

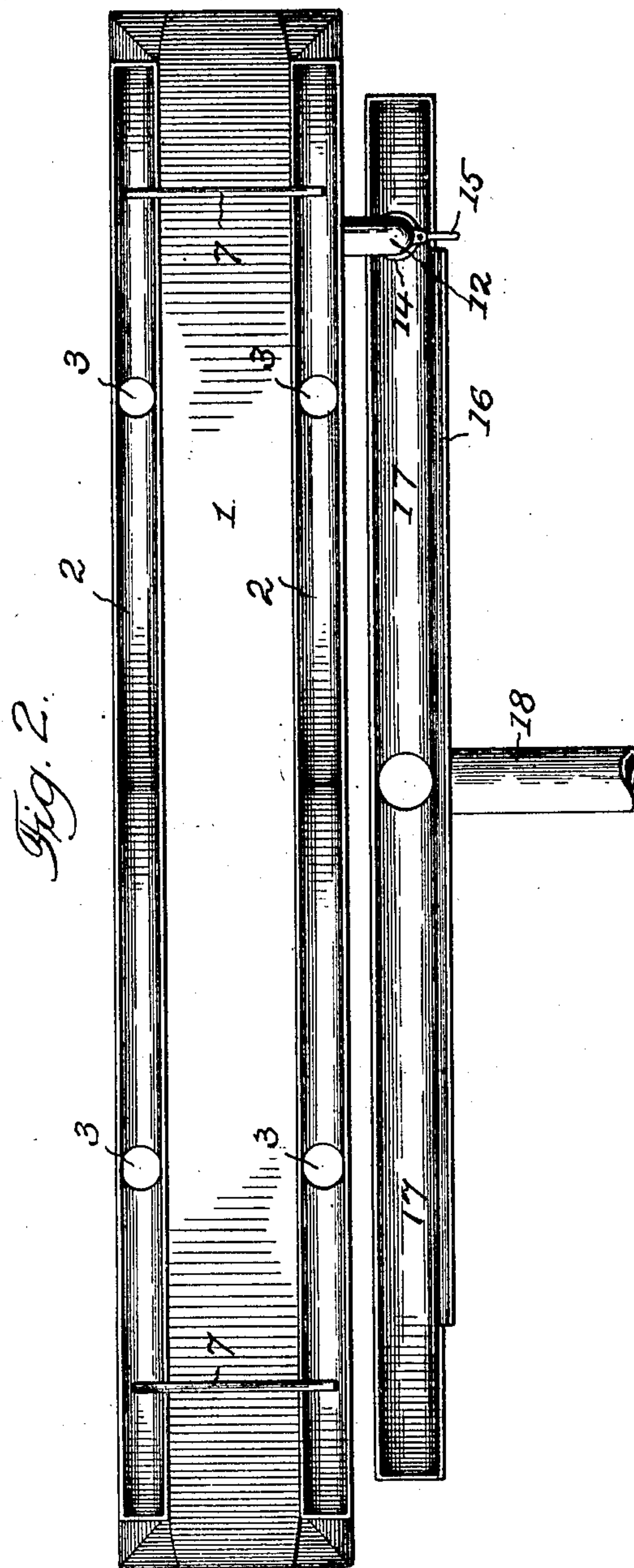
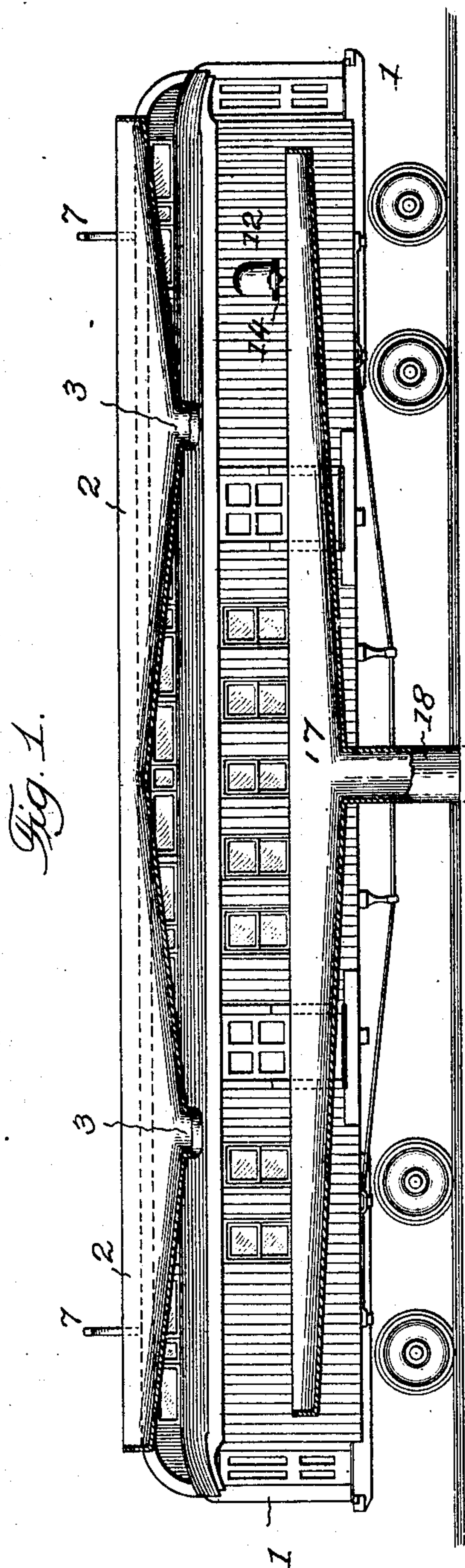
No. 872,301.

