

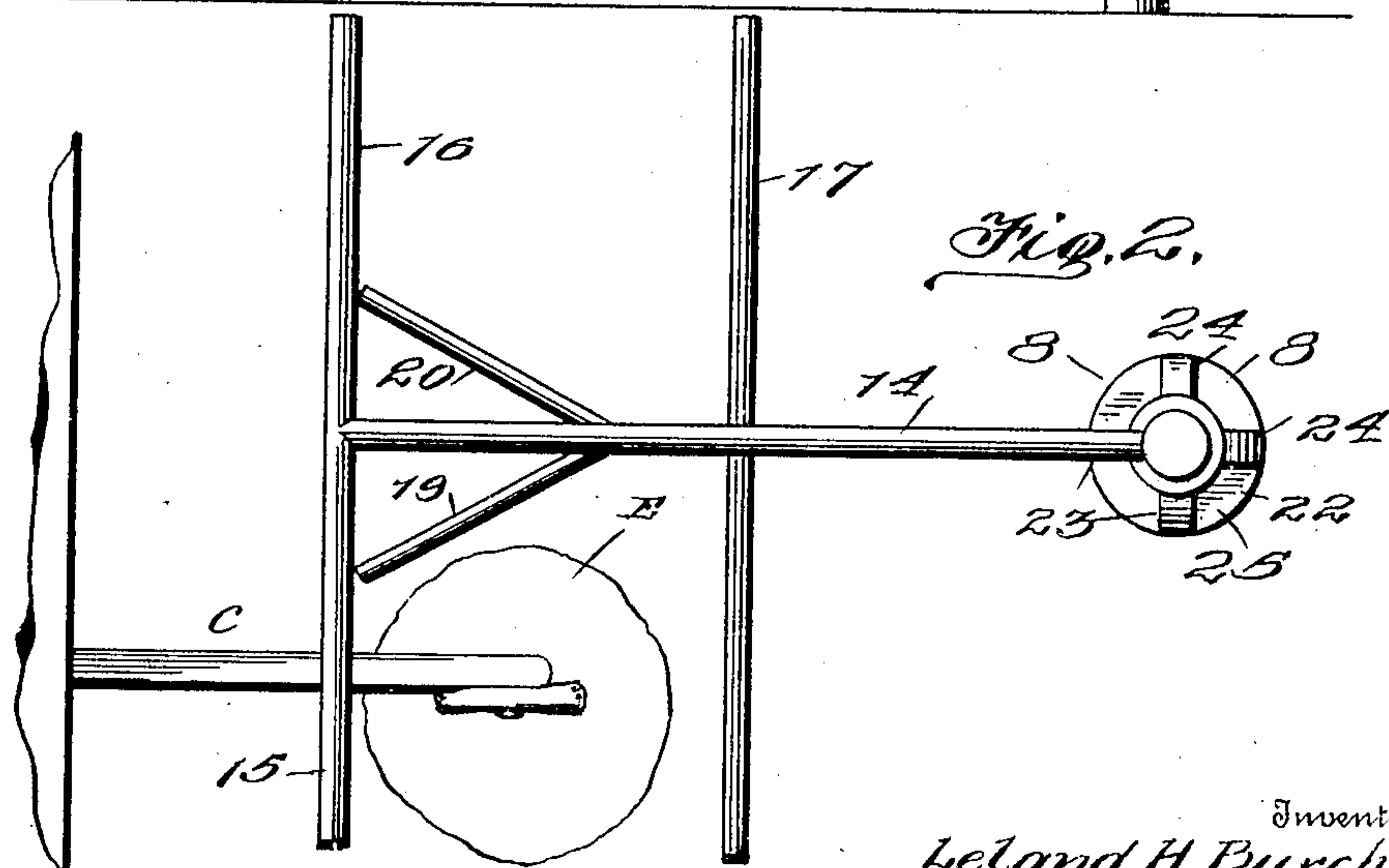
