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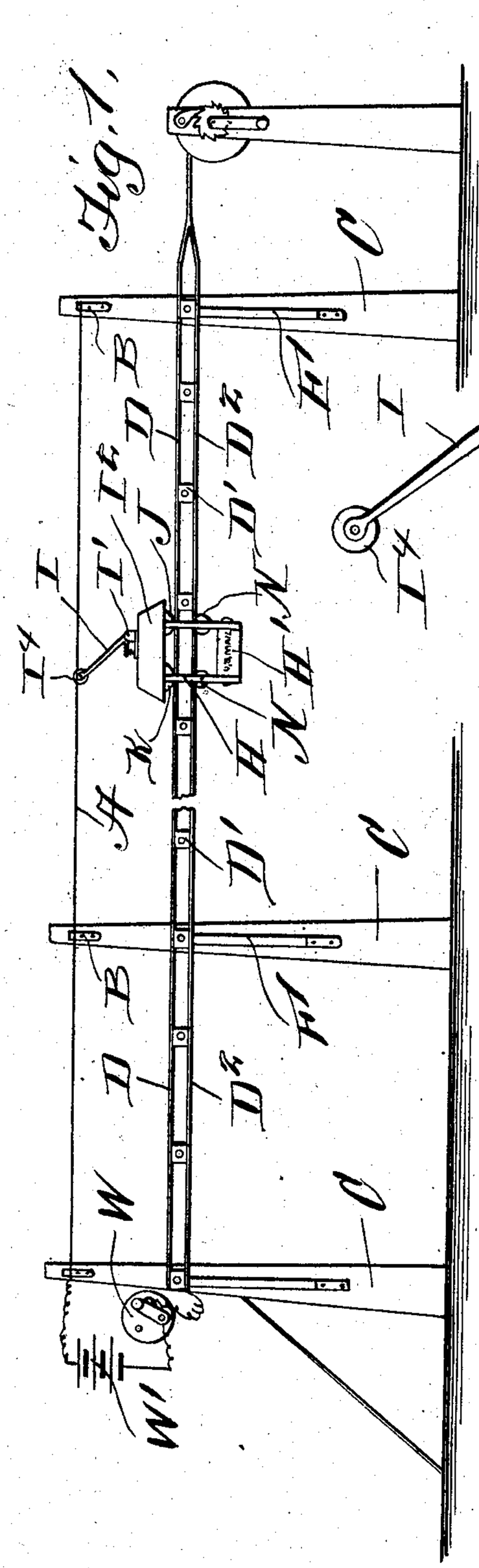
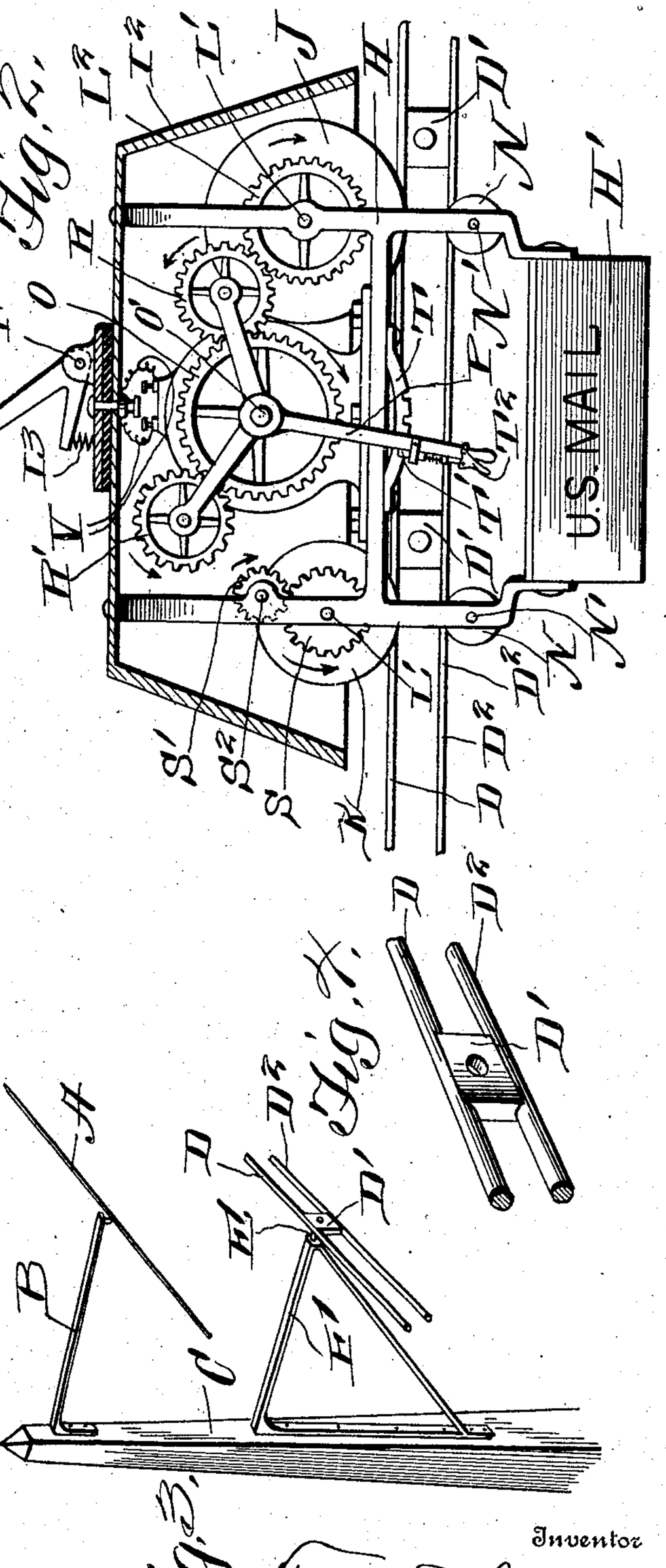
F. S. JOLLY.

