

W. G. SANFORD.
MAIL CAR AND MAIL BAG RECEIVER.

No. 78,331.

Patented May 26, 1868.

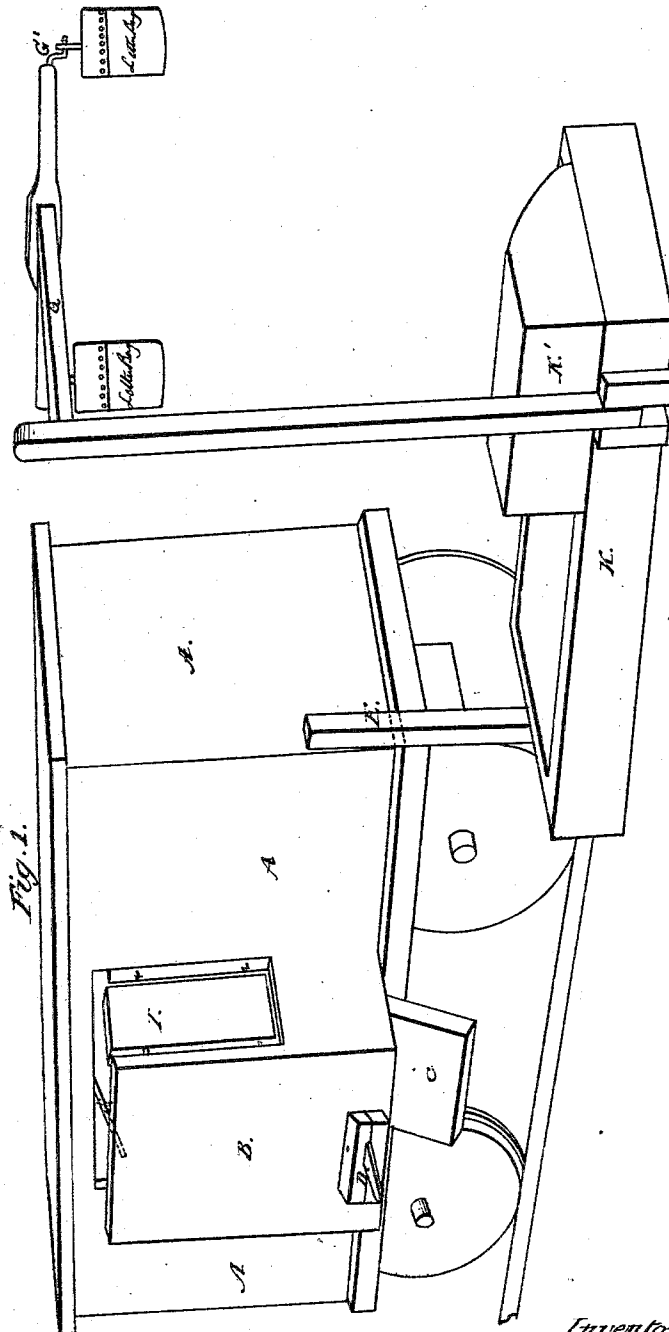


Fig. 1.

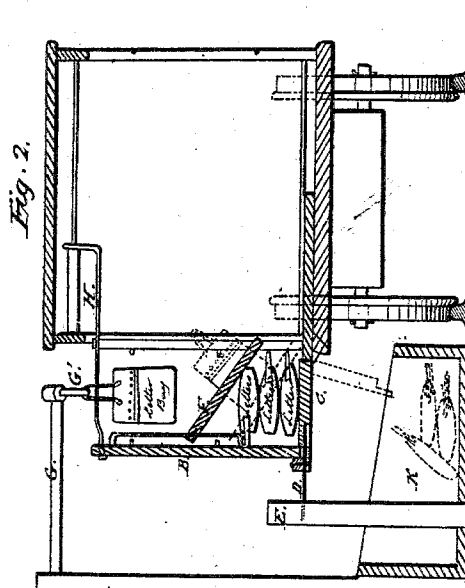
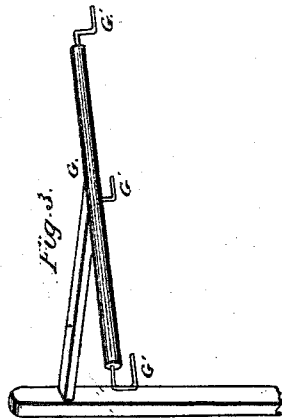
Witnesses:
W. G. Sanford
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Inventor:
W. G. Sanford
by
D. P. Holloway, Jr.
his atty.

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Witnesses,
J. F. Blauvelt
J. H. Sprague.

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United States Patent Office.

WILLIAM G. SANFORD, OF UNION CITY, NEW YORK.

Letters Patent No. 78,331, dated May 26, 1868.

IMPROVED MAIL-CAR AND MAIL-BAG RECEIVER.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, WILLIAM G. SANFORD, of Union City, in the county of Broome, and State of New York, have invented a new and useful Improvement in Apparatus for Taking Up and Delivering Mail-Bags by Railway-Cars in Motion; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making part of this specification, in which—

Figure 1 is a perspective view.

Figure 2 is a vertical transverse section.

Figure 3 is a perspective view of the arms from which the bag is taken.

The same letters in all the figures are used to designate the same parts.

This improvement is intended for application to mail-cars on railways, and is intended for use in delivering and taking up mail-bags at stations where the trains do not stop. Its nature will appear from the following specification and claims.

A is an ordinary post-office car. It is constructed with a sliding section, B, on its side, made to slide in and out on ways, so as to extend far enough beyond the car when projected to receive the mail-bags, and to contain those to be delivered in the space outside of the plane of the side of the car.

The bags and pouches to be delivered are piled upon the trap-door C, in the bottom of the sliding section. The trap-door is supported upon a swinging arm, D, which projects at right angles to the side of the car. This arm, as the car passes along, is shifted by striking against the post D, thus disengaging the trap-door, and permitting it to fall and drop the mail outside of the track, the door acting as a chute to direct the bags away from the car. The bags, in falling, are received in a box, K, placed alongside of the road for the purpose.

The slide F is hinged to the side of the section B, and lies in an inclined position upon the top of the pouches and bags to be delivered.

G is an arm attached to a post. It has one or more hooks G' attached to it adjustably, so that they may be reversed, in order to deliver mails upon cars travelling in either direction. The mail-bags are to be hung from these hooks.

As the car passes, the rod H, attached to it, will strike the bag and draw it from the hook, when it will fall upon the slide F, and be delivered in the interior of the car.

I is a shutter closing the end of the section when drawn out, to prevent the bags from being thrown out of the sliding section by the force of the concussion.

The box K, which receives the bags delivered from the car, has a cover, K', over part of its length, to receive and confine the bags, so that they cannot fall upon the track.

The sliding section may be operated by any convenient mechanism on the inside of the car.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In combination with a car, A, a sliding section, B, and trap-door C, for delivering the mail, when said door is disengaged by an arm, D, actuated by a post on the side of the track, and so arranged that in falling it shall form a chute, to direct the bags in falling away from the track, substantially as described.

2. The combination and arrangement of the sliding section B, the trap-door C, and slide F, for simultaneously discharging and receiving the mail, substantially as described.

In testimony whereof, I have signed my name to this specification in the presence of two subscribing witnesses.

WM. G. SANFORD.

Witnesses:

EDM. F. BROWN,
D. P. HOLLOWAY.