

No. 875,864.

PATENTED JAN. 7, 1908.

J. F. STOUT.
MAIL DELIVERY SYSTEM.
APPLICATION FILED JUNE 27, 1907.

3 SHEETS—SHEET 1.

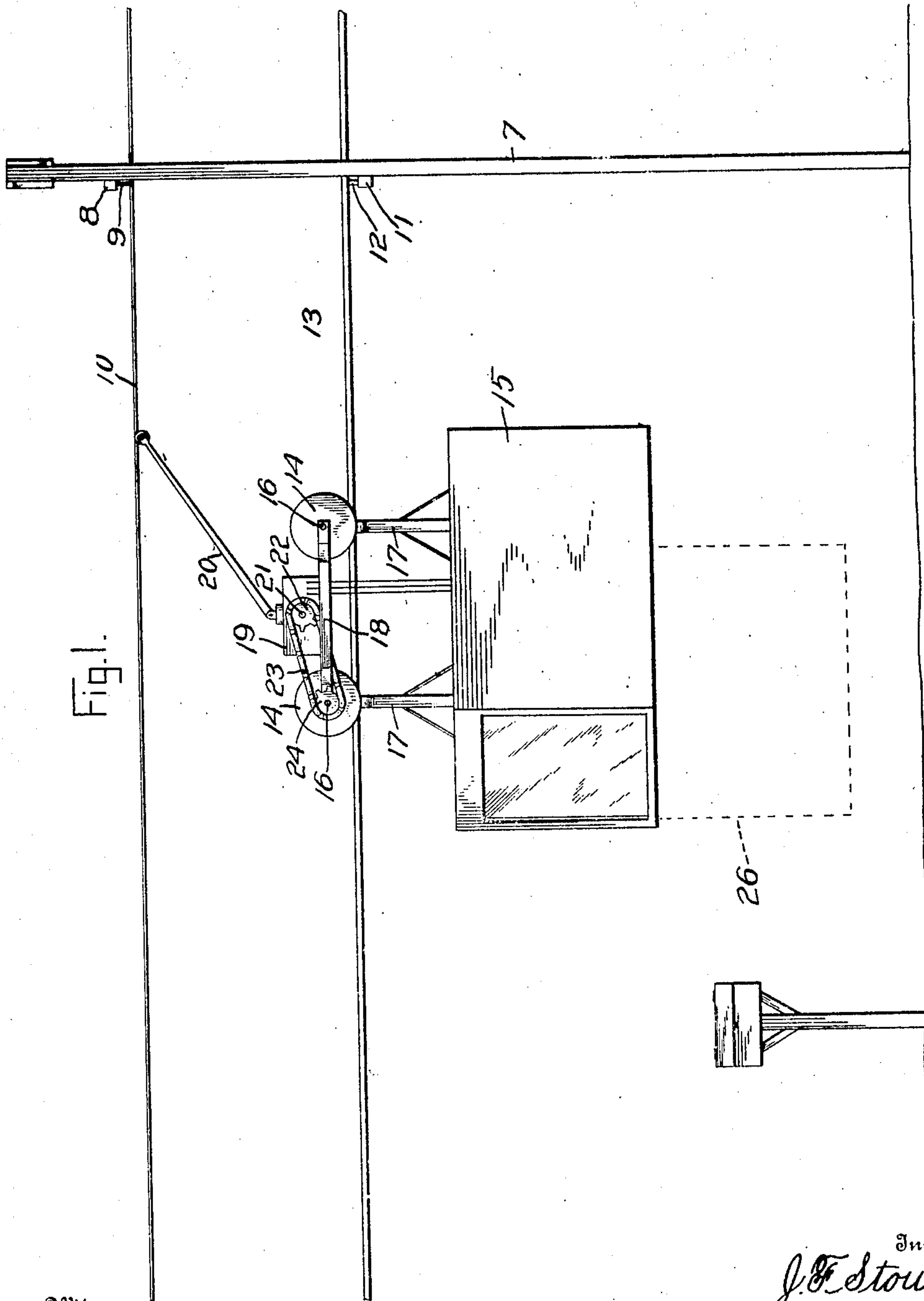


Fig. 1.