MAIL CARRIER.

APPLICATION FILED FEB. 5, 1906.





Witnesses

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FRANK SAMUEL JOLLY, OF McFALL, MISSOURI.

MAIL-CARRIER.

No. 827,312. Specification of Letters Patent. Patented July 31, 1906.

Application filed February 5, 1906. Serial No. 299,559.

To all whom it may concern:

Be it known that I, FRANK SAMUEL JOLLY, a citizen of the United States, residing at McFall, in the county of Gentry and State of Missouri, have invented certain new and useful Improvements in Mail-Carriers; and I do hereby 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to new and useful improvements in mail-carrying devices; and the object of the invention is to produce a simple and efficient device adapted especially for rural mail-routes in which a motor-driven truck is mounted upon a track and carrying a receptacle in which the mail is deposited, power to drive the motor being supplied through a trolley and conductor-wire.

The invention consists, further, in various details of construction of the apparatus, which will be hereinafter fully described and then specifically defined in the appended claims.

I illustrate my invention in the accompanying drawings, in which—

Figure 1 is a side elevation showing a diagrammatic view of the application of my invention. Fig. 2 is an enlarged detail sectional view through the motor and gear mechanism for causing the truck to travel in one direction or the other. Fig. 3 is a perspective view showing a section of track and trolley-wire, and Fig. 4 is a detail perspective view showing the manner of constructing the track.

Reference now being had to the details of the drawings by letter, A designates a trolley-wire suitably insulated and supported upon the bracket-arms B, which are fastened to the posts C. The track comprises a wire D, which is supported upon the blocks D′, fastened to the pins E, which project from the ends of the bracket-arms F, which latter are fastened to the posts C. A second wire or rod D^2 is fastened to the blocks D′ and held parallel with the track D, thereby making a secure and rigid means upon which the car or truck is allowed to travel.

Referring to Fig. 2 of the drawings will be seen an enlarged sectional view of the truck and motor, in which H designates a frame, preferably of metal, having two downwardly-extending arms to which a mail-carrying receptacle H′ is fastened, and J and K designate two grooved wheels, which are mounted upon shafts L′ and travel upon said track D. A grooved wheel N is journaled upon a pin N′, carried by said frame H, and is adapted to bear against the wire or rod D^2 for the purpose of holding the wheels J and K upon said track. A motor-wheel O is mounted upon a shaft O′, supported by said frame, and a forked lever P is journaled upon the shaft O′, and gear-wheels R and R′ are pivotally mounted one upon each arm of said lever, and each of said gear-wheels is in mesh with the teeth of said motor-wheel O and are driven in the same direction by the rotary movement of the motor in the direction indicated by the arrow.