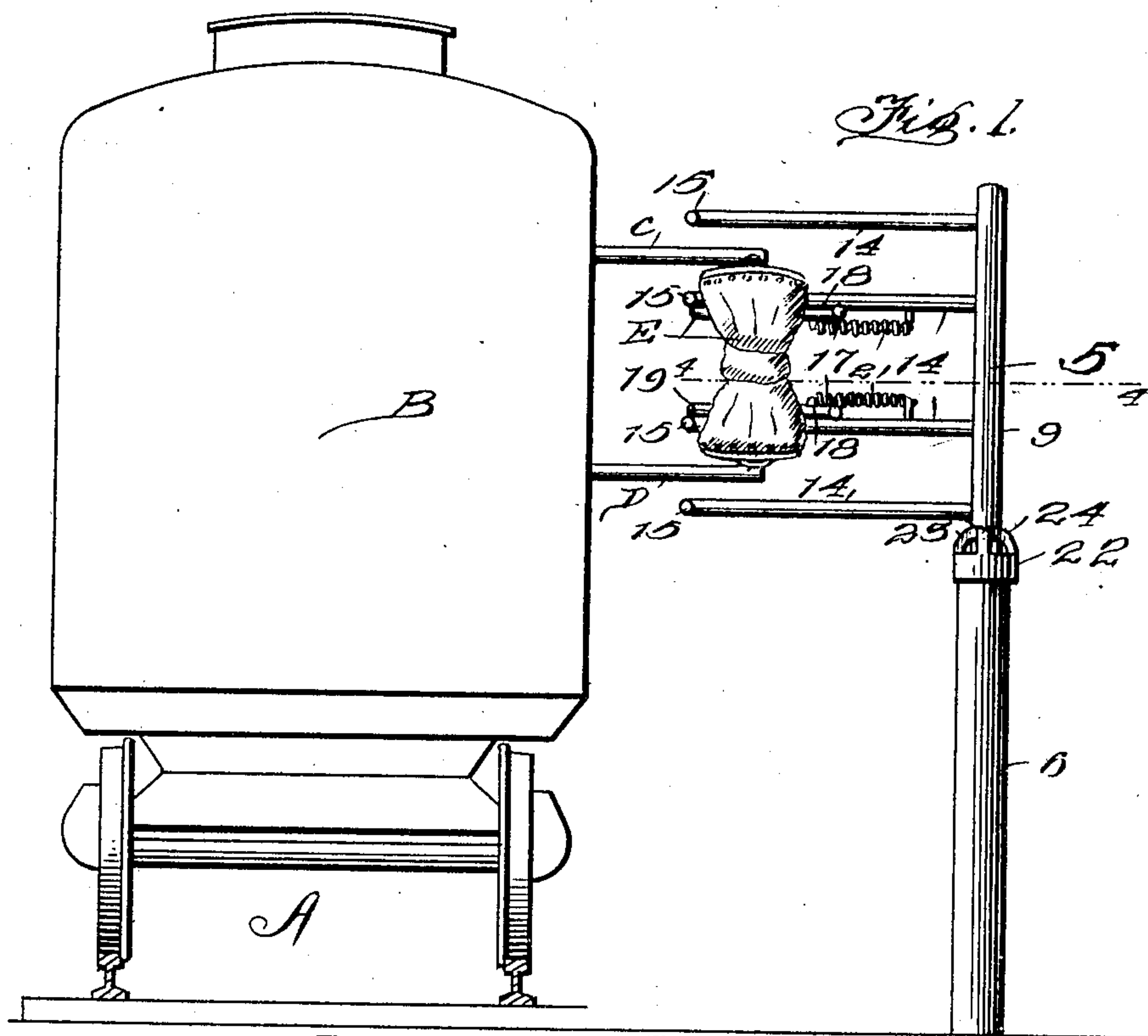
No. 882,293.