PATENTED NOV. 26, 1907.

A. MATLAK, K. WISNIEWSKI & M. SKIKIEWICZ.
MAIL RECEIVER AND DELIVERER FOR RAILWAY TRAINS.

APPLICATION FILED SEPT. 9, 1907.

3 SHEETS—SHEET 1.



Attest:
John Enders.
Henry Moe.

Inventors:
Anton Matlak,
Kasimir Wisniewski,
Marjan Skikiewicz,
by Robert Burns
Attorney.

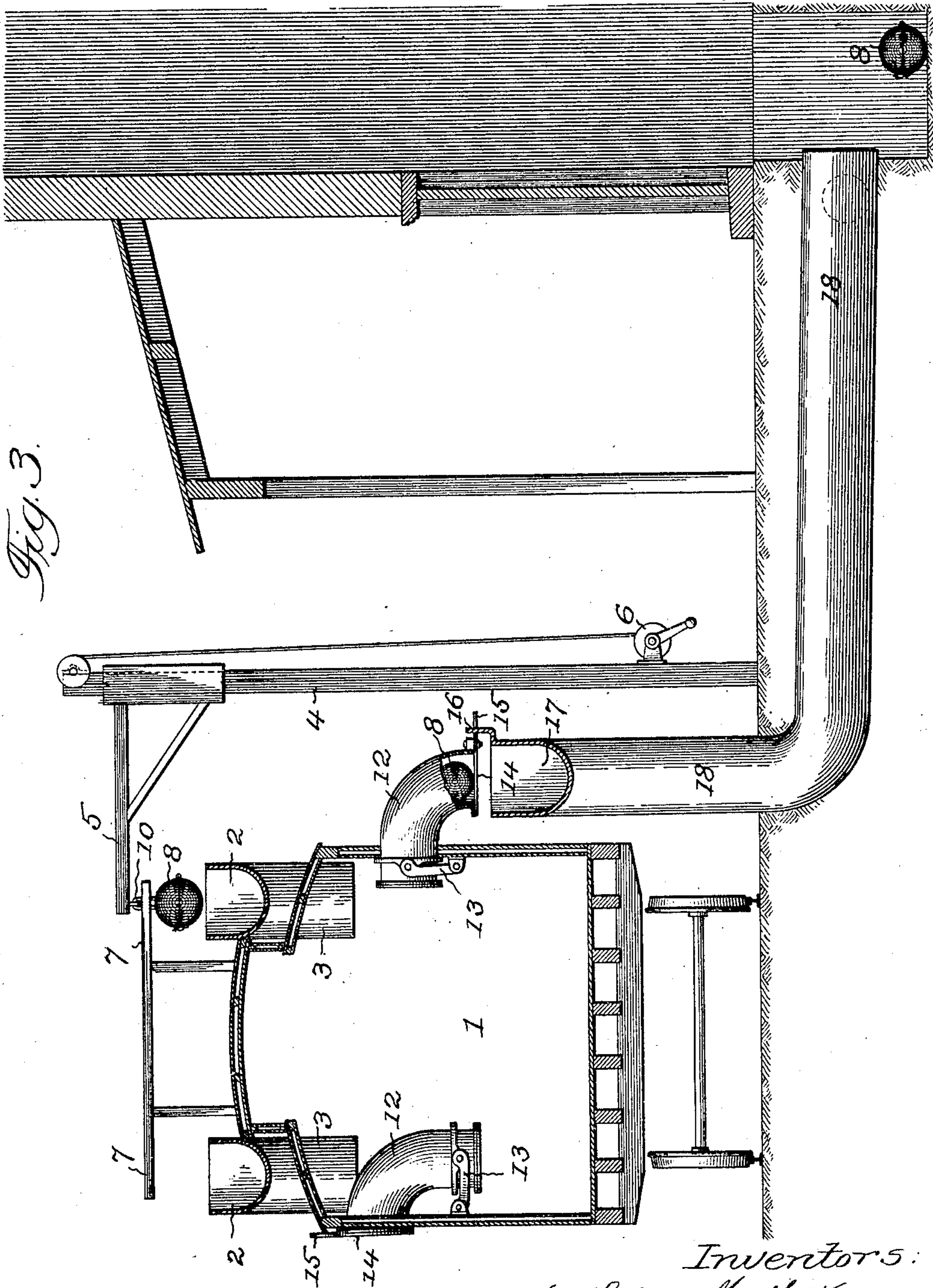
No. 872,301.