Fixed to rotate with the wheel J and shaft L is a gear-wheel L^2, which is adapted to mesh with the teeth of the gear-wheel R when the lever is thrown in one direction, whereby the wheel J may be caused to rotate in the direction indicated by the arrow thereon, thereby causing the truck to be driven in one direction. A gear-wheel S is fixed to rotate with the wheel K, and a pinion S′ is journaled upon a pin S^2 in mesh with the gear-wheel S, and the teeth of the pinion S′ are adapted to engage with the gear-wheel R′ when the lever is thrown in one direction, whereby the car or truck may be driven in the opposite direction from that when the gear-wheel R is in mesh with the wheel L^2.

A notched segment T is mounted upon said frame, and a spring-actuated dog T′, pivotally connected to a handle T^2, is provided, whereby said lever may be held in adjusted positions to throw the gear-wheel R or R′ into mesh with one or the other of the gear-wheels L^2 or S′.

A trolley I is pivotally mounted at I′ upon the hood I^2, forming a cover for the truck, and a spring I^3 serves to hold the trolley, with the wheel I^4 thereon, in contact with the wire A.

W designates a switch having electrical connection with a battery W′ and also with the track D, whereby as the switch is closed a circuit may be produced through the trolley-wire, the trolley, the motor-wheel, and the track and return. It will be noted that the plate to which the trolley-arm is pivoted has electrical connections V with the motor, whereby the motor-wheel may be driven.

The operation of my apparatus is as follows: The truck or parcel-carrier being at one end of the line, when it is desired to cause the same to travel to the other end of the line the operator by closing the circuit will cause the motor to travel until it reaches the other end of the line, and when it is desired to cause the truck to return to its starting-point the operator by reversing the gear mechanism may cause the car to travel in the reverse direction. As the car reaches either terminal the switch may be so positioned that the hood coming in contact therewith will serve to open the circuit, and any suitable signal mechanism may be employed in connection with the apparatus whereby the approach of a car may be indicated at either end of the line.

From the foregoing it will be noted that by the provision of the apparatus shown and described a simple and efficient means is afforded whereby not only mail may be conveniently carried from point to point but parcels of any kind conveyed from place to place.

What I claim is—

1. A mail-carrier comprising a frame, a receptacle carried thereby, grooved wheels journaled thereon, a track upon which said grooved wheels travel, gear-wheels rotating with said grooved wheels, a geared motor-wheel, a tilting lever having arms, gear-wheels journaled in said arms and in mesh with the geared motor-wheel and adapted to be thrown into gear with one or the other of said grooved wheels, a conductor-wire, and trolley connections between the same and said geared motor-wheel, as set forth.

2. A mail-carrier comprising a frame, a receptacle carried thereby, grooved wheels journaled thereon, a track upon which said grooved wheels travel, gear-wheels rotating with said grooved wheels, a geared motor-wheel, a tilting lever having arms, gear-wheels journaled in said arms and in mesh with the geared motor-wheel and adapted to be thrown into gear with one or the other of said grooved wheels, a conductor-wire, trolley connections between the same and said geared motor-wheel, a notched segment secured to said frame, and a spring-pressed dog carried by said lever and adapted to engage the notch of said segment, whereby one or the other of the gear-wheels upon said lever may be positioned so as to cause the truck to travel in one direction or the other, as set forth.

3. A mail-carrier comprising a frame, a receptacle carried thereby, grooved wheels journaled thereon, a track upon which said grooved wheels travel, gear-wheels rotating with said grooved wheels, a geared motor-wheel, a tilting lever having arms, gear-wheels journaled in said arms and in mesh with the geared motor-wheel and adapted to be thrown into gear with one or the other of said grooved wheels, a conductor-wire, trolley connections between the same and said geared motor-wheel, a notched segment secured to said frame, and a spring-pressed dog carried by said lever and adapted to engage the notch of said segment, whereby one or the other of the gear-wheels upon said lever may be positioned so as to cause the truck to travel in one direction or the other, a hood fixed to said frame, a switch-lever, and connections between the same and said wire and track and adapted to be actuated by said hood, whereby the circuit may be opened, as set forth.

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

FRANK SAMUEL JOLLY.

Witnesses:
J. FERGUSON,
CHARLES KARIKER.