

No. 706,694.

Patented Aug. 12, 1902.

W. F. SHELLY.
DOOR FOR MAIL WAGONS.

(Application filed May 16, 1902.)

(No Model.)

Fig. 1.

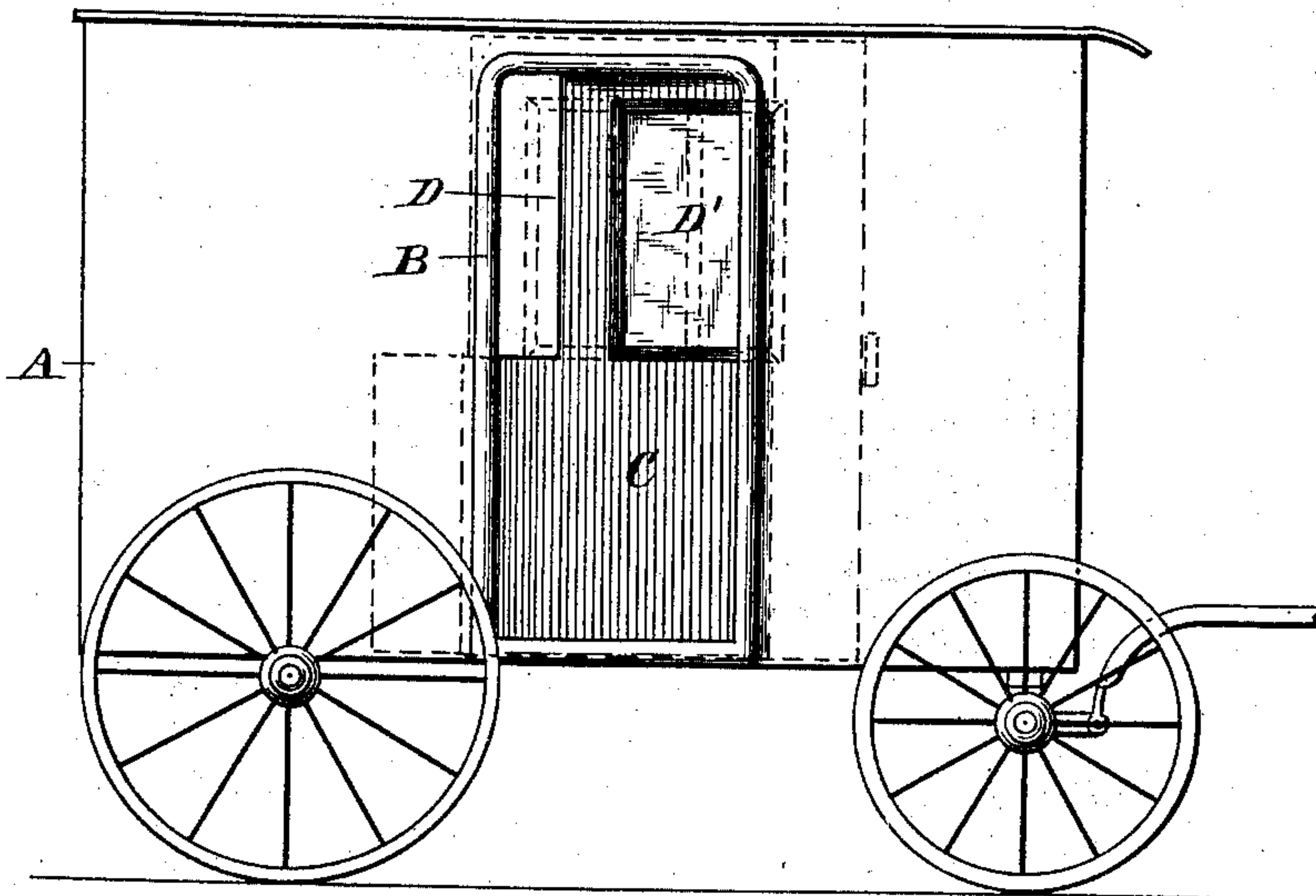


Fig. 2.