PATENTED NOV. 26, 1907.

A. MATLAK, K. WISNIEWSKI & M. SKIKIEWICZ.
MAIL RECEIVER AND DELIVERER FOR RAILWAY TRAINS.

APPLICATION FILED SEPT. 9, 1907.

3 SHEETS—SHEET 2.



Attest:
John Enders,
Henry Wood.

Inventors:
Anton Matlak,
Kasimir Wisniewski,
Marjan Skikiewicz,
by Robert Burns
Attorney.

No. 872,301.

PATENTED NOV. 26, 1907.

A. MATLAK, K. WISNIEWSKI & M. SKIKIEWICZ.
MAIL RECEIVER AND DELIVERER FOR RAILWAY TRAINS.

APPLICATION FILED SEPT. 9, 1907.

3 SHEETS—SHEET 3.

Fig. 4.

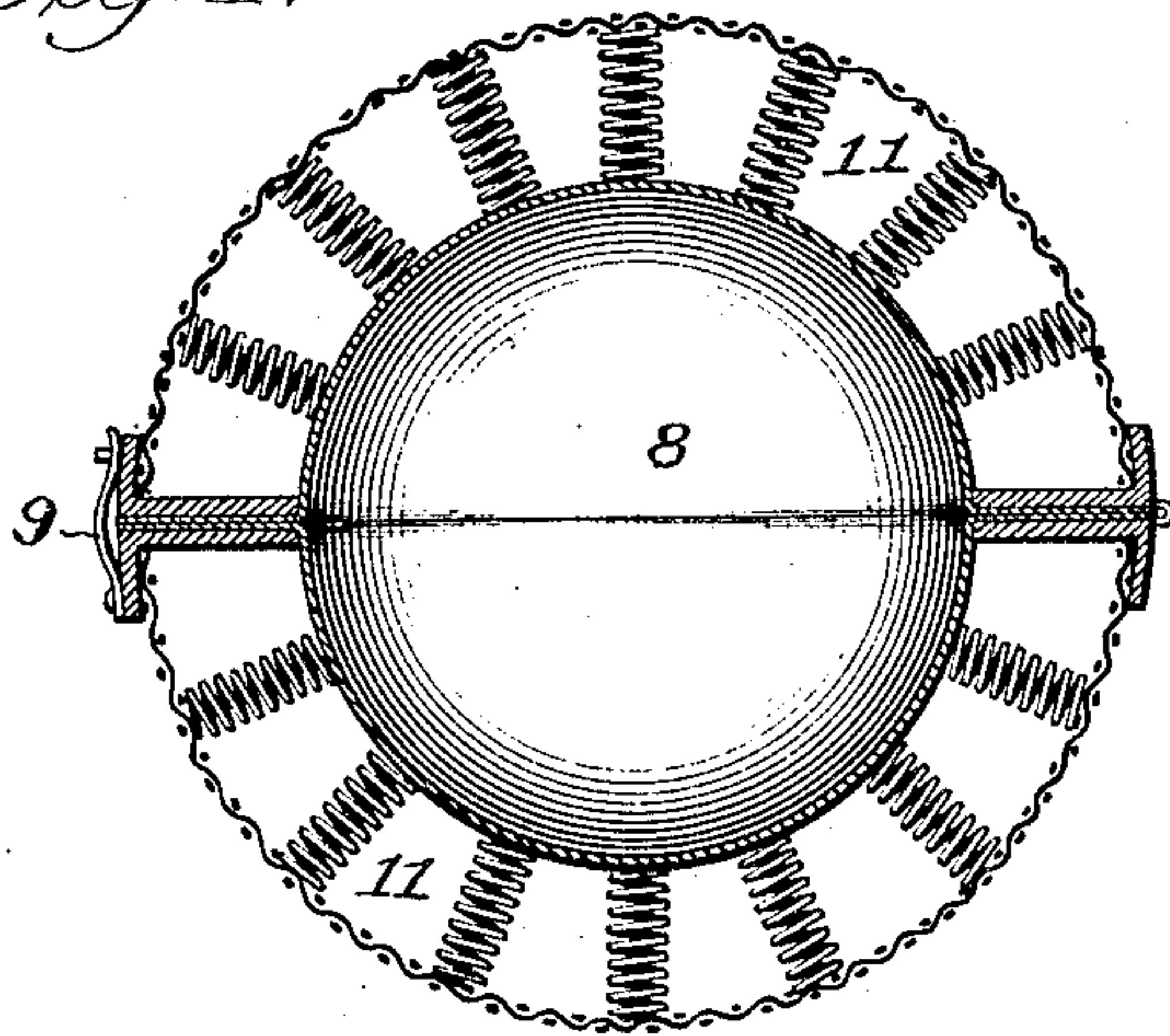


Fig. 5.

