

No. 875,718.

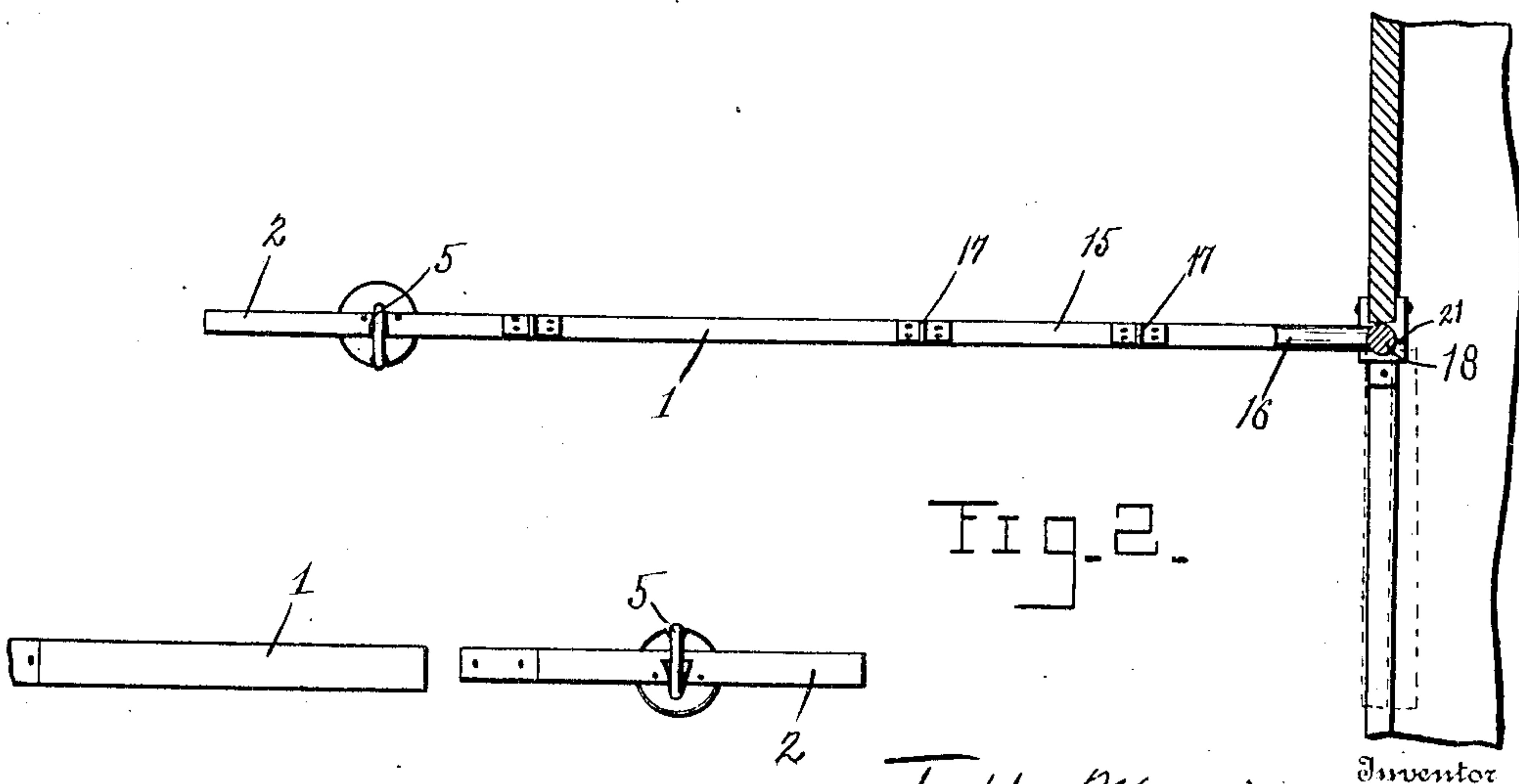