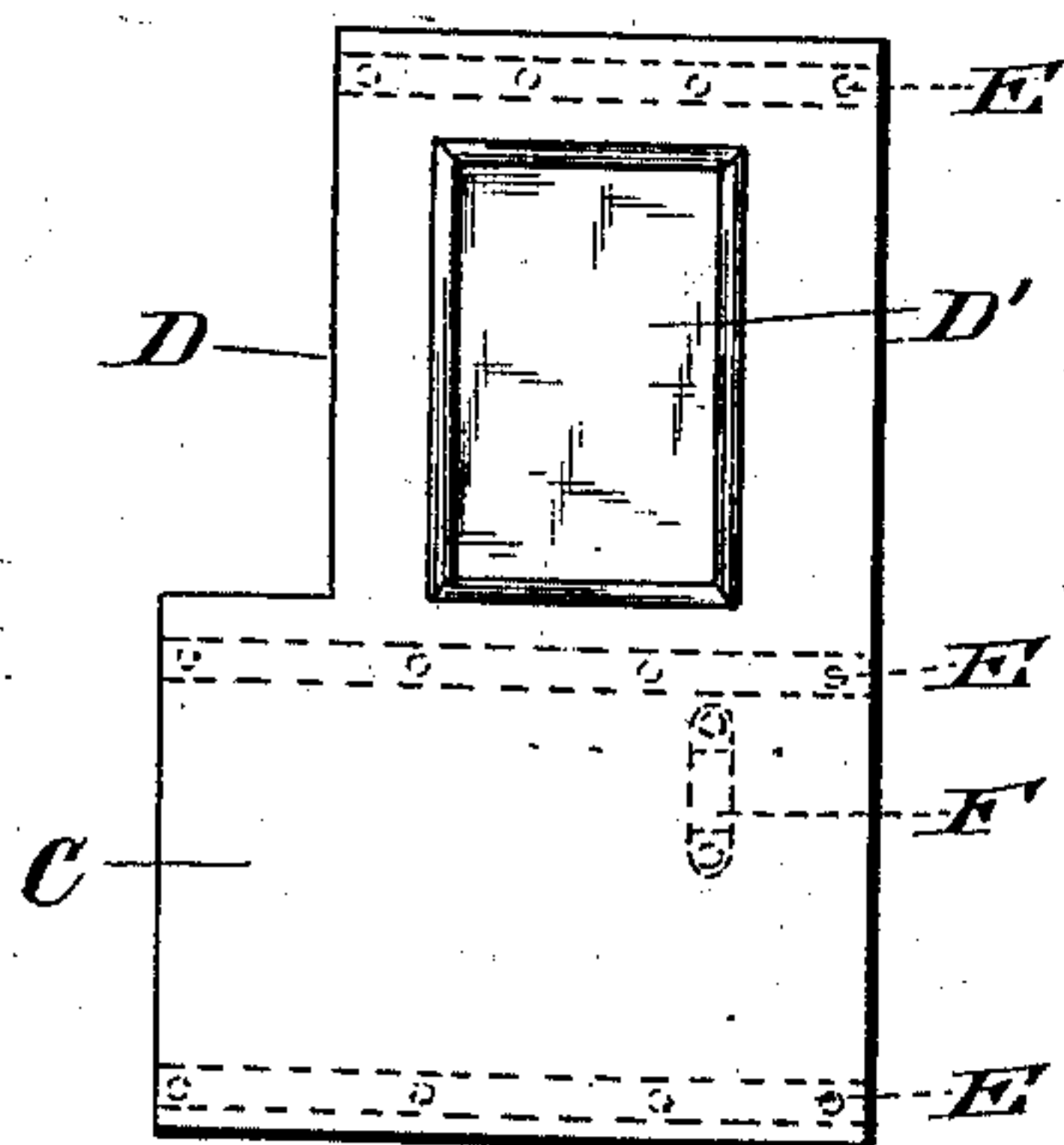
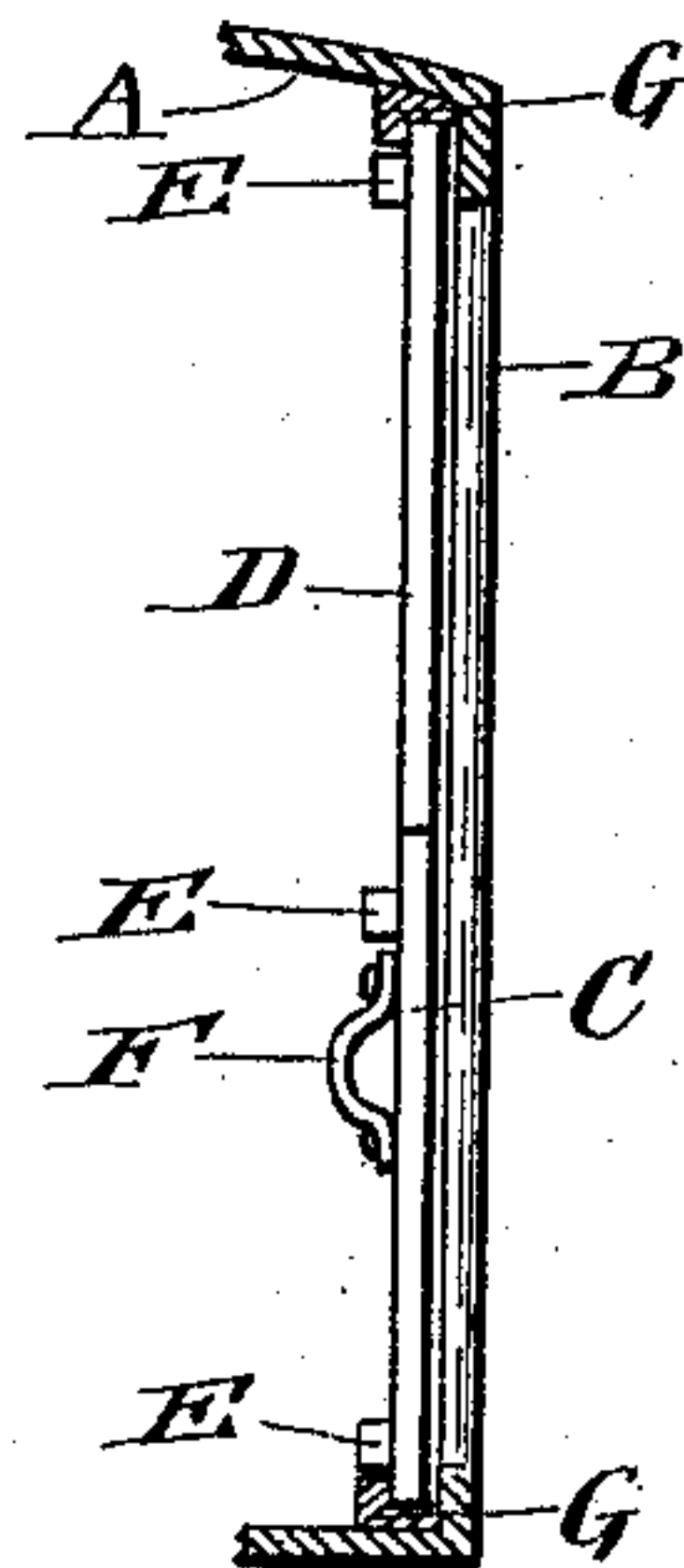