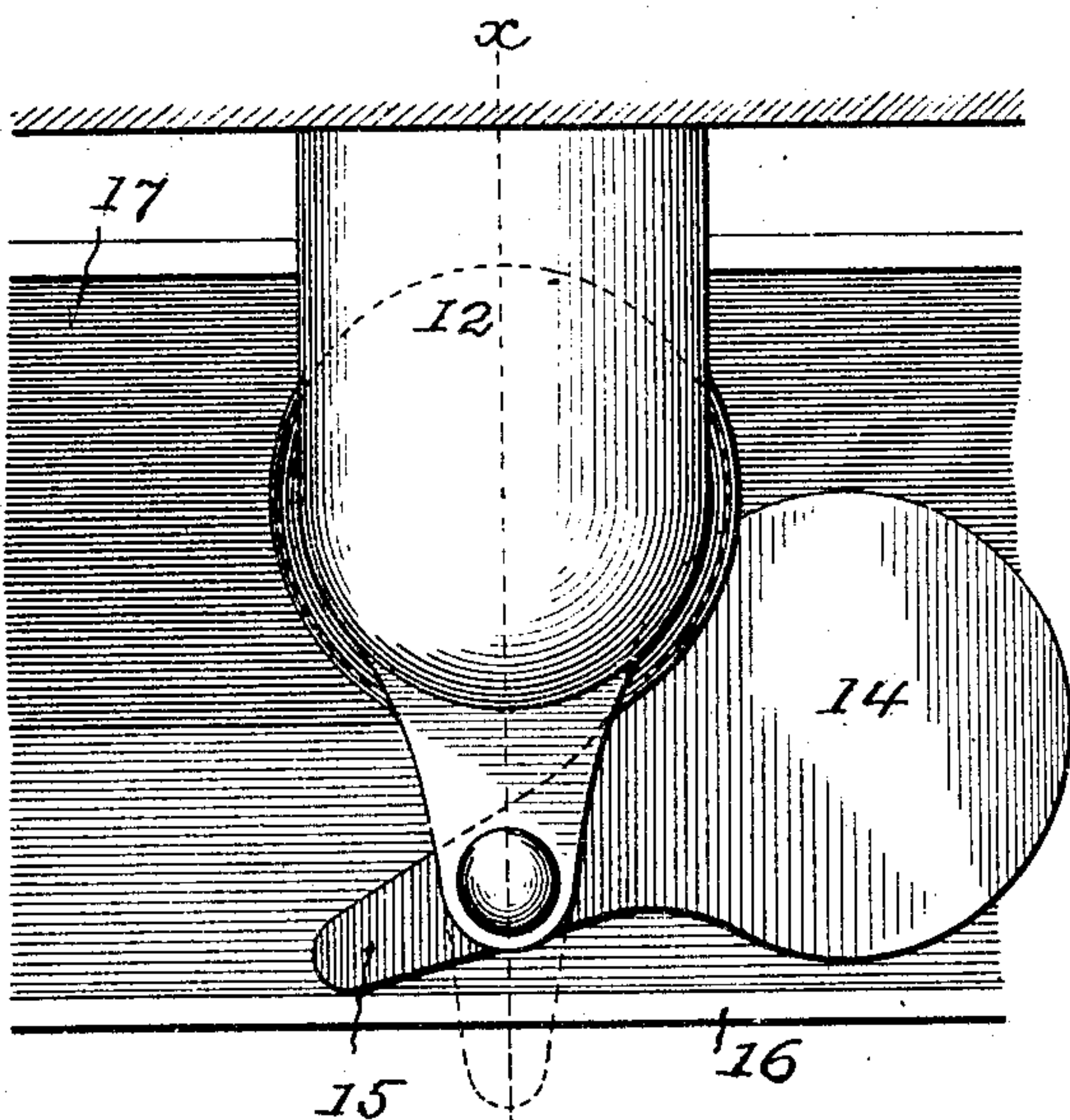


Fig. 6.