Witnesses

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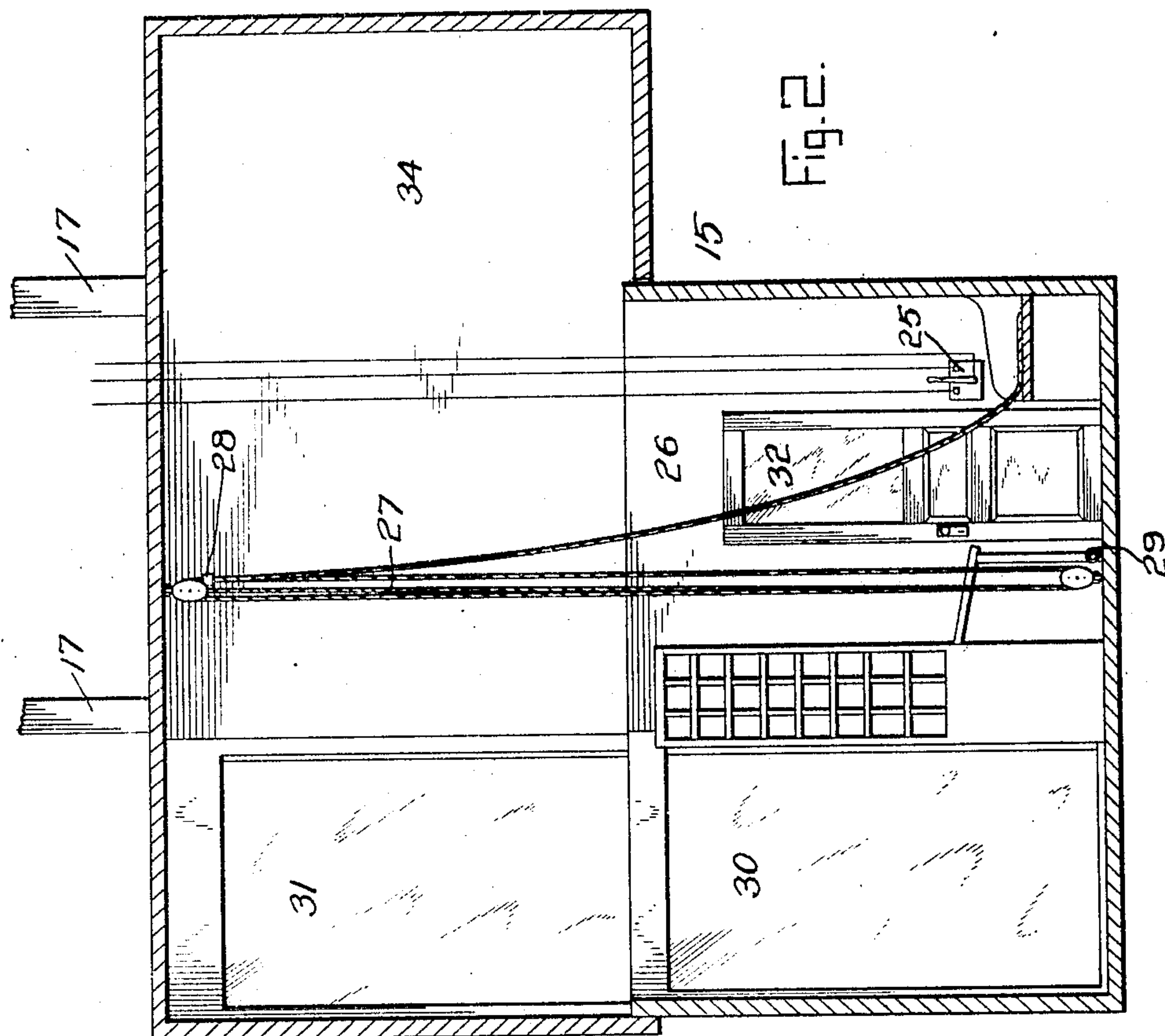
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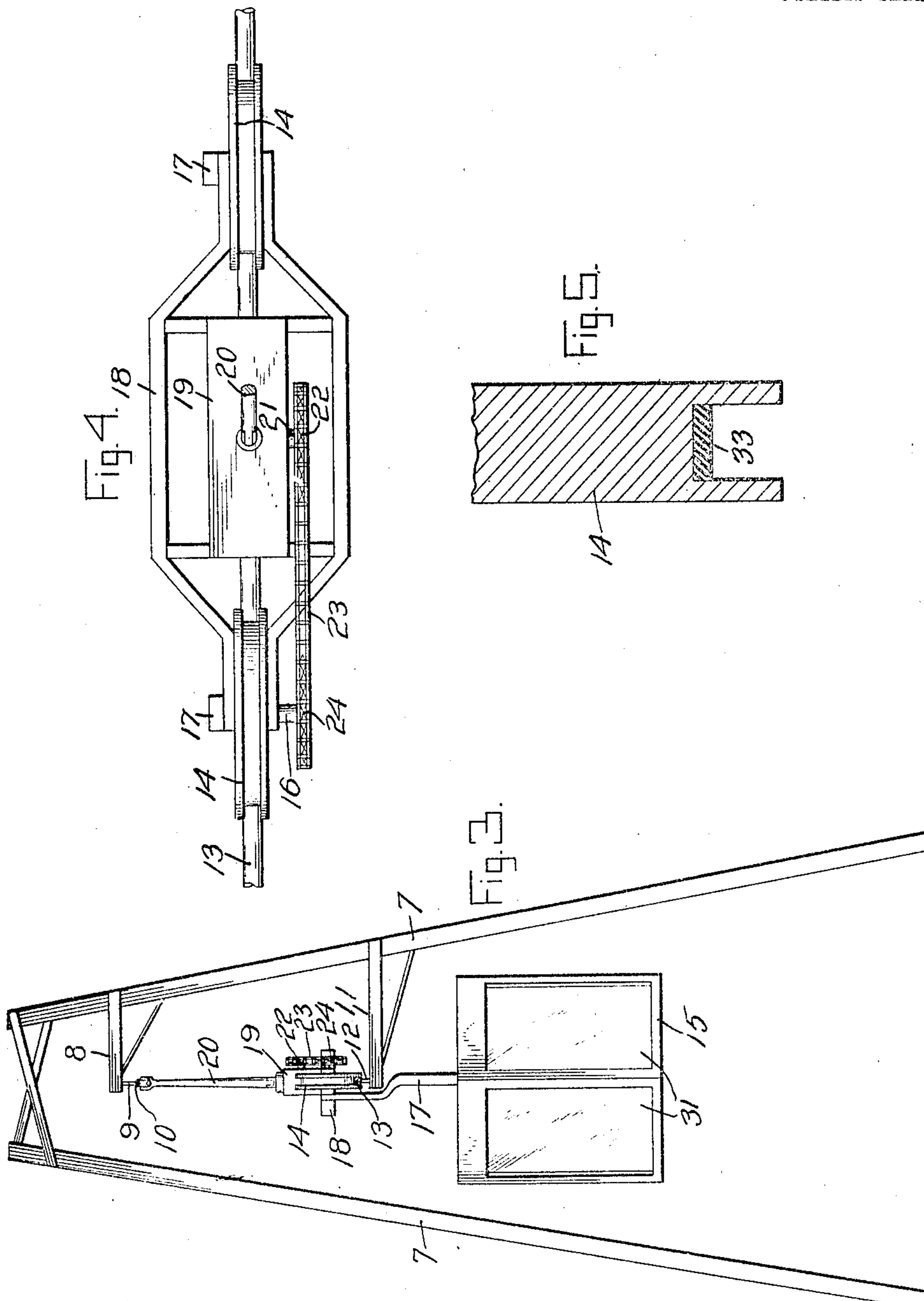
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3 SHEETS—SHEET 3.



