

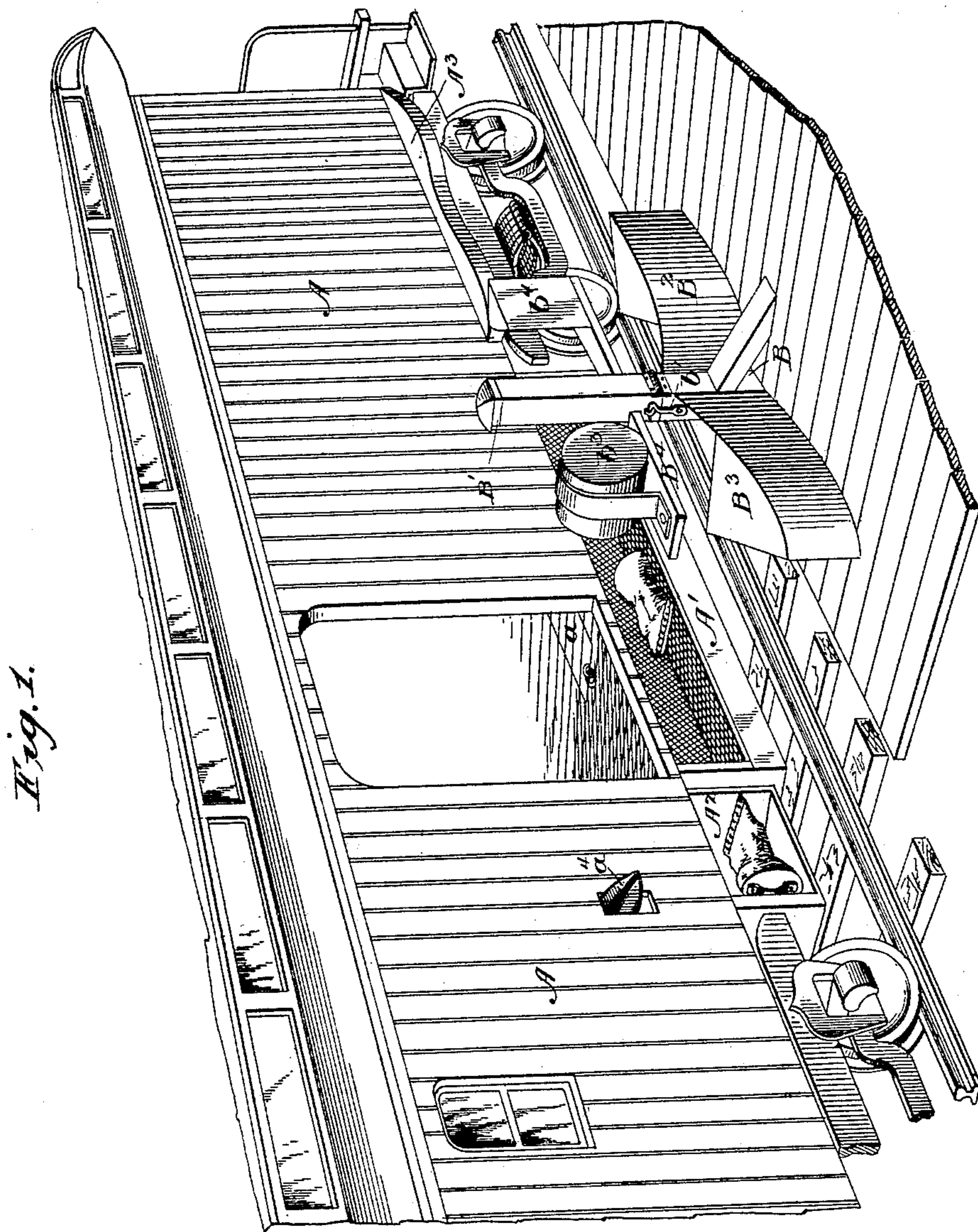
(No Model.)

2 Sheets—Sheet 1.

A. KIMBER.  
MAIL POUCH DELIVERER.

No. 460,932.

Patented Oct. 6, 1891.



Witnesses:

*Alex. Scott*  
*Josh. W. Graham.*

Inventor:

*Abraham Kimber,*  
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2 Sheets—Sheet 2.