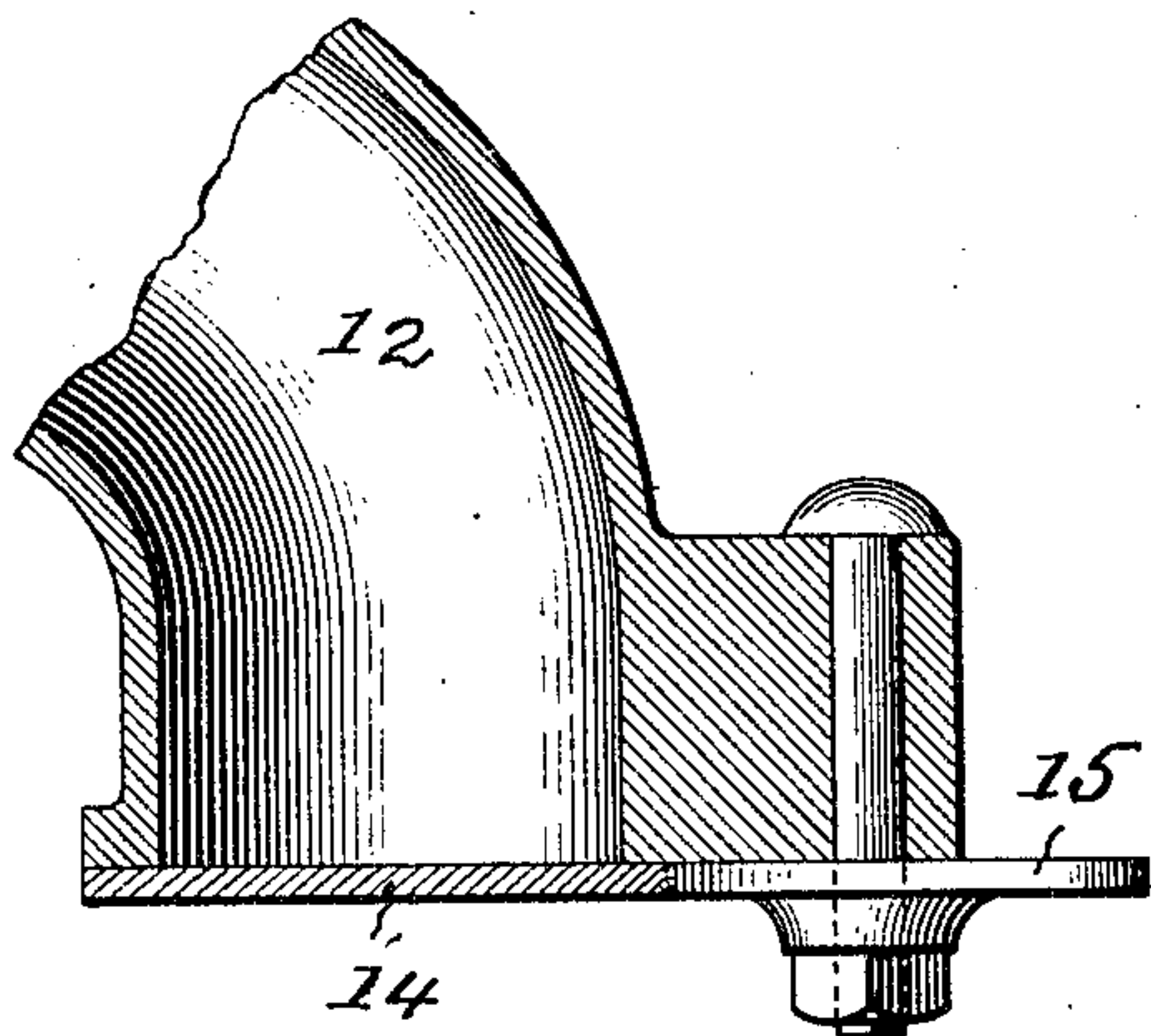