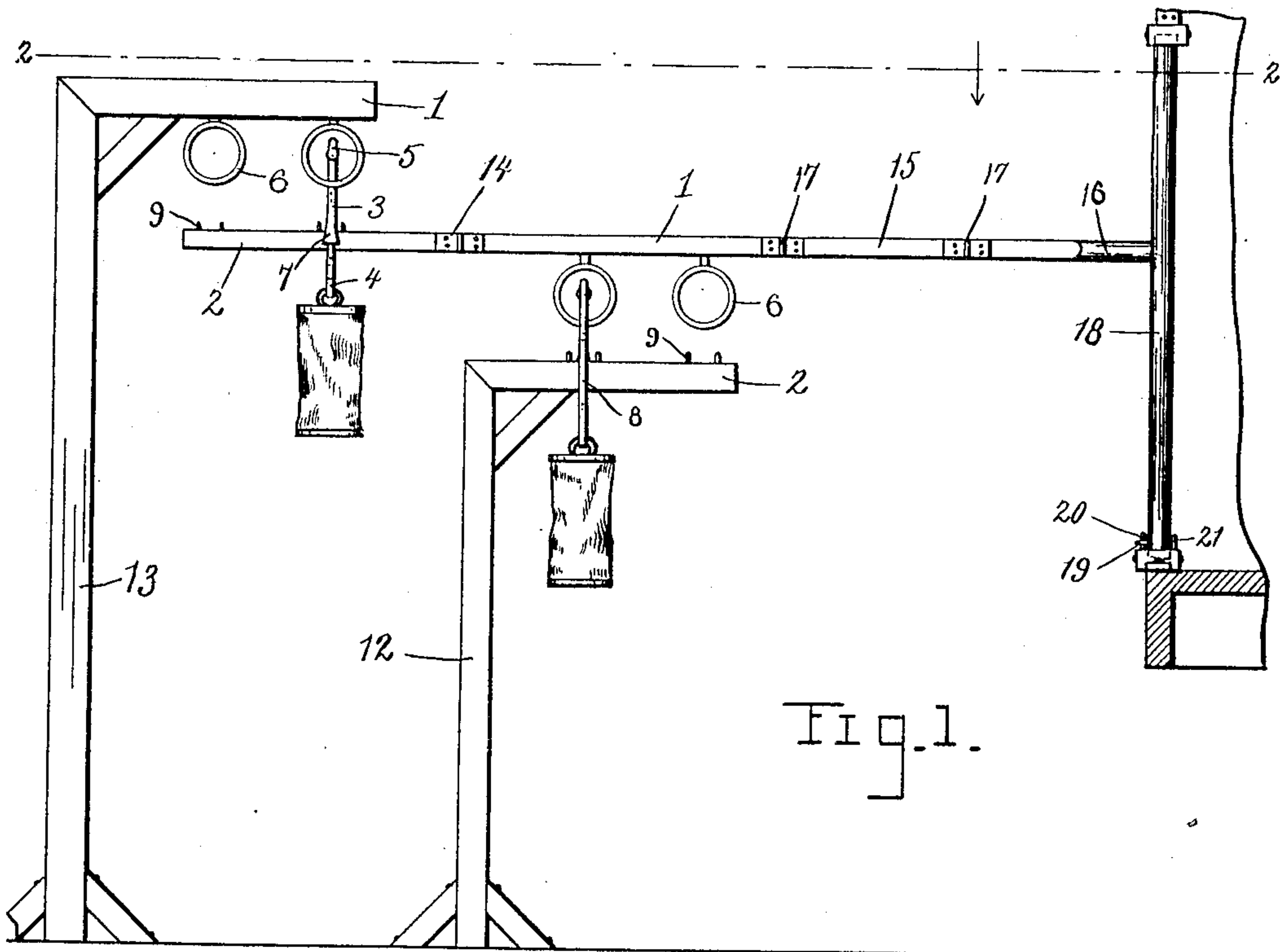
PATENTED JAN. 7, 1908.