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UNITED STATES PATENT OFFICE.

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MAIL-DELIVERY SYSTEM.

No. 875,864.

Specification of Letters Patent.

Patented Jan. 7, 1908.

Application filed June 27, 1907. Serial No. 381,123.

To all whom it may concern:

Be it known that I, JOHN F. STOUT, a citizen of the United States, residing at Clayton, in the county of Hendricks, State of Indiana, have
5 invented certain new and useful Improvements in Mail-Delivery Systems; 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
10 to which it appertains to make and use the same.

The present invention has reference to improvements in mail delivery systems, and it aims to provide an exceedingly efficient
15 apparatus of that nature, designed for operation in rural districts, and comprising an elevated track and an electrically-propelled car adapted to travel thereon, the car including a vertically movable front section operable
20 by the occupant of the car when the latter approaches a mail-box, to permit him to deposit mail therein or collect mail therefrom without rendering it necessary to dismount from the car.

To this end the invention consists in the particular details of construction, and in the combination and arrangement of parts all as hereinafter fully described, specifically
25 claimed, and illustrated in the accompanying drawings, in which like parts are designated by corresponding reference numerals through
30 out the several views.

Of the said drawings, Figure 1 is a front elevation of the invention, with the movable
35 section in its normal or raised position, Fig. 2 is an enlarged vertical section through the car, with the section lowered, Fig. 3 is an end view of Fig. 1, Fig. 4 is a top plan view of the carrier of the car, Fig. 5 is an enlarged
40 fragmental section of one of the wheels of the car carrier.