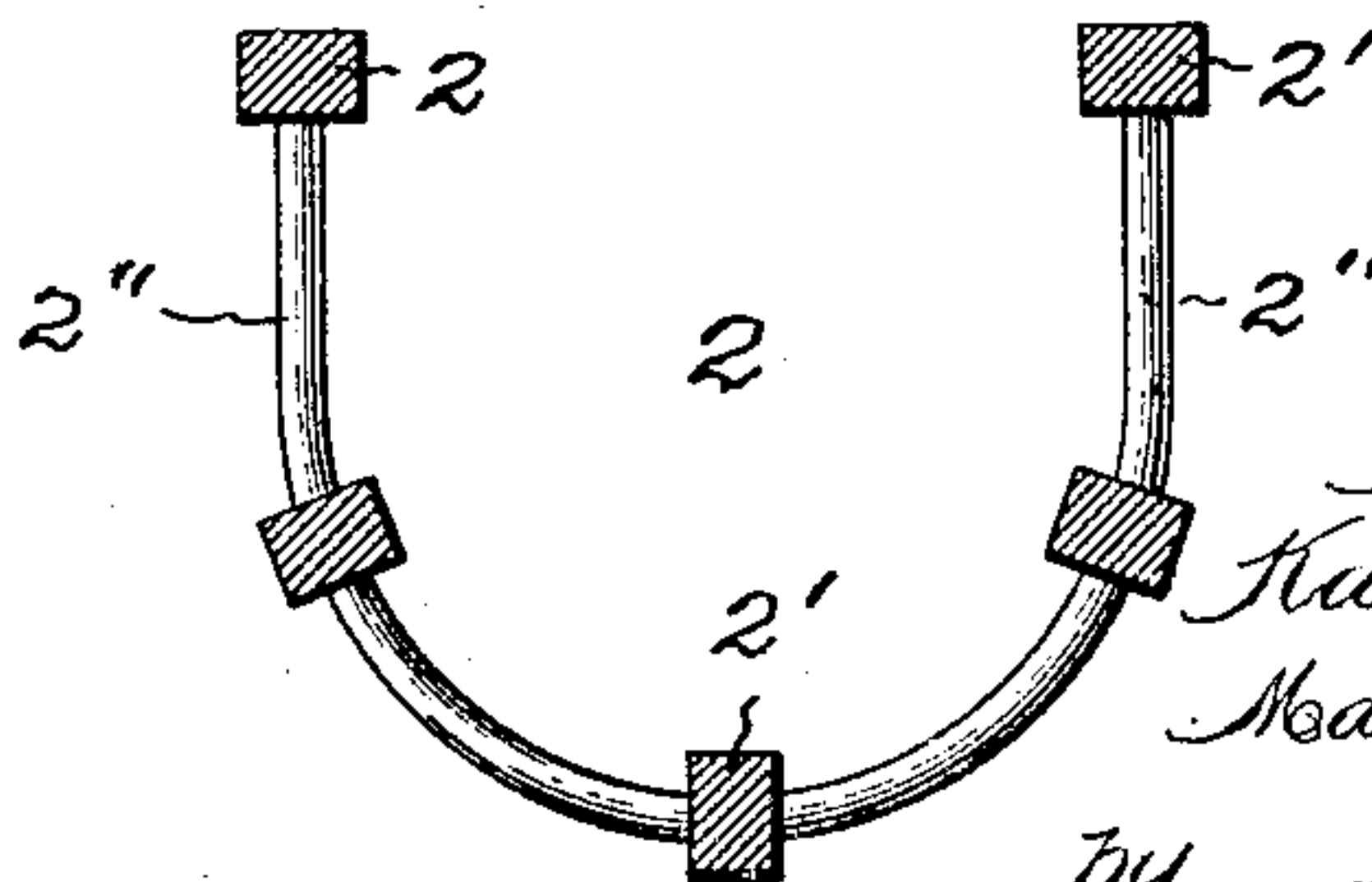