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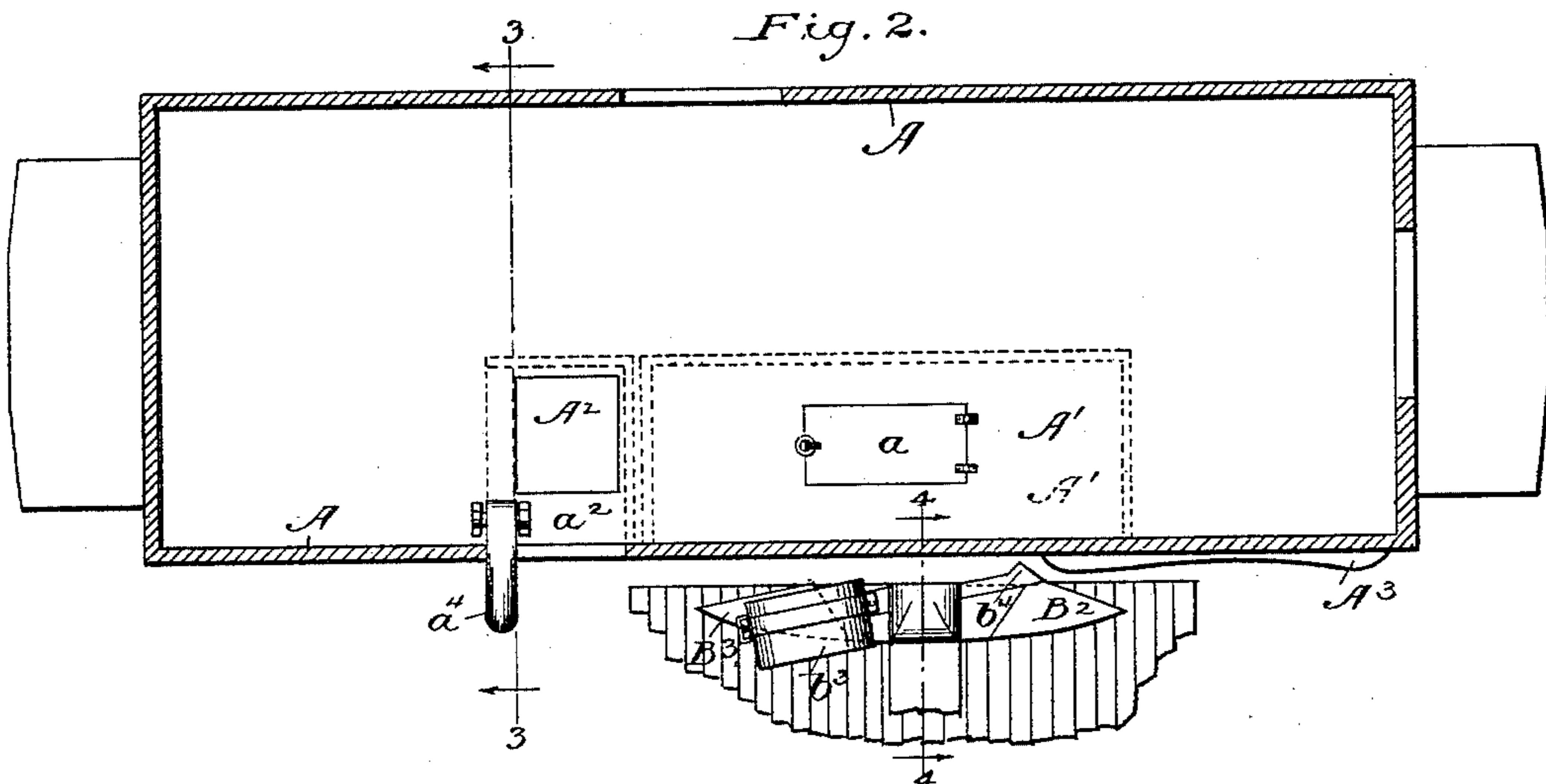


Fig. 3.