T. MACKIM.

MAIL BAG DELIVERY APPARATUS FOR RAILWAYS.

APPLICATION FILED OCT. 18, 1907.

2 SHEETS—SHEET 1.



Witnesses

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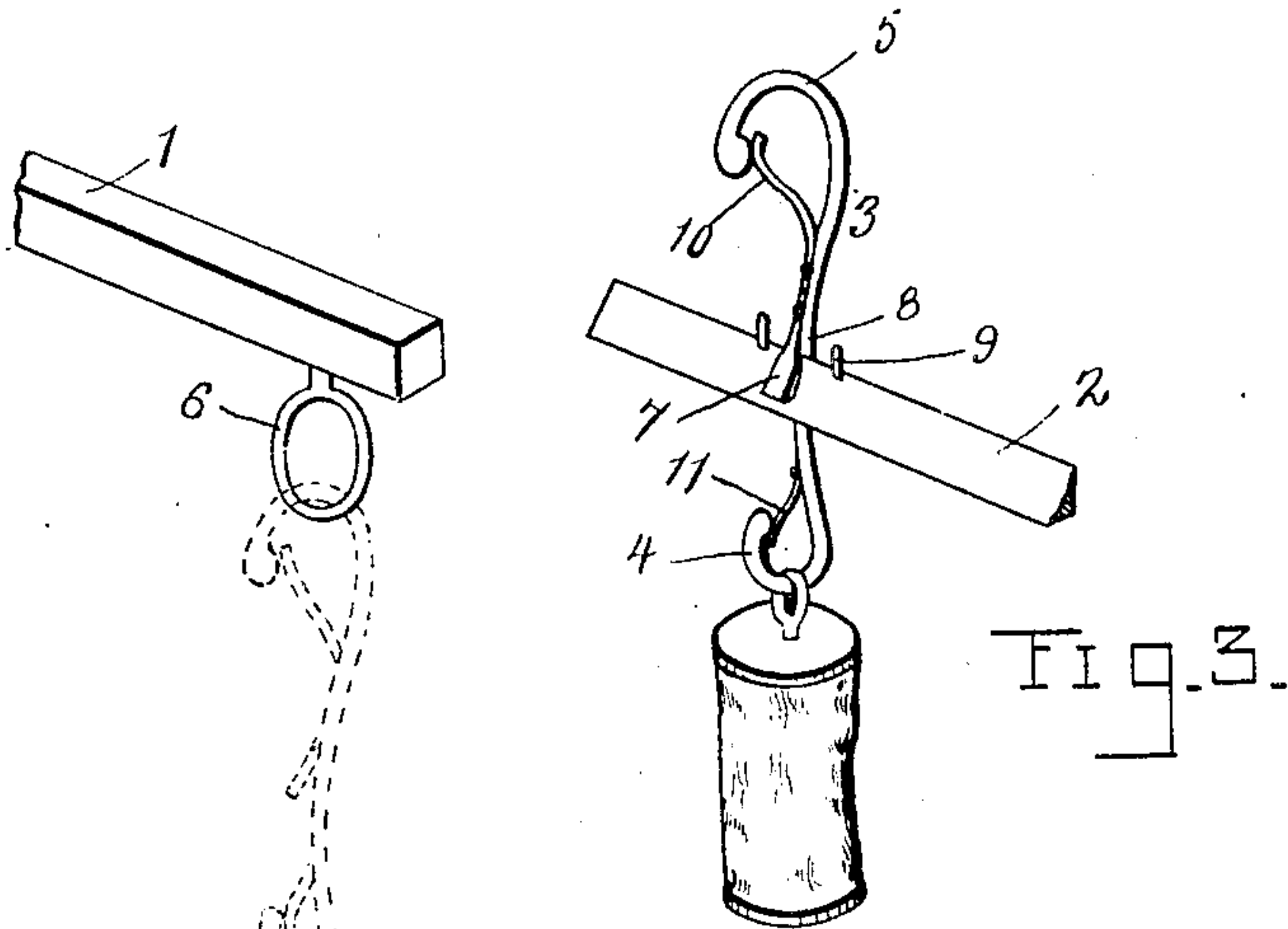


Fig. 3.