Fig. 7.



Attest:
John Enders.
Henry Mow.

Inventors:
Anton Matlak,
Kasimir Wisniewski,
Marian Skikiewicz
by Robert Burns
Attorney.

UNITED STATES PATENT OFFICE.

ANTON MATLAK, KASIMIR WISNIEWSKI, AND MARJAN SKIKIEWICZ, OF CHICAGO, ILLINOIS.

MAIL RECEIVER AND DELIVERER FOR RAILWAY-TRAINS.

No. 872,301.

Specification of Letters Patent.

Patented Nov. 26, 1907.

Application filed September 9, 1907. Serial No. 391,960.

To all whom it may concern:

Be it known that we, ANTON MATLAK, KASIMIR WISNIEWSKI, and MARJAN SKIKIEWICZ, subject of Austria, subject of Russia, and citizen of the United States of America, respectively, and residents of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Mail Receivers and Deliverers for Railway-Trains, of which the following is a specification.

This invention relates to a mail delivery and catching apparatus for railway mail cars, and has for its object to provide a simple and efficient structural arrangement and combination of parts adapted to effect a ready and certain catching of the mail, and a like ready and certain delivery of the mail while the train is in motion, all as will hereinafter more fully appear.

In the accompanying drawings:—Figure 1, is a side elevation, with parts in section, illustrating the present invention in place on a railway mail car. Fig. 2 is a plan view of the same. Fig. 3 is a general transverse section. Fig. 4 is a detail section of the globular mail bag holder. Fig. 5, is an enlarged detail plan of one of the delivery chutes. Fig. 6, is a detail transverse section of the same, on line $x-x$, Fig. 5. Fig. 7, is an enlarged detail transverse section, showing a modified construction of the receiving troughs.

Similar numerals of reference indicate like parts in the several views.

Referring to the drawings, 1 represents the mail car, on the roof of which are arranged a pair of longitudinal receiving troughs 2 which extend approximately the length of the car and are arranged alongside the car hood as shown. One of said troughs is adapted to receive mail from the right hand side of the railway track, and the other one to receive mail from the left hand side of said track. In the present improvement said troughs are provided with two discharge chutes 3 arranged in spaced relation and extending down into the interior of the car as shown; with the bottom portions of the troughs inclined towards said chutes so as to cause the mail holders hereinafter described to roll towards the next adjacent chute, when dropped at any point into one of said troughs.

In the modified form of the troughs illustrated in Fig. 7, the same will have a skeleton form, and comprise a series of longitudinal

bars or rails 2' and a series of transverse U shaped connecting members 2'' as shown; the purpose being to reduce the wind resistance of the trough to a minimum.