PATENTED MAR. 17, 1908.

L. H. BURCH.
MAIL BAG RECEIVING APPARATUS.

APPLICATION FILED NOV. 6, 1907.

2 SHEETS—SHEET 1.



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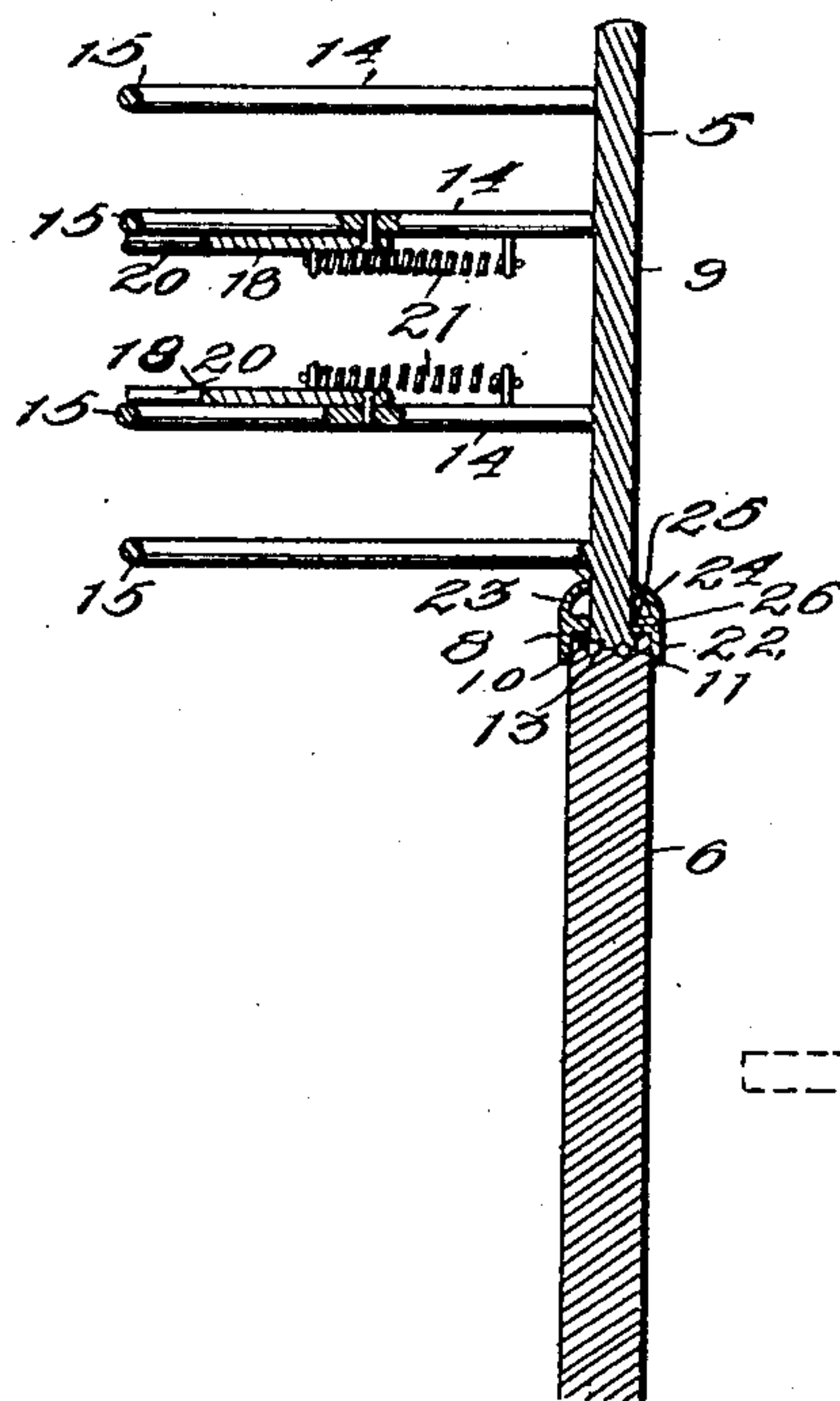


Fig 3.

