

No. 879,901.

PATENTED FEB. 25, 1908.

R. H. POWELL.
MAIL POUCH CATCHER.
APPLICATION FILED OCT. 22, 1907.

2 SHEETS—SHEET 2.

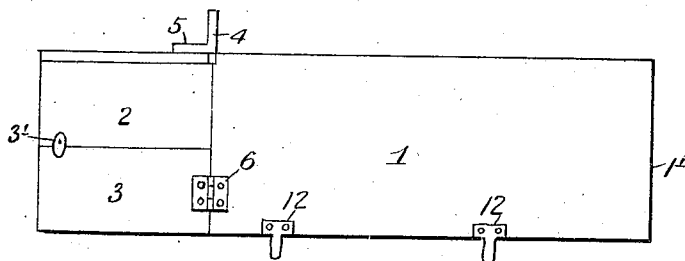


Fig. 3.

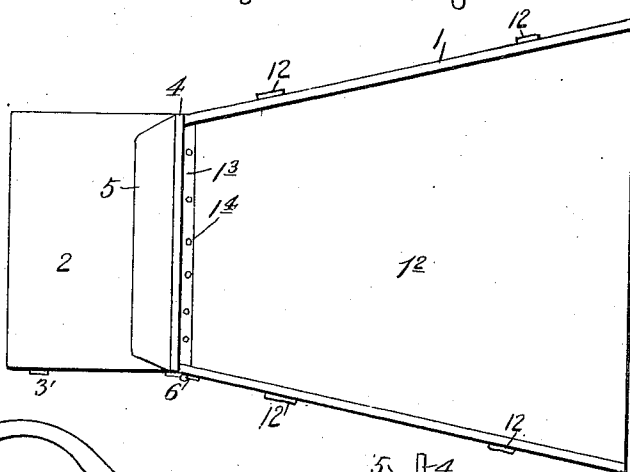


Fig. 4.

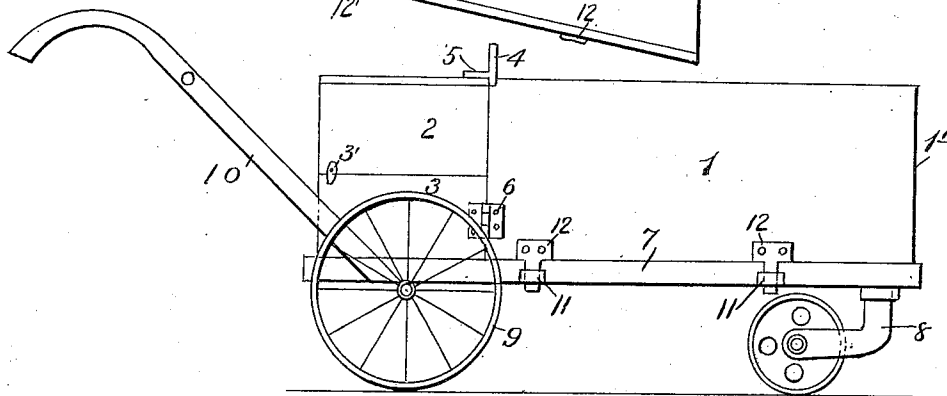


Fig. 5.

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MAIL-POUCH CATCHER.

No. 879,901.

Specification of Letters Patent.

Patented Feb. 25, 1908.

Application filed October 22, 1907. Serial No. 398,603.

To all whom it may concern:

Be it known that I, RICHARD H. POWELL, a citizen of the United States, residing at Batesville, in the county of Independence and State of Arkansas, have invented certain new and useful Improvements in Mail-Pouch Catchers, of which the following is a specification.

My invention is a mail-pouch catcher and is intended to be placed with its open end near the track of a railway, with the upper end of the inclined board nearly on a level with the door of the mail car, so that the mail agent can easily and surely throw the pouch into the mouth of the catcher.

Similar numerals refer to similar parts throughout the several views.

In the accompanying drawings, Figure 1, is a perspective view of my mail-pouch catcher, minus the trucks. Fig. 2, is a longitudinal sectional view of Fig. 1. Fig. 3, is a side elevation of Fig. 1. Fig. 4, is a top plan view of Fig. 1. Fig. 5, is a side elevation of my invention, comprising the chute, the box and the trucks.