4 is a vertical crane having a vertically adjustable overhanging arm 5 upon which the mail holder is suspended in a position above one or the other of the aforesaid receiving troughs 2, and in a manner to be readily discharged therefrom as hereinafter more fully set forth.

6 is a windlass attached to the vertical post of the crane and adapted to afford convenient means for raising and lowering the overhanging arm 5 aforesaid in the practical use of the apparatus.

7 are laterally projecting arms attached to the roof of the car and adapted to pass beneath the overhanging arm 5 to dislodge the mail holder therefrom and so that said mail holder will drop by gravity into a receiving trough 2 to be conducted into the interior of the car.

8 is the mail holder above referred to, formed of two semi-spherical sections hinged together and provided with a suitable latch 9, and suspension link 10 by which the holder is suspended from the overhanging arm 5 of the crane.

The holder 8 will be formed of suitably interwoven wires and will be provided in its interior surface with a series of radial cushion springs 11 adapted to afford a yielding support for a mail bag or package placed in the interior of the holder.

12 are discharge chutes extending through the side walls of the car and having a curved form as shown.

13 are radius links pivoted at one end to the car body and at the other end to the chutes 12 and adapted to guide said chutes in their movement from a dormant to an active position; the dormant position of the chutes being shown to the left in Fig. 3, while the active position of the chutes is shown to the right of the car in Fig. 3.

14 is a valve or gate arranged at the outer end of each chute and normally held to a position closing the opening in such end of the chute, by a spring (not shown), and so that a mail holder within said chute will be supported therein until said gate is operated as hereinafter described.

15 is an operating arm on the valve or gate and extending laterally therefrom.

16 is an elongated stationary operating bar arranged in the path of the valve arm 15 and adapted to operate said arm and open the valve or gate 14 as the mail car moves past said operating bar.

17 is a stationary receiving trough extending longitudinally alongside the railway track and located in a plane beneath the plane in which the outer ends of the discharge chutes 12 move when in their active position above set forth, and as illustrated in Fig. 3. Such receiving trough will be of considerable length and will have its bottom portion inclined downward from each end towards its center as shown.

18 is a conduit connecting with the central bottom portion of the receiving trough 17 and extending underground into the interior of the station house in order to automatically convey the mail holders from said receiving trough 17 into a chamber provided therefor in said station house.

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

1. In a mail catching and delivery apparatus for railway mail cars, the combination of a track crane, a car, a dislodging arm on said car and a longitudinal receiving trough extending approximately the length of the car and provided with a pair of discharge chutes extending down into the interior of the car, and with the bottom of the trough inclined towards said chutes, substantially as set forth.

2. In a mail catching and delivery apparatus for railway mail cars, the combination of a discharge chute extending laterally through the side wall of the car and having a curved form, a gate closing the outer end of said chute, a stationary operating bar for said gate, and a stationary longitudinal receiving

trough arranged beneath the outer end of said chute, substantially as set forth.

3. In a mail catching and delivery apparatus for railway mail cars, the combination of a discharge chute extending laterally through the side wall of the car and having a curved form, a pair of radius links forming a pivotal attachment for said chute to the body of the car, a gate closing the outer end of said chute, a stationary operating bar for said gate, and a stationary longitudinal receiving trough arranged beneath the outer end of said chute, substantially as set forth.

4. In a mail catching and delivery apparatus for railway mail cars, the combination of a discharge chute extending laterally through the side wall of the car and having a curved form, a gate closing the outer end of said chute, a stationary operating bar for said gate, a stationary longitudinal receiving trough arranged beneath the outer end of said chute, and a conduit connected to said receiving trough and extending to the interior of the railway station, substantially as set forth.

5. In a mail catching and delivery apparatus for railway mail cars of the type herein described, a holder for the mail comprising a pair of semi-spherical sections hinged together a latch for securing the same together, and a series of cushion springs arranged on the interior surface of said sections, substantially as set forth.

Signed at Chicago, Illinois this 6th day of September, 1907.

ANTON MATLAK.
KASIMIR WISNIEWSKI.
MARJAN SKIKIEWICZ.

In presence of:

ROBERT BURNS,
LOUIS SKIKIEWICZ.