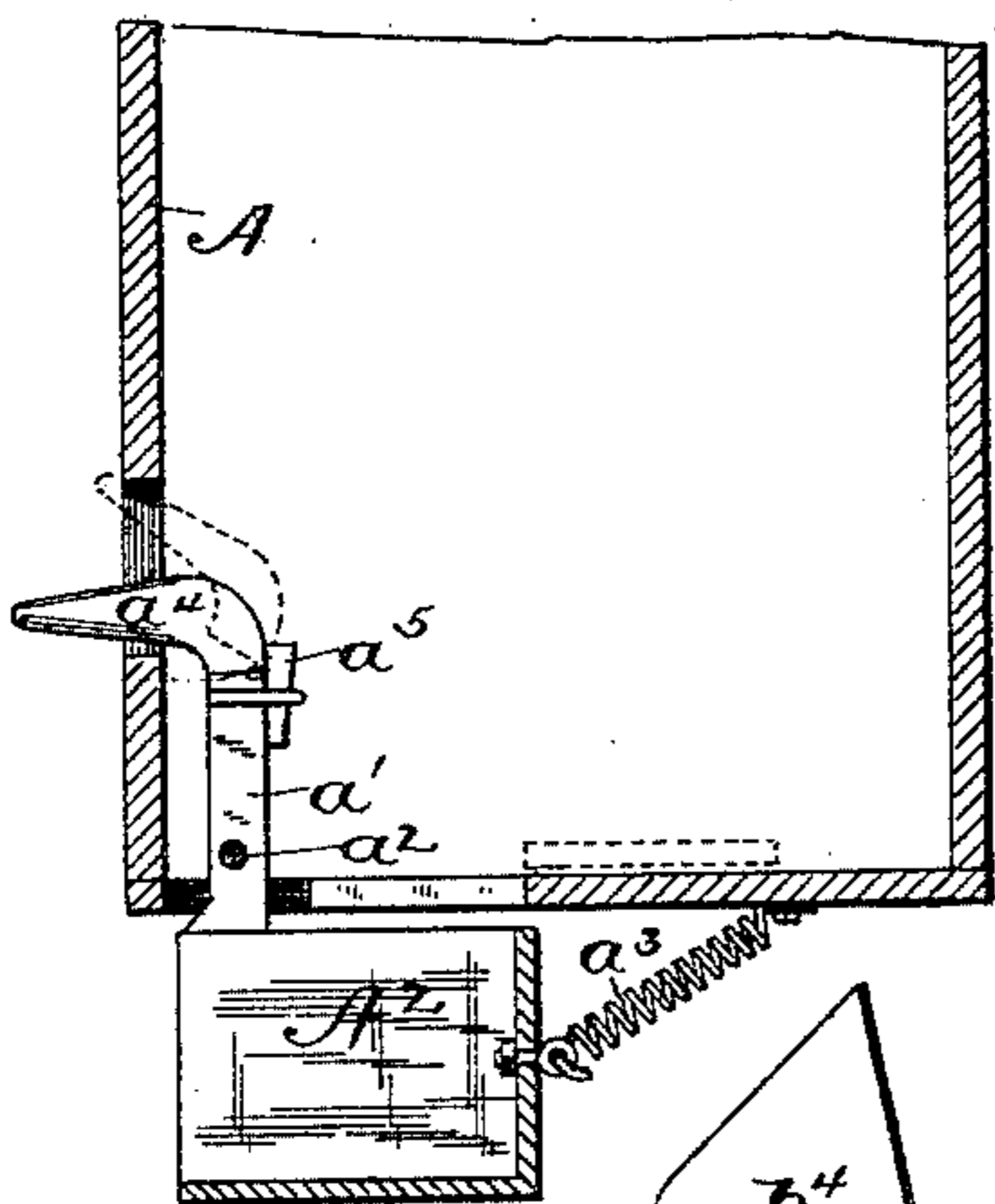


Fig. 4.