My invention is described as follows:—

In the accompanying drawings, the numeral 1, represents the chute; 2, the box; 3, the hinged door to the box; 4, the guard board; 5, the supporting strip; 6, the hinge; 7, the base of the trucks; 8, the caster arm and wheel; 9, the rear wheels; 10, the handles; 11, the keepers secured to the outer faces of the rails of the base, 7, and 12 the lugs, secured to the walls of the chute, which enter the keepers. The chute consists of two side boards 1¹, and one inclined board 1². This chute is very wide at its mouth, and narrows as it approaches the box 2. The inclined board, at its wide end, is secured to the top edges, or nearly the top edges, of the side boards, and runs downwardly to the offset 2¹, of the box, so that when the pouch is thrown into the chute, it rapidly slides into the box. Said inclined board, near its lower end and a little before it reaches the offset 2¹, is provided with a cross-groove 1³, and said cross-groove is provided with perforations 1⁴, so that should the chute be exposed to the rain, the water will stop in said groove and run through the perforations, but should the rain be so heavy as to overflow the said groove, and part of it run into the box, it will run through the perforations 2², in the bottom of the box, provided for that purpose. Said device is provided with a swinging door

2³, which is hinged at its upper edge by a spring-hinge 2⁴, to the upper wall of the box. The hinge is so set that the door inclines forward until the lower edge is on a line with the groove 1³, so that the falling rain that strikes said door will be turned into said groove. To keep the said door from swinging too far forward, there are two stop blocks 2⁵, secured to the inner faces of the side boards 1¹.

Crosswise of the box, and secured immediately over the same, is a guard board 4, for the purpose of preventing the pouch, by any accident, from running over the top of the box. In order to keep said guard board in a vertical position, it is secured in place by a supporting strip 5.

Secured to the outer faces and lower edges of the side boards 1¹, are lugs 12, which enter the keepers 11, of the trucks. The box 2, is provided with a small hinged door 3, by hinge 6, and adapted to be held closed by a button 3¹. The box and chute is mounted on the trucks and run to the train and stopped in proper position, as above mentioned, and as soon as the pouch is thrown therein, the device may be immediately carried to the proper place for the delivery of the mail. The doors 3 and 2³, may be provided with locks if desired, and the lower ends of the lugs 12, may be turned outwardly or inwardly so as to permanently secure said chute and box to the trucks if desired.

Although I have specifically described the construction, combination and arrangement of the several parts of my invention I do not confine myself particularly to such specific construction, combination and arrangement, as I claim the right to make such changes and modification therein as may clearly fall within the scope of my invention, and which may be resorted to without departing from the spirit, or sacrificing any of my patentable rights therein.

Having described my invention, what I claim as new and desire to secure by Letters Patent, is:—

1. In a mail-pouch catcher the combination of a pair of trucks, provided with keepers 11, secured to the outer faces of the base of said trucks; a chute, consisting of side boards 1¹, flared at their outer ends, and an inclined board, its wide end secured near the top edges of said side board, running backwardly and downwardly, and provided near its lower end with a cross groove 1³, and in said groove perforations 1⁴; a box 2, secured

to the rear end of said chute, said box provided with an offset 2¹, and in its bottom with perforations 2²; a door 3, hinged to said box by hinge 6, and adapted to be held closed by 5 a button 3¹; a swinging door 2³, hinged to the front end and upper wall of said box by a spring-hinge 2⁴; stop-blocks 2⁵, secured to the inner faces of the side boards 1¹, preventing said door from swinging too far forward, 10 and a guard board 4, secured across the upper wall and rear end of said box, substantially as shown and described and for the purposes set forth.

2. In a mail-pouch catcher the combination of a chute, much wider at its front than 15 at its rear end, its inclined board running backwardly and downwardly, and near its lower end provided with a cross-groove, and perforations in said groove; a box, secured

to the rear end of said chute, provided with 20 perforations in its bottom and a door in one of its side walls; a swinging door, secured to the front end of the upper wall of said box by a spring-hinge, said hinge adapted to throw 25 the lower edge of said door on a line with said perforated groove and stop-blocks secured to the inner faces of the side boards, preventing said door from swinging too far forward, said chute and box adapted to be mounted on and 30 secured to a truck, substantially as shown and described and for the purposes set forth.

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

RICHARD H. POWELL.

Witnesses:

J. F. TOWELL,
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