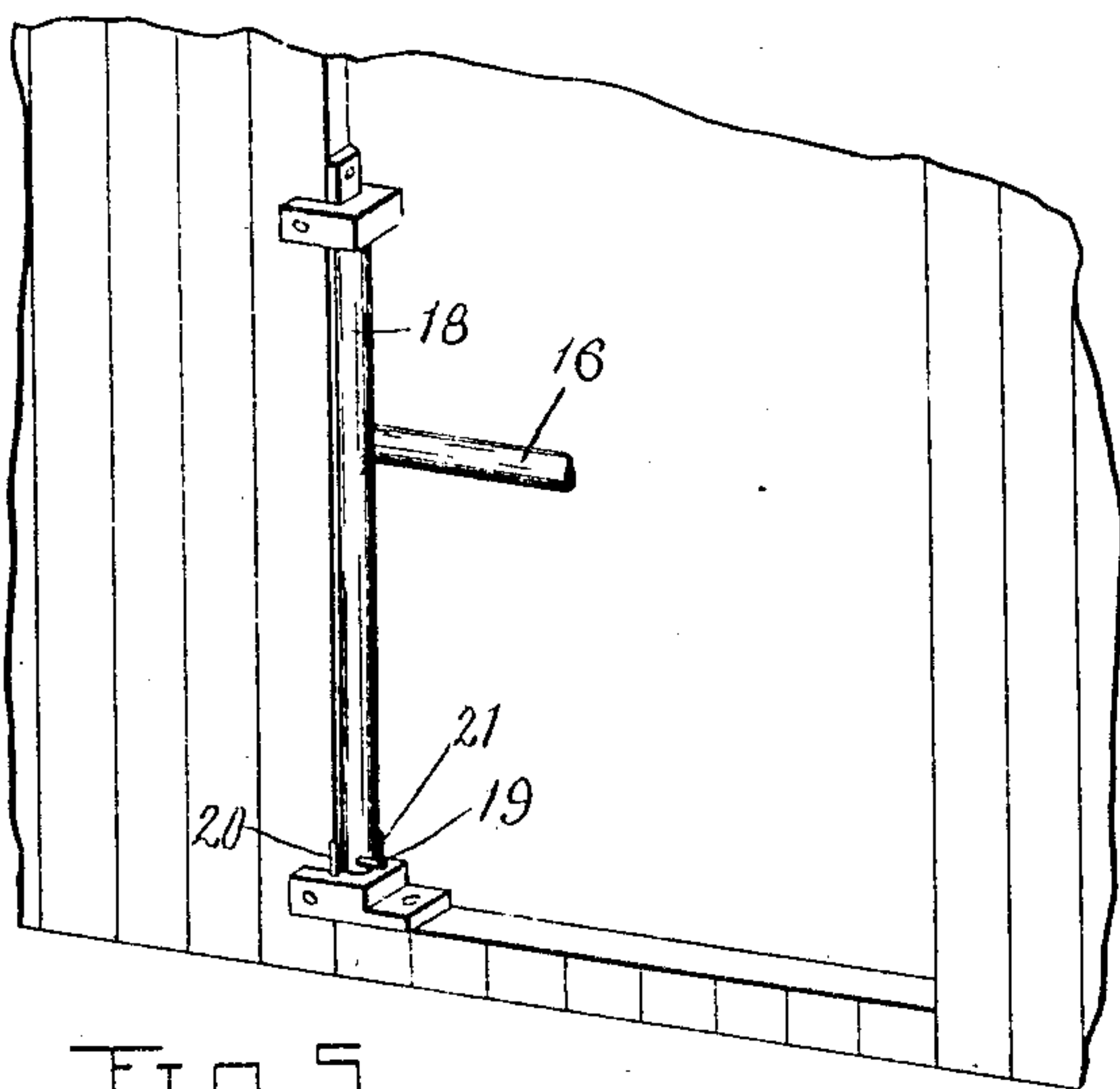


Fig. 5.