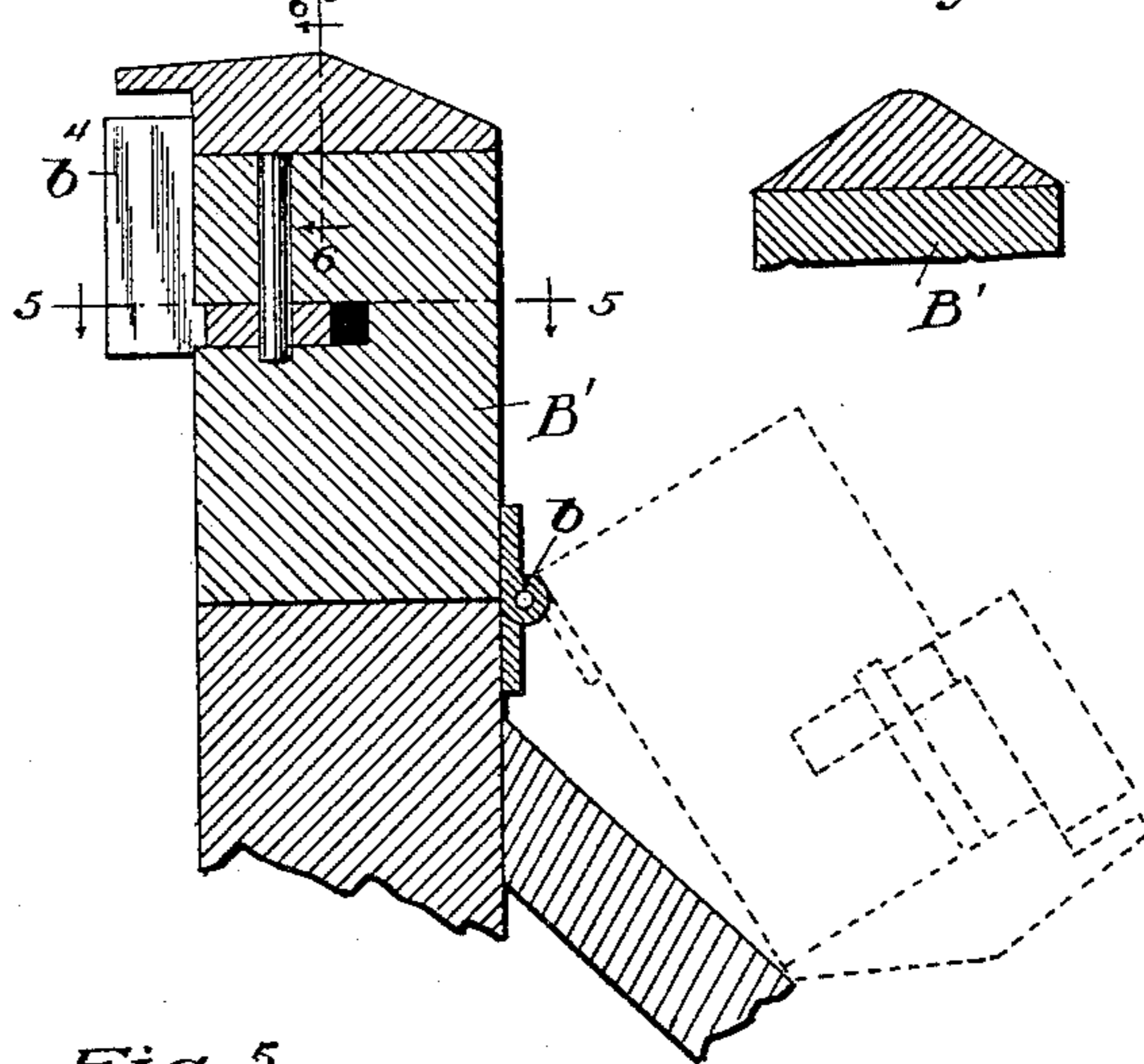


Fig. 6.