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM F. SHELLY, OF NEWCASTLE, INDIANA.

DOOR FOR MAIL-WAGONS.

SPECIFICATION forming part of Letters Patent No. 708,694, dated August 12, 1902.

Application filed May 16, 1902. Serial No. 107,592. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM F. SHELLY, a citizen of the United States, residing at Newcastle, in the county of Henry and State of Indiana, have invented certain new and useful Improvements in Doors for Mail-Wagons, &c.; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to an improvement in doors for wagons, &c., for use more especially in rural mail-wagons, and has for its object to provide a door which when partially opened forms an opening in connection with the doorway of the wagon of sufficient size to allow the mail-carrier to thrust his arm through to deliver or collect mail, but at the same time not large enough to expose his feet and limbs in cold or stormy weather.

My invention consists in a door having one of its corners cut out to form a recess and in the features and combination of features, as more fully hereinafter described and claimed.

The invention is illustrated in the accompanying drawings, in which—

Figure 1 is a side view in elevation of a mail-wagon with my invention applied thereto; Fig. 2, a detail side view of the door; Fig. 3, an edge view of the door and a portion of the side of the wagon.

In the drawings, in which like letters of reference denote like parts throughout the several views, A represents a mail-wagon; B, a doorway in the side of the same; C, a slidable door adapted to close said doorway and having one of its corners, preferably the upper left-hand corner, cut out to form a recess D. A window D' of any suitable size is also provided at the upper portion of the door.

E represents cleats fastened to the inside of the door for the purpose of strengthening and bracing the same.

F is a handle secured to the inside of the door, by means of which the door is slid backward and forward.

G represents rails or grooved strips secured on the inside of the wagon, on which the door is adapted to slide.

In Fig. 1 of the drawings the door is shown in full lines in the position it assumes when the carrier is delivering or collecting mail,

while the door is shown in dotted lines in its normal or closed position. When the carrier desires to get in or out of the wagon, he slides the door until it leaves the doorway entirely open. The space between the doorway and the rear end of the wagon should be sufficient to allow the door to be slid backward until it clears the doorway.

When the carrier desires to deliver or collect mail, he slides the door forward until the recess in the corner thereof registers with the upper left-hand corner of the doorway. Then he thrusts his arm out of said recess and without getting out of the wagon and without exposing himself to the weather drops the mail into a box or other receptacle or collects it, as the case may be, and then closes the door and drives to the next mail-box, where the operation is repeated, and so on around the entire route.

Instead of having the recess in the upper left-hand corner of the door it may be in the upper right-hand corner, and although only one door and one recess are shown any number may be used.

I do not wish to be limited to the precise construction as shown and described, as the same may be changed somewhat without departing from the spirit of my invention.

Having thus described my invention, what I claim is—

1. A door having one of its corners cut out to form a recess; in combination with a doorway with which said recess is adapted to register, substantially as described.

2. A wagon having a doorway, and a door with one of its corners cut out to form a recess, said recess adapted to register with said doorway and form an opening into the interior of the wagon when the door is moved in one direction, and be covered or closed when it is moved in the opposite direction, substantially as described.

3. A door for a wagon having one of its corners cut out to form a recess, and the upper portion of said door provided with a window in combination with an opening in said wagon with which said recess is adapted to register, substantially as described.

4. A wagon having a doorway, and a slidable door with one of its corners cut out to form a recess adapted to register with said

doorway and form an opening in connection therewith when slid in one direction, and when slid in the opposite direction to be covered by the side of the wagon, substantially as described.

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5. A door having one of its corners cut out to form a recess and also having a window, in combination with a doorway with which

said window and recess are adapted to register, substantially as described.

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

WILLIAM F. SHELLY.

Witnesses:

A. W. SAINT,

JAMES H. JONES.