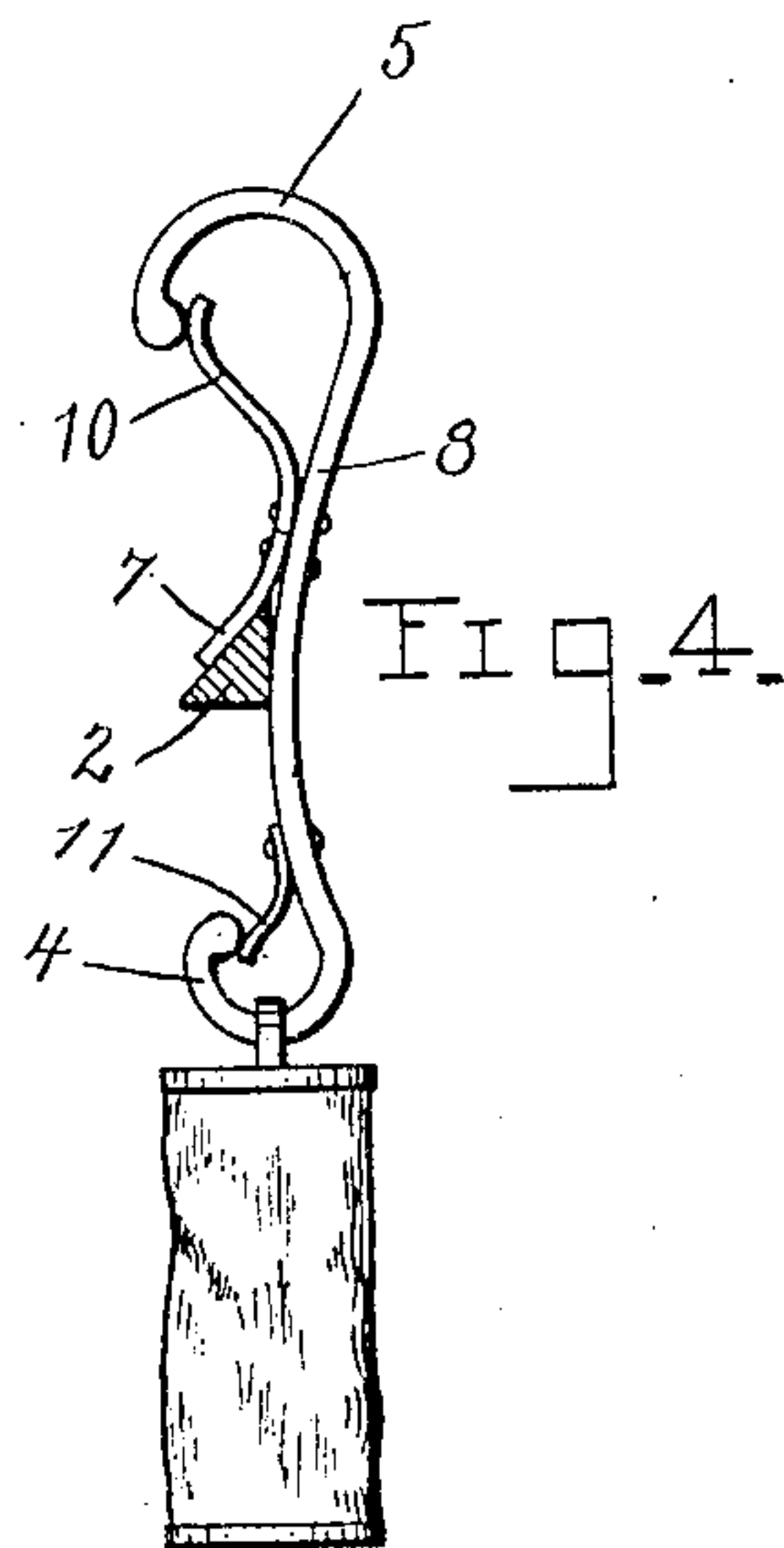


Fig. 4.

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TUPP MACKIM, OF AMHERST, NOVA SCOTIA, CANADA.

MAIL-BAG-DELIVERY APPARATUS FOR RAILWAYS.

No. 875,718.

Specification of Letters Patent.