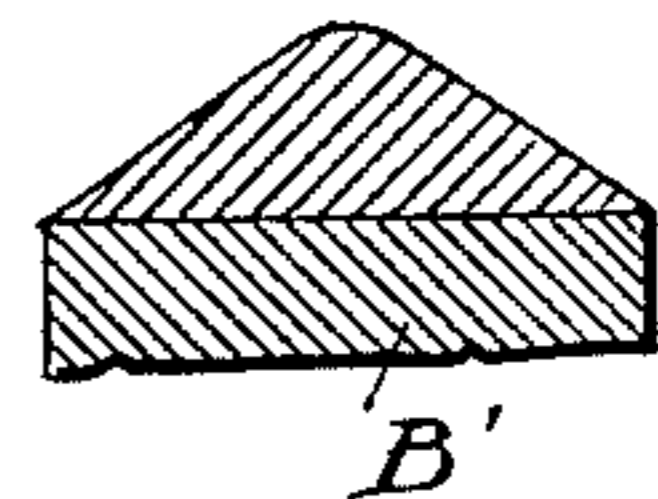
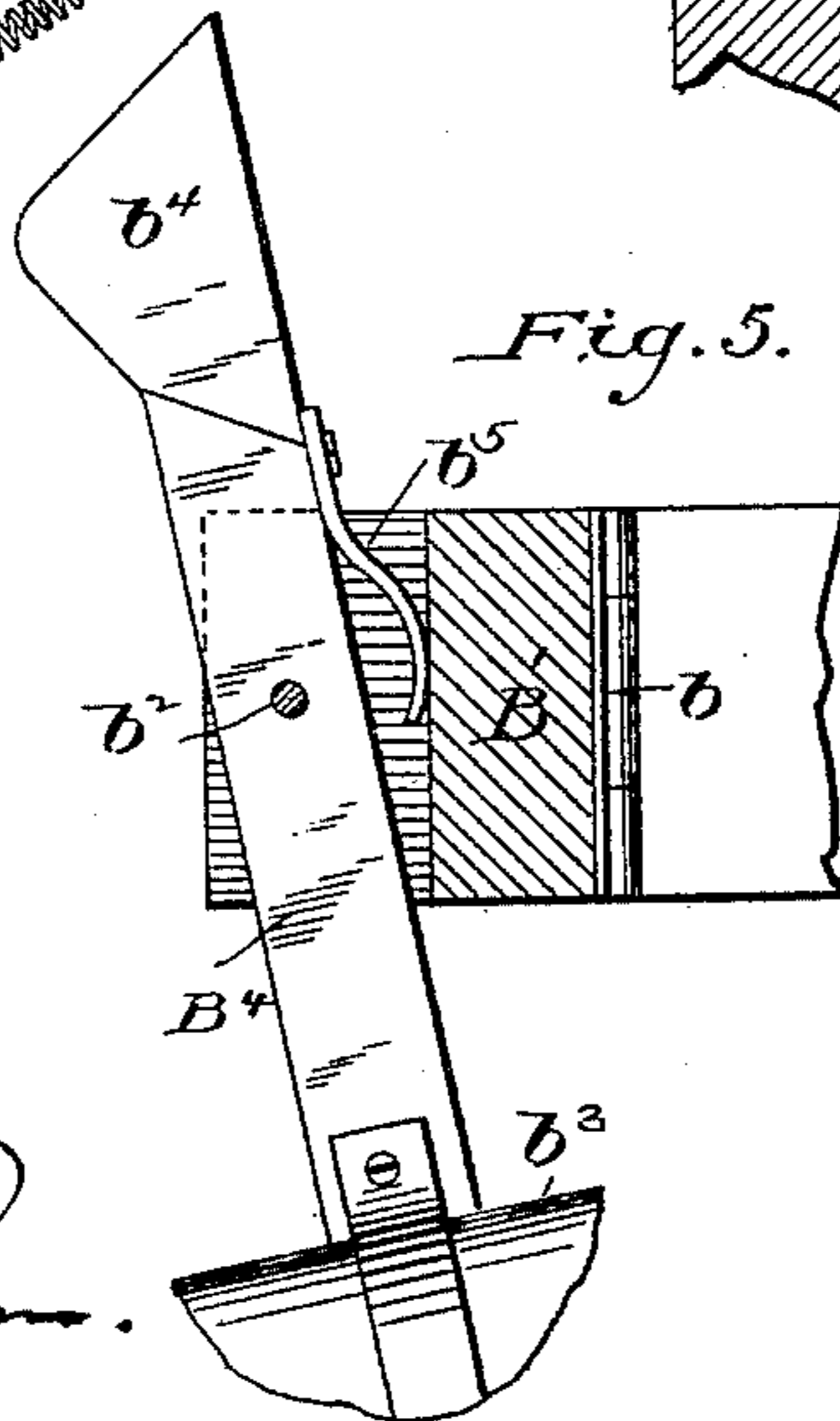


Fig. 5.