Referring more particularly to the drawings the numeral 7 designates the supporting posts which are disposed in pairs upon opposite
45 sides of the road and are connected together at their upper ends by the brace rods, as shown, each of the posts of one series having a laterally-projecting bracket 8 secured thereto and provided at its outer end with a
50 depending hanger 9, which hangers carry the electrically charged trolley wire 10. Beneath each of said brackets and parallel therewith, is a second bracket 11 carrying at its outer end an upstanding arm 12, said arms serving
55 as supports for the track 13 upon which the wheels 14 of the car 15 travel. This track is

preferably in the nature of a cable which is stretched taut by any desired means, while the wheels which run thereon are carried by
shafts 16 journaled in the upper ends of front
60 and rear uprights 17 mounted upon the roof of the cigar shaped car and retained in position by brace rods, as shown. The shafts and uprights above referred to, further serve to support an open frame 18 upon which the
65 motor 19 is mounted, which motor is provided with a trolley pole 20 of the usual type, the trolley wheel traveling along the under face of the wire 10. The shaft 21 of the motor carries a sprocket 22 which is connected
70 by a chain 23 with a similar sprocket 24 on the shaft of the forward wheel 14. The motor is connected in any preferred manner with a controller 25 which is located within the car.

The frame which carries the motor is
75 formed by a pair of oppositely-disposed U-shaped rods fastened together centrally by cross braces and having their ends provided with openings registering with those formed
80 in the corresponding uprights 17 for the reception of the wheel shafts 16. The ends of said rods may, in addition, be bolted or otherwise fastened to the uprights.

The car 15 includes a telescoping section
85 26 which is disposed at the forward end thereof and is raised or lowered through an opening in the car floor by the occupant thereof, by means of a block and tackle connection 27 between the roof of the car and
90 the floor of said section, the tackle being provided with a catch 28 of any description adapted to be engaged when the section is in its raised position, with a hook 29 set into the floor of the section. The desk, and the
95 pigeon-holes for the letters are likewise disposed within the movable section of the car whose forward end is provided with windows 30 alining directly with similar windows 31 with which the front end of the car proper is
100 provided. Access to the movable section is had through a door 32 formed in one of the side walls thereof.

From the foregoing description it will be understood that the car is stopped upon
105 reaching a mail-box, the movable section lowered, and the door 32, (which is upon the same side of the car as the mail-box) opened, whereupon the postman, who is usually the operator of the car, can remove mail from or
110 deposit it in the mail-box without rendering it necessary for him to dismount from the

car. The movable section is then raised and the car again started.

In order to prevent the wheels of the car-carrying frame 18 from slipping from the track, each wheel is grooved or flanged, as shown in Fig. 5, and in the bottom of each groove is fitted a continuous strip or tread 33 of rubber or other anti-slipping material.

The rear compartment 34 of the car serves as a receptacle for such packages as are too large to be inserted in the pigeon-holes in the movable section 15.

What is claimed, is,

1. The combination, in a mail delivery system, of an elevated track and a car adapted to travel thereupon, the car being provided with a telescoping section operable by the occupant of the car when the latter approaches a mail-box, to deposit mail into or remove mail from the same.

2. The combination, in a mail delivery system, of an elevated track and a car adapted to travel thereupon, the car being provided with a telescoping section adapted to be raised or lowered by the occupant of the car when the latter approaches a mail-box, to deposit mail into or remove mail from the same.

3. The combination, in a mail delivery system, of an elevated track, and a car adapted to travel thereupon, the car being provided with a vertically-movable front section operable by the occupant of the car when the latter approaches a mail-box, to deposit mail into or remove mail from the same.

4. The combination, in a mail delivery system, of an elevated track, and a car adapted to travel thereupon, the car being provided with a vertically-movable front section operable by the occupant of said section, when the car approaches a mail-box, to deposit

mail into or remove mail from the same, said section being provided with a door.

5. The combination, in a mail delivery system, of an elevated track, a car adapted to travel thereupon, and suspended above the ground, the floor of the car having an opening formed therein, a section disposed within the car when the latter is in motion, and means operable by the occupant of said section for lowering the same when the car has been stopped adjacent a mail-box, to permit mail to be deposited in or removed from the mail-box.

6. The combination, in a mail delivery system, of an elevated track, a car adapted to travel thereupon, and suspended above the ground, the floor of the car having an opening formed therein, a section disposed within the car when the latter is in motion, and a block and tackle connection between the roof of the car and the floor of said section and operable by the occupant of the latter, for lowering said section when the car has been stopped adjacent a mail-box, to permit mail to be deposited in or removed from the mail-box.

7. The combination, in a mail delivery system, of an elevated track and a car adapted to travel thereupon, the car being provided with an inclosed telescoping section adapted to be raised or lowered by the occupant of the car when the latter approaches a mail-box, to deposit mail into or remove mail from the same.

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

JOHN F. STOUT.

Witnesses:

OTTIE M. STOUT,
ROBT. H. BAYLISS.