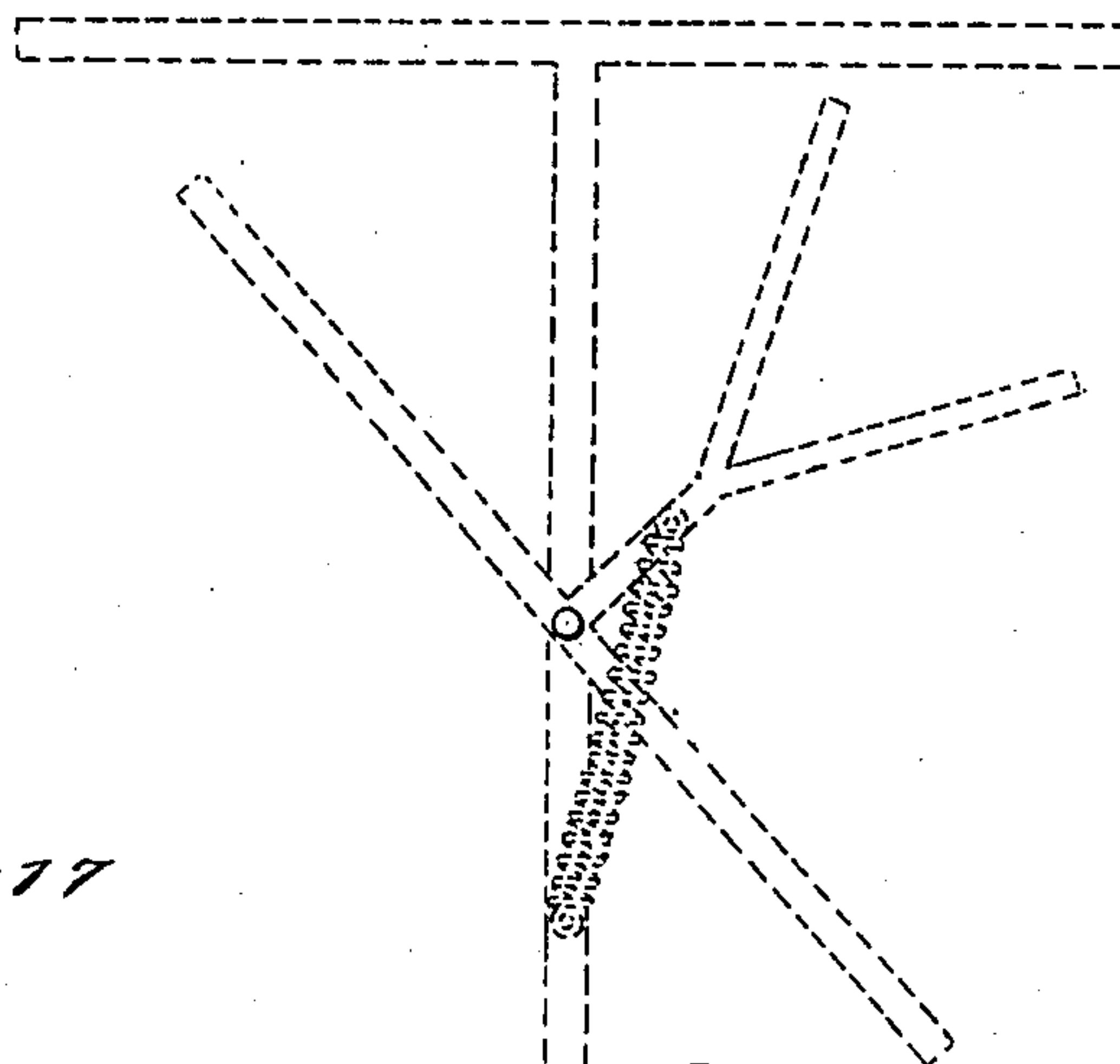