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# UNITED STATES PATENT OFFICE.

ABRAHAM KIMBER, OF INDIANAPOLIS, INDIANA.

## MAIL-POUCH DELIVERER.

SPECIFICATION forming part of Letters Patent No. 460,932, dated October 6, 1891.

Application filed August 3, 1891. Serial No. 401,553. (No model.)

*To all whom it may concern:*

Be it known that I, ABRAHAM KIMBER, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented certain new and useful Improvements in Mail-Pouch Deliverers, of which the following is a specification.

My said invention relates to an improved construction and arrangement of an apparatus at a station for delivering mail-pouches to postal cars without the use of catching-hooks, as will be hereinafter particularly described and claimed.

This application is a companion case to my application, Serial No. 401,041, filed July 29, 1891, wherein the subject-matter hereof is shown and described but not claimed, and the subject-matter of which application is also herein shown and briefly described but not claimed.

Referring to the accompanying drawings, which are made a part hereof, and on which similar letters of reference indicate similar parts, Figure 1 is a perspective view of one side of a railway postal car equipped with the portion of my apparatus belonging thereto which forms the subject-matter of my other application above named, and the portion alongside the track, which forms the subject-matter hereof, being also shown in perspective; Fig. 2, a horizontal sectional view through the postal car, showing the apparatus alongside the track in top plan; Fig. 3, a detail transverse section through said car, looking in the direction indicated by the arrows from the dotted line 3 3 in Fig. 2; Fig. 4, a detailed vertical section through the upper portion of the post to which the mechanism alongside the track is attached, looking in the direction indicated by the arrows from the dotted line 4 4 in Fig. 2; Fig. 5, a horizontal section looking in the direction indicated by the arrows from the dotted line 5 5 in Fig. 4; and Fig. 6 a detailed transverse section through the top of the post, looking in the direction indicated by the arrows from the dotted line 6 6 in Fig. 4.

In said drawings, the portions marked A represent the postal car, and B the post supporting the apparatus alongside the track.

The postal car A is in general of a usual construction and has a receptacle A' beneath

its floor for receiving pouches from the apparatus at the station, its front being open and its walls being preferably formed of flexible or yielding material, such as wire-cloth, as shown. Said car is also provided with a receptacle A<sup>2</sup>, having an upright a', which upright is pivoted to the car on a pivot a<sup>2</sup> and projects up through the floor and has a horizontal arm a<sup>4</sup> hinged to its upper end, which extends out through an opening in the side of the car in position to strike the top of the post B as the car passes and be operated thereby, a block a<sup>5</sup> being inserted behind said arm under a clip attached to the rear edge of the upright for holding said horizontal arm rigid when desired. A trap-door a is provided in the floor of the car to afford access to the receptacle A', and a similar opening or door may also be provided to afford access to the receptacle A<sup>2</sup>, as indicated by dotted lines in Fig. 3. A spring a<sup>3</sup> is also attached to the rear side of the receptacle at one end and to a portion of the car at its other, being thus adapted to normally hold said receptacle in an upright position. A double cam-face strip A<sup>3</sup> is also attached to the side of the car for operating the apparatus supported by the post, as will be presently described.

The post B is suitably braced and supported in proper position alongside the track, preferably in the edge of the station-platform, its top portion B' being hinged thereto by a hinge b on its rear side. Said top is held in a vertical position when desired by means of a hasp b' or other suitable means. The top of said post is formed with a double cam-face, being high in its center and tapered downward in each direction therefrom. On each side of the post are located the receptacles B<sup>2</sup> and B<sup>3</sup>, respectively, with their open sides adjacent to the post, and formed tapered from their rear sides forward in a direction away from said post, thus forming a wider opening with an inclosed rear side, which will more readily receive the pouches and guide them into the receptacles. Said receptacles also preferably converge from the opening toward their outer ends, the back and rear sides being formed tapered or curved toward each other. Thus as a pouch is caught its speed or force is overcome gradually as it