Patented Jan. 7, 1908.

Application filed October 18, 1907. Serial No. 398,118.

To all whom it may concern:

Be it known that TUPP MACKIM, a citizen of the Dominion of Canada, residing at Amherst, Nova Scotia, in the Province of Cumberland and Dominion of Canada, has invented certain new and useful Improvements in Mail-Bag-Delivery Apparatus for Railways, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to improvements in mail bag delivery apparatus for railways and consists of the novel features of construction and the combination of devices hereinafter described and claimed.

The object of the invention is to provide a simple, practical and efficient apparatus of this character by means of which one or more mail bags or the like may be delivered from a rapidly moving car to a station and delivered from the latter to the moving car.

The above and other objects of the invention, which will appear as the same is better understood, are attained in its preferred embodiment illustrated in the accompanying drawings, in which

Figure 1 is a vertical transverse section through a portion of one side of a car showing my improved mail bag delivering and receiving apparatus; Fig. 2 is a horizontal section taken on the plane indicated by the line 2—2 in Fig. 1; Fig. 3 is a detail perspective, on an enlarged scale, of a portion of the receiving member, a portion of the delivering member and one of the mail bag hangers or carriers; Fig. 4 is a side elevation of the bag hanger or carrier showing the same mounted upon one of the delivering members, the latter being in cross section; and Fig. 5 is a detail view of the parts of the apparatus carried by the car.

In Figs. 1 and 2 of the drawings I have shown an embodiment of my invention adapted to simultaneously deliver mail bags from a car to a station and from a station to a car, but it will be understood that the apparatus may be used simply for one or the other of these two purposes.

The invention comprises a receiving member 1, a delivering member 2 and a mail bag hanger or carrier 3. The latter has at its lower end a hook or similar device 4 to which the mail bag is connected, at its upper end a hook 5 adapted to be caught by a suitable

keeper 6 on the receiving member, and at its intermediate portion a hook or projection 7 to engage the delivering member 2 for the purpose of supporting the hanger in an upright position with its upper hook 5 in the path of the keeper 6. While any suitable means may be provided for loosely supporting the hanger on the member 2 so that it will slip off of the same when the hook 5 engages the keeper 6, I preferably employ a broad, flat plate which is inclined downwardly and forwardly and has its upper end secured to the flat central or body portion 8 of the hanger as shown. The hook 7 engages the inclined upper face of the delivering member, which latter is in the form of a bar of triangular shape in cross section as more clearly shown in Fig. 4. The bar or member 2 may be of any length so as to support any number of the hangers 8 and in order to properly position said hangers and prevent them from shifting longitudinally, I provide pairs of upright stop pins 9 upon the upper edge of said bar or member. A guard spring 10 is preferably provided upon the hanger to close the mouth of the hook 5 and to retain the latter upon the keeper 6 when once it is engaged with the same. A similar guard spring 11 is preferably provided for the mail bag supporting hook 4, but it will be understood that any other suitable means may be provided at the lower end of the hanger for the attachment of a mail bag. The receiving member 1 is also in the form of a bar under which are arranged one or more of the keepers 6. The latter are here shown in the form of rings but it will be understood that a rod or rods of other form may be employed for catching the hooks 5 of the hangers.

At a station where it is desired to both receive mail bags from a moving car and to deliver other bags to said car I arrange adjacent to the car track two uprights or posts 12, 13 of different height and arrange one of the delivering members or bars 2 upon the shorter post 12 and one of the receiving members or bars 1 upon the taller post 13 as clearly shown in Fig. 1. I also equip the car with suitable means for supporting one of the receiving members or bars and one of the delivering members or bars from one side of the car and in the path of the corresponding members or bars on the posts 12, 13. My

preferred manner of mounting said members or bars upon the car consists in connecting them together at one end by a rule hinge 14 and similarly connecting the other end of one of them to a swinging arm 15 consisting of two or more sections 16 connected by rule hinges 17. The innermost section 16 of said arm projects from a vertical post or upright 18 which is pivoted at its top and bottom in or adjacent to the door frame of the car so that said arm and the members 1, 2, which it carries can be swung into the car. The hinges 17, 14 uniting the section 16 of the arm and the members 1, 2, permit said parts to be folded upon each other as indicated in dotted lines in Fig. 2 but at the same time limit their swinging movement in one direction so that they are longitudinally aligned when extended from the car as shown in full lines in Figs. 1 and 2. The movement of the post or upright 18 is limited by the engagement of a pin 19 projecting laterally from it adjacent to its lower end with stop pins or projections 20, 21 arranged on the floor of the car.

When it is only desired to deliver mail from a car to a station the supporting arm upon the car need only be provided with the delivering member or bar 2 and at the station only one of the receiving members 1 need be provided. Similarly when it is desired to simply deliver mail bags from a station to a moving car the arm upon the latter need only have one of the receiving members or bars 1 and the station need only be provided with the delivering bar or member 2.

From the foregoing it will be seen that by means of my improved apparatus one or more mail bags may be simultaneously delivered from or received upon a moving car or the like without danger of damaging the bags or injuring their contents.

Having thus described my invention what I claim is:

1. In an apparatus of the character described, the combination with a receiving member having a keeper, of a delivering member, and a mail bag hanger removably engaged with the delivering member and having a hook to engage the keeper on the receiving member.

2. In an apparatus of the character described, the combination with a receiving member having a keeper, of a delivering member having an inclined upper face, a mail bag hanger having an inclined projection to engage said inclined face of the delivering member and also having means at its top to engage the keeper on the receiving member.

3. In an apparatus of the character described, the combination with a receiving member having a keeper, of a delivering member having an inclined upper face, stops

upon the delivering member, a mail bag hanger having an inclined projection removably supported upon the inclined face of the delivering member between said stops, and means at the top of the hanger to engage the keeper on the receiving member.

4. In an apparatus of the character described, the combination with a receiving member having a keeper, of a delivering member having an inclined upper face, and a mail bag hanger having hooks at its upper and lower ends and an intermediate inclined projection to engage the upper inclined face of the delivering member, the lower hook being adapted to receive a mail bag and the upper hook to engage said keeper.

5. In an apparatus of the character described, the combination with a receiving member and a keeper ring or loop thereon, of a delivering member or bar having an inclined upper face, spaced stops upon the delivering member, a mail bag hanger having at its upper and lower ends hooks and at its intermediate portion an inclined projection to engage the inclined upper face of the delivering member, the lower hook being adapted to receive a mail bag and the upper one to engage the keeper ring or loop, and spring guards upon the hanger for said hooks.

6. In an apparatus of the character described, a mail bag hanger having means at its lower end for the attachment of a mail bag, means intermediate its ends to removably engage a support and a hook at its upper end to engage a suitable keeper.

7. In an apparatus of the character described, a mail bag hanger having a flat body formed at its opposite ends with hooks, the lower one to receive a mail bag and the upper one to engage a keeper, and a flat projection secured to the body of the hanger and projecting downwardly and outwardly at an angle therefrom.

8. In an apparatus of the character described, a mail bag delivering member comprising a horizontal bar having an inclined upper face, and spaced stops arranged upon said bar and adapted to receive a mail bag hanger between them.

9. In an apparatus of the character described, the combination with a car, of a vertical upright pivoted therein, an extensible arm carried by said upright and means for supporting a mail bag upon said arm.

10. In an apparatus of the character described, the combination with a car, of a vertical upright pivoted therein, an extensible arm carried by said upright and means upon said arm for picking up a mail bag arranged on a stationary support.

11. In an apparatus of the character described, the combination with a car, of an up-

right therein and an extensible mail bag supporting arm arranged on the upright and consisting of hingedly connected sections.

12. In an apparatus of the character described, the combination with a car, of an upright pivoted therein, a mail bag supporting arm upon said upright, a pin projecting laterally from said upright, and stops arranged

upon the car in the path of said pin to limit the swinging movement of the upright. 10

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

TUPP MACKIM.

Witnesses:

B. S. CODY,

JANET M. ESTABROOKS.