No. 748,425. PATENTED DEC. 29, 1903.

S. SCHUR.

# DEVICE FOR DELIVERING NEWS TO AND RECEIVING SUCH FROM THE GUARDS OF TRAINS RUNNING AT FULL SPEED.

APPLICATION FILED MAR. 11, 1903.

NO MODEL. 2 SHEETS—SHEET 1.

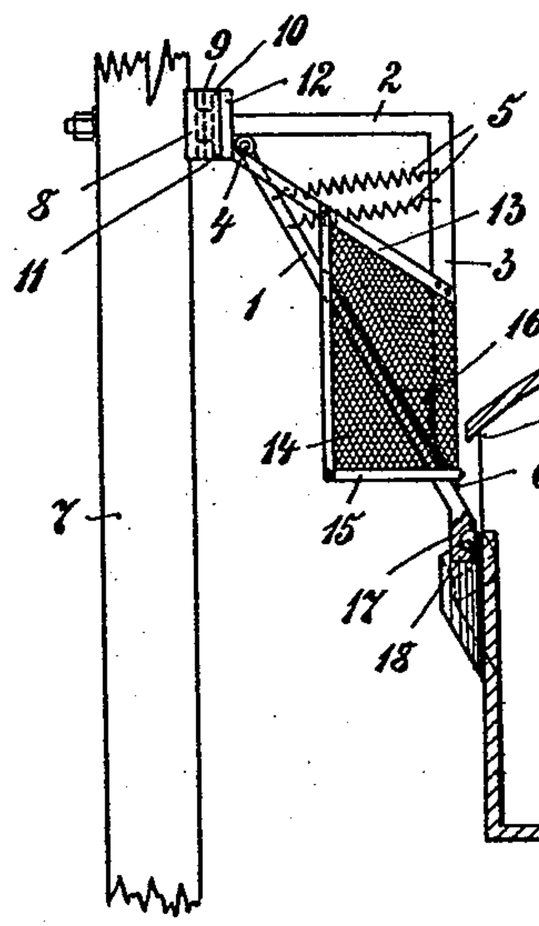


Fig. 1.

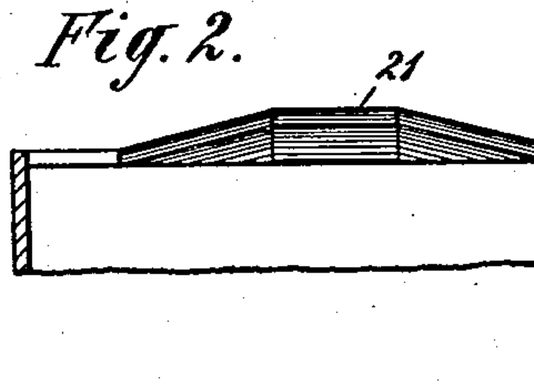


Fig. 2.

Fig. 4.

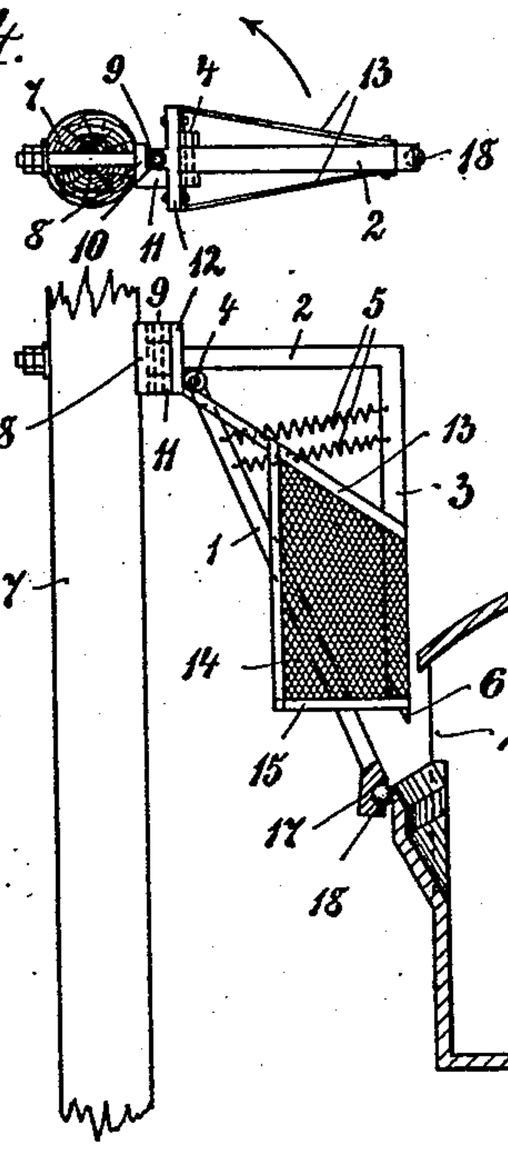


Fig. 3.




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# DEVICE FOR DELIVERING NEWS TO AND RECEIVING SUCH FROM THE GUARDS OF TRAINS RUNNING AT FULL SPEED.

APPLICATION FILED MAR. 11, 1903. 2 SHEETS—SHEET 2.

NO MODEL.

Fig. 5.

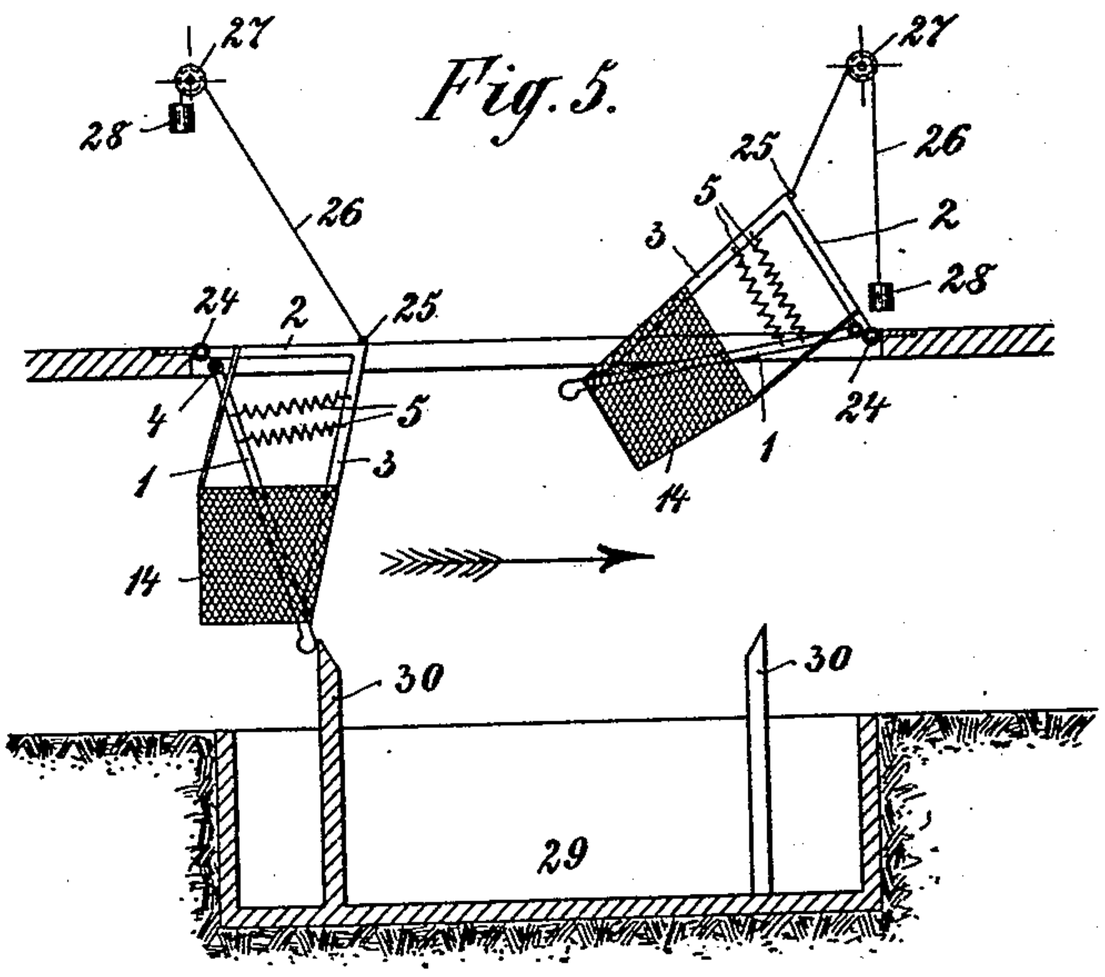



Fig. 6.

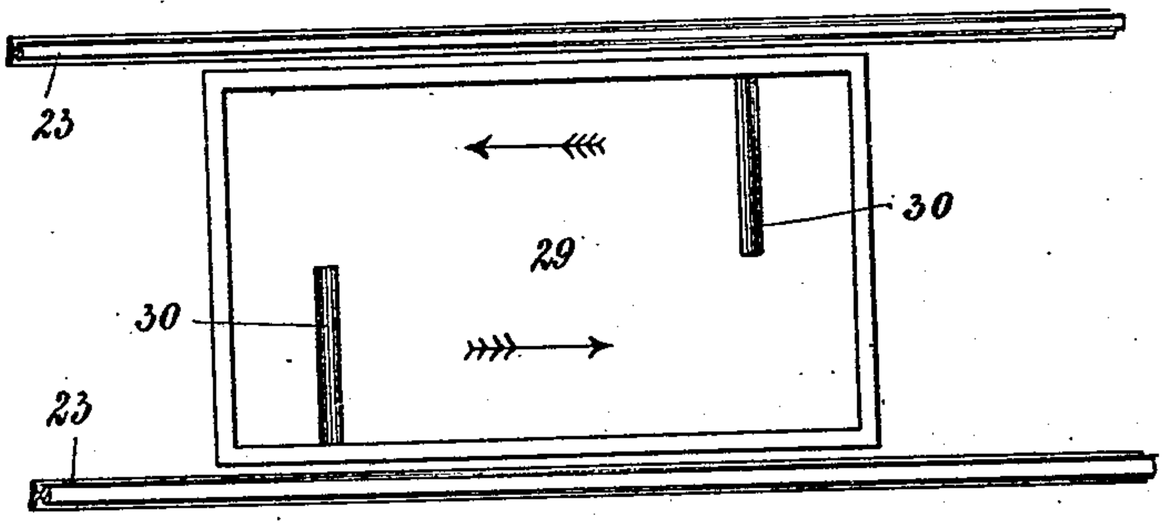
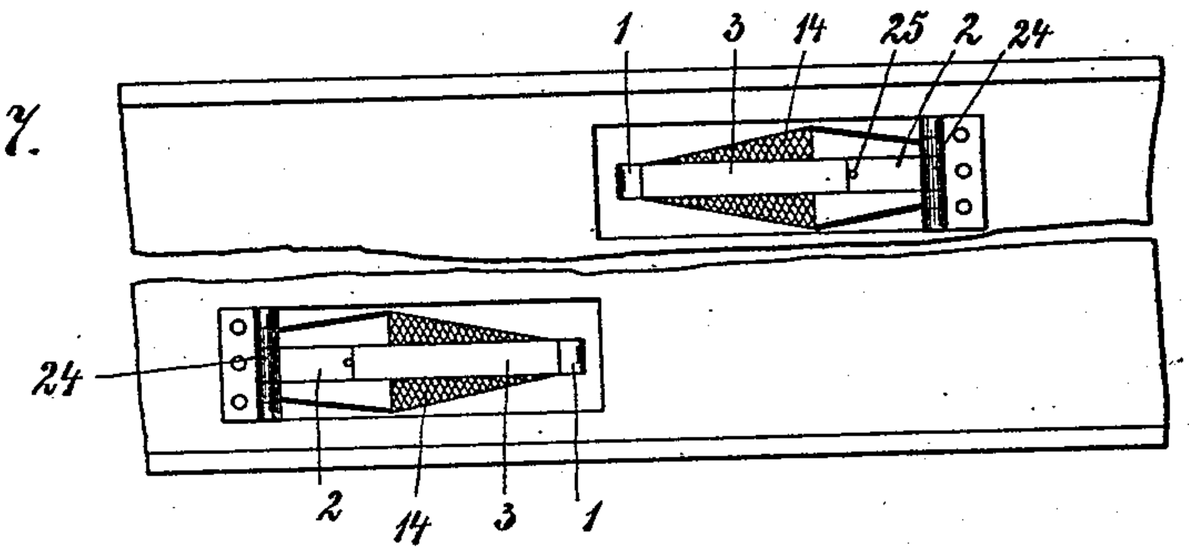



Fig. 7.

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No. 748,425. Patented December 29, 1903.

# UNITED STATES PATENT OFFICE.

SCHLIOMA SCHUR, OF KIEW, RUSSIA.

## DEVICE FOR DELIVERING NEWS TO AND RECEIVING SUCH FROM THE GUARDS OF TRAINS RUNNING AT FULL SPEED.

SPECIFICATION forming part of Letters Patent No. 748,425, dated December 29, 1903.

Application filed March 11, 1903. Serial No. 147,308. (No model.)

*To all whom it may concern:*

Be it known that I, SCHLIOMA SCHUR, merchant, a subject of the Emperor of Russia, residing at Kiew, in the Empire of Russia, have invented certain new and useful Improvements in Mail Receiving and Delivering Apparatus, of which the following is a specification.

In railway traffic the necessity frequently arises for delivering to the guard of a train at stations where the train does not stop and also at other places news, letters, and the like, or to receive such from it without being compelled to stop the train. To attain this in a perfect and reliable manner is the object of the present invention. It is to be attained by arranging delivery devices on the line and on the train, which devices are automatically actuated by receiving contrivances on the train and on the line.

In the accompanying drawings, Figure 1 shows a view of the device as seen in the direction in which the train is moving and before the device has been set in operation. Fig. 2 gives a top view of the disconnecting device; Fig. 3, a view of the device as in Fig. 1, but after the same has been in operation—in other words, after the delivery of news. Fig. 4 gives a top view of the manner of securing the receiving device to a pole; Fig. 5, a mode of arranging the delivery device on the car and the receiving device on the line in longitudinal section; Fig. 6, a top view of the receiving device on the line; Fig. 7, a top view of the delivery device on the car.

Similar numbers refer to similar parts throughout the several views.

The delivery device consists of an angle or elbow of flat iron, wood, or other suitable material, of which one arm 1 pivots on point 4 and is ordinarily pressed by suitable springs 5 against the lower end 6 of lever 3 and can only by pressure be removed from the same. The whole triangle is secured to the arm 2, and the latter can be attached at any place suitable for a delivery to the train, preferably on a post 7, placed along the line, Fig. 1, whereas for delivering messages from the train it is secured to the bottom of the railway-official's compartment, Fig. 5. On post 7 is fixed, by means of screws, the cast-iron elbow 8, Figs. 1, 3, and 4. At the bottom of this elbow is arranged the pin 9, over which there is hung the end of the arm 2 of the triangle, which end has been bent to form an eyelet, so that the whole triangle can turn around this point in order to be turned aside in the direction of the arrow when not in use to prevent the device from being turned aside by the train itself, or, more precisely speaking, by the receiving device of the train. There has been arranged on that side of the pin 9 which faces the next station the stay 11, against which bears the projecting arm 12 of the eyelet 10, and thus prevents a turning of the delivery device in a direction opposite to that of the arrow. The arm 3 is strengthened by stays 13 on the side of the arm 12. On these stays and the arm 3 is arranged a box-shaped protection device 14, open at the bottom and at a sufficient distance from pole 7 to allow of the arm 1 moving freely inside of this protection device toward and from the line. The edges of the protection device at the bottom and on the side of the arrow are strengthened by stays 15 in case the side walls, as represented in the drawings, should be of wire-gage. They can, however, be made quite as well of massive material. The parcel or roll 16, containing the letters to be delivered, lies in the bottom corner of the triangle 1 2 3 and falls out of it if by a pressure on arm 1 the bottom end of the same is moved away from the arm 3. In order to prevent the arm 1 being broken off by a violent shock from the receiving device of the train, a casing has been provided at its lower end 17, whose end is bent perpendicularly downward. This casing contains a ball 18, adapted to turn in all directions and against which the receiving device strikes. This ball could also be replaced by rollers. The whole device is fixed at a height that persons leaning out of the windows of the train cannot be hurt by it.

As receiving device serves the box 19, arranged on the ceiling of the guard's compartment. The same has an opening 20 on either side of the car, in front of and below which are arranged the box-shaped projections 21, open at the top and standing out gradually. These press, on the train passing by, against the ball 18, move away the arm 1 from arm

3, thereby releasing the parcel 16 to be delivered, whereupon it glides down on the arm 1 and by its own gravity drops into the receiving-box 19. The box 19 is fitted with a door 22, which can be opened and closed from the guard's compartment. The bottom or the whole interior of box 19 may be lined with india-rubber or cloth in order to lessen the drop of the falling parcel. Also the lower part of the surface of arm 3 facing arm 1 can be covered with india-rubber to deaden the stroke of the rebounding arm 1. The projections 21 on the receiving-box are, as can be seen at any time, adapted to actuate the delivery device and receive the parcels, no matter on which side of the train the delivery device be arranged. In Fig. 5 the delivery device in the train is illustrated, the same being arranged in the guard's compartment, whereas the receiving device is provided on the line itself between the rails 23, Fig. 6.

The delivery device appears here in duplicate, so as to be able to use the device in both directions. The already-described triangle 1 2 3 is arranged at the bottom of the car, pivoting in a vertical plane around the hinge 24, so as to permit of swinging the triangle into and out of the car. To assist it in executing this swinging motion, a rope or wire 26, fixed at 25, passing over the pulley 27 and carrying at the other end a counterweight 28, has been provided. This rope can of course be replaced by a small rope-winch. The triangles are constructed precisely as above described. In Fig. 5 it is presumed that the train is running in the direction of the arrow, and the delivery device is consequently represented in the lowered position on the left, in which it can be actuated by the receiving device, whereas the other device is in the raised position, so that it cannot be used. The receiving device consists in this case of a simple box of masonry or an iron box 29 let into the ground, or the same can also be of a flat shape and be simply placed upon the track between the rails and secured there by suitable means. This box has two cross-beams 30, which serve for receptions on either side of the line, as indicated by the arrows. These beams project a little from the box 29, and when the lowered delivery device passes over this place the beam 30 retains the arm 1 of the triangle till the parcel has fallen out of the triangle into the box 29.

The arrangement of the delivery and receiving devices may of course be modified in many ways without the essential features of the invention being departed from.

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

1. A mail receiving and delivering apparatus, comprising a pivotally-supported triangular frame, two sides of which are connected, while the third side is pivoted to one of the connected sides, means for maintaining contact of the free end of the pivoted side with the other of the connected sides, and means adapted to engage the free end of the pivoted side for interrupting the contact of the same with the last named of the connected sides, substantially as set forth.

2. A mail receiving and delivering apparatus, comprising a pivotally-supported triangular frame, two sides of which are connected while the third side is pivoted to one of the connected sides, means for maintaining contact of the free end of the pivoted side with the other of the connected sides, stays fastened to said frame, a guard supported by said stays, and means adapted to engage the free end of the pivoted side for interrupting the contact of the same with the last named of the connected sides, substantially as set forth.

3. In a mail receiving and delivering apparatus, the combination, with a pivotally-supported triangular frame, two sides of which are connected while the third side is pivoted to one of the connected sides, and means for maintaining contact of the free end of the pivoted side with the other of the connected sides, of a car, a receiving-box on said car provided with openings, and means on said receiving-box for engaging the pivoted side of the frame, substantially as set forth.

4. In a mail receiving and delivering apparatus, the combination, with a pivotally-supported triangular frame, two sides of which are connected while the third side is pivoted to one of the connected sides, rollers at the free end of the pivoted side, and means for maintaining contact of the free end of the pivoted side with the other of the connected sides, of a car, a receiving-box on said car provided with openings, and projections on the car adapted to engage with the rollers of the pivoted side for interrupting the contact of the free end of the pivoted side with the last named of the connected sides, substantially as set forth.

5. In a mail receiving and delivering apparatus, the combination, with a car, a triangular frame pivotally supported by said car, two sides of which frame are connected while the third side is pivoted to one of the connected sides, and means for maintaining contact of the free end of the pivoted side with the other of the connected sides, of a receptacle arranged in the track between the rails, and beams in said receptacle for engaging the pivoted side of the frame for interrupting the contact of the free end of the pivoted side with the last named of the connected sides, substantially as set forth.

6. In a mail receiving and delivering apparatus, the combination, with a car, a triangular frame pivotally supported by said car, two sides of which frame are connected while the third side is pivoted to one of the connected sides, means for maintaining contact of the free end of the pivoted side with the other of

the connected sides, and means for counterbalancing the frame, of a receptacle arranged between the rails, and beams in said receptacle for engaging the free end of the pivoted side for interrupting the contact of the same with the last named of the connected sides, substantially as set forth.

In testimony that I claim the foregoing as my invention I have signed my name in presence of two subscribing witnesses.

SCHLIOMA SCHUR.

Witnesses:

GERSEH STRUSZOWSKY,

MEER JANOWSKI.