slides into the narrowing receptacle, it also being guided into and retained within said receptacle with greater certainty. Near the top of the upper portion B' is formed a transverse notch, in which the horizontal arm B<sup>4</sup> is pivoted on the vertical pivot b<sup>2</sup>. Said arm extends out in each direction from each post and has a pocket or receptacle b<sup>3</sup> on one end and a cam b<sup>4</sup> on its other end, said end bearing the cam being normally held forward by a spring b<sup>5</sup>, interposed between the rear edge of said arm and the back of the notch. Said pocket or receptacle b<sup>3</sup> is of suitable form to receive and hold a pouch to be delivered to the postal car, its front being open and its rear side being closed. Said receptacle and also the receptacles B<sup>2</sup> and B<sup>3</sup> are formed with closed tops, and are thus adapted to protect the pouches when therein.

The operation of my said invention is as follows: Suppose the car shown in Fig. 1 to be going in the direction toward the left in said figure and the parts being in the position shown. The arm a<sup>4</sup> on the upright a' of the receptacle A<sup>2</sup> on the car strikes the cam-faced top of the post B as the car passes, riding over the same and thus operating to throw said receptacle outward suddenly and with sufficient force to toss the pouch contained therein into the receptacle B<sup>3</sup> on the side of the post toward which the car is moving. Said pouch, striking the rear wall of said receptacle, is guided by its inclined form to within its covered portion, its force being gradually overcome by the converging sides thereof. The pouch and its contents will thus be protected from the weather until taken therefrom by the proper official. At substantially the same time the first cam on the strip A<sup>3</sup> on the car strikes the cam b<sup>4</sup> on the end of the horizontal arm B<sup>4</sup>, throwing its opposite end bearing the receptacle b<sup>3</sup> forward with a quick motion, which operates to throw the pouch contained therein into the receptacle A' on the postal car. When going in the opposite direction, Fig. 1 illustrates the position of the parts just after the cam A<sup>3</sup> has operated the pivoted arm B<sup>4</sup> and thrown the pouch from the receptacle b<sup>3</sup> into the receptacle A'. The car proceeding, the projecting end of the arm a<sup>4</sup> will strike the cam on the top of the post B, which will throw the pouch in the receptacle A<sup>2</sup> into the receptacle B<sup>2</sup> on the opposite side of the post in the same manner as before described. After the train has passed, the

top of the post may be turned back out of the way of other trains.

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

1. In a mail-pouch-delivering apparatus, a device for delivering pouches to the car, consisting of a horizontal arm mounted on a suitable support alongside the track and adapted to oscillate when operated, a receptacle for holding pouches to be delivered being secured on one end of said arm and a cam formation being provided on its other end, said arm being mounted to extend in the general direction of the track, the cam end being only sufficiently forward of the other end to bring said cam into that position where it will be struck and thrown back by a projecting cam on the side of the car as said car passes, whereby the end carrying the receptacle containing the pouch is thrown forward to deliver said pouch to said car, and means, substantially as described, for normally maintaining said arm in such position.

2. In a mail-pouch-delivering apparatus, the combination of the postal car, a receptacle beneath its floor to receive the pouch, a post arranged alongside the car, a horizontal arm mounted on a vertical pivot in said post, said arm being provided with a receptacle or pocket on one of its ends and with a cam on its other, a spring arranged to hold said cam forward, and a cam mounted on the side of the car in position to strike said cam on the end of said pivoted arm and operate it, substantially as set forth.

3. In a mail-pouch-delivering apparatus, the combination of the car having a receptacle to receive pouches, and the apparatus alongside the track for delivering pouches thereto, consisting of the post B, having the hinged top B', the horizontal arm B<sup>4</sup>, pivoted on a vertical pivot in said hinged part, the receptacle b<sup>3</sup> on one end of said horizontal arm, the cam b<sup>4</sup> on the other end of said horizontal arm, and means, substantially as described, on the car for operating said arm, all substantially as set forth.

In witness whereof I have hereunto set my hand and seal, at Indianapolis, Indiana, this 25th day of July, A. D. 1891.

ABRAHAM KIMBER. [L. S.]

Witnesses:

E. W. BRADFORD,  
J. A. WALSH.