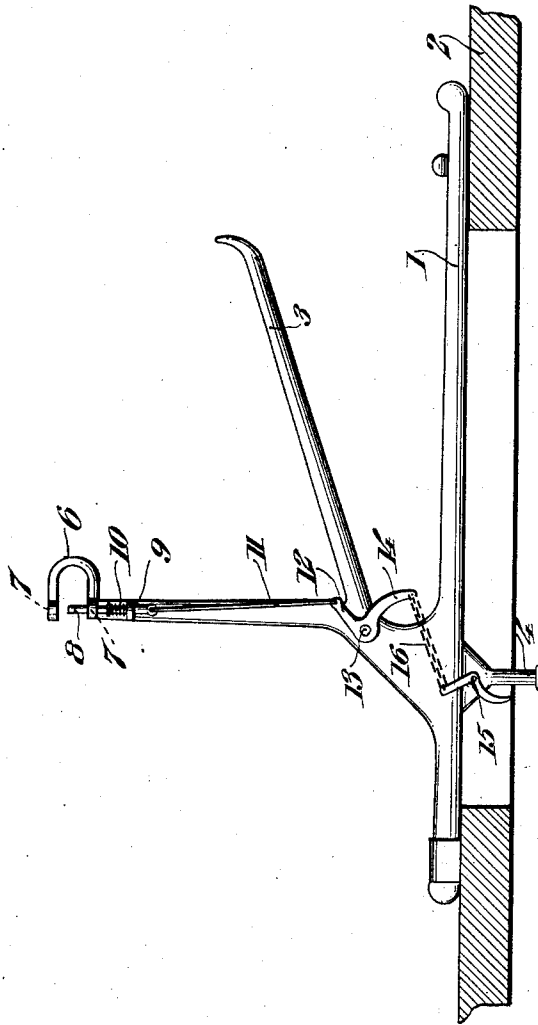
A. W. SUMMERS & J. V. THOMPSON.

AUTO MAIL HOOK.

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1,002,779.

Patented Sept. 5, 1911.



Witnesses

Al. G. G. G.

Wm. R. G. G.

Inventors

Amos W. Summers

James V. Thompson

By Victor J. Evans

Attorney

UNITED STATES PATENT OFFICE.

AMOS W. SUMMERS AND JAMES V. THOMPSON, OF CIRCLEVILLE, OHIO.

AUTO MAIL-HOOK.

1,002,779.

Specification of Letters Patent.

Patented Sept. 5, 1911.

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To all whom it may concern:

Be it known that we, AMOS W. SUMMERS and JAMES V. THOMPSON, citizens of the United States, residing at Circleville, in the county of Pickaway and State of Ohio, have invented new and useful Improvements in Auto Mail-Hooks, of which the following is a specification.

This invention relates to improvements in mail receiver and deliverer for cars, and the object of the invention is to provide a simple and effective device of this character wherein mail may be delivered to a station automatically when mail from the station is received upon the hook arm carried by the car, or whereby mail from the car may be automatically delivered to the station without receiving mail from the station.

With the above objects in view, and others which will appear as the nature of the invention progresses, the improvement resides in the novel construction and arrangement of parts hereinafter fully described and claimed.

In the drawings, accompanying this specification, the figure illustrates a portion of the mail car provided with the improvement.

Like numerals of reference designate corresponding parts throughout.

In the drawings, the numeral 1 designates the frame which is carried by the car 2. This frame is formed with the usual angularly arranged hook arm 3 and with the usual operating handle 4. The angular hook 3, at a suitable point away from its juncture with the frame 1, is formed with a U-shaped member 6, the same being formed with alining openings 7. These openings 7 are adapted to receive a sliding pin 8, the same having its rear portion arranged in a suitable bearing 9 formed upon the arm 5. The pin 8 is normally forced into engagement with the openings 7 of the member 6 through the medium of a suitable spring 10, and connected with the opposite end of the said arm is a rod 11. This rod is connected with one of the arms 12 of a bell crank lever which is pivoted as at 13 at approximately the point of juncture with one side of the hook member 3 and the bar 1. The opposite arm 14 of the said bell crank lever is preferably U-shaped and is arranged directly within the space between the hook 3 and the arm 1.

The numeral 15 designates a pivoted hand lever which is positioned upon the handle 4, and connecting the said hand lever and the curved arm 14 of the bell crank lever is a flexible element 16.

The mail to be delivered to the station has its ring engaged by the sliding pin 8, and the pin is forced through its openings to sustain the mail thereon. If mail is to be received by the car, the same will pass between the hook 3 and the arm 1 and as a consequence contact with the curved arm 14 of the bell crank lever and swing the same rearwardly or toward its pivot, thus causing the said lever, through the medium of the rod 11, to withdraw the pin 8 to permit of the mail carried thereby to drop upon the station. If, however, no mail is to be received by the car, and mail is to be delivered to the station, the pivoted lever 15 is actuated by the mail clerk, or other occupant of the mail car, so that the pin will be withdrawn and the mail arranged thereon dropped upon the station platform.

From the above description, taken in connection with the accompanying drawings, the simplicity of the device, as well as the method of operating the same will, it is thought, be perfectly apparent to those skilled in the art to which such inventions appertain, without further detailed description.

Having thus fully described the invention, what we claim is:—

A mail frame having a hook and a handle, the said hook being provided with an arm, the said arm having a U-shaped end, a spring pressed pin normally closing the opening provided by the U-shaped end, a bell crank lever pivoted upon the hook and having one of its arms arranged between the hook and the frame, a rod connecting the opposite arm of the lever with the spring pressed pin, a pivoted lever for the frame, and a flexible connection between the lever and the curved arm of the bell crank lever, all substantially as and for the purpose set forth.

In testimony whereof we affix our signatures in presence of two witnesses.

AMOS W. SUMMERS.
JAMES V. THOMPSON.

Witnesses:

P. C. ADAMS,
HUGH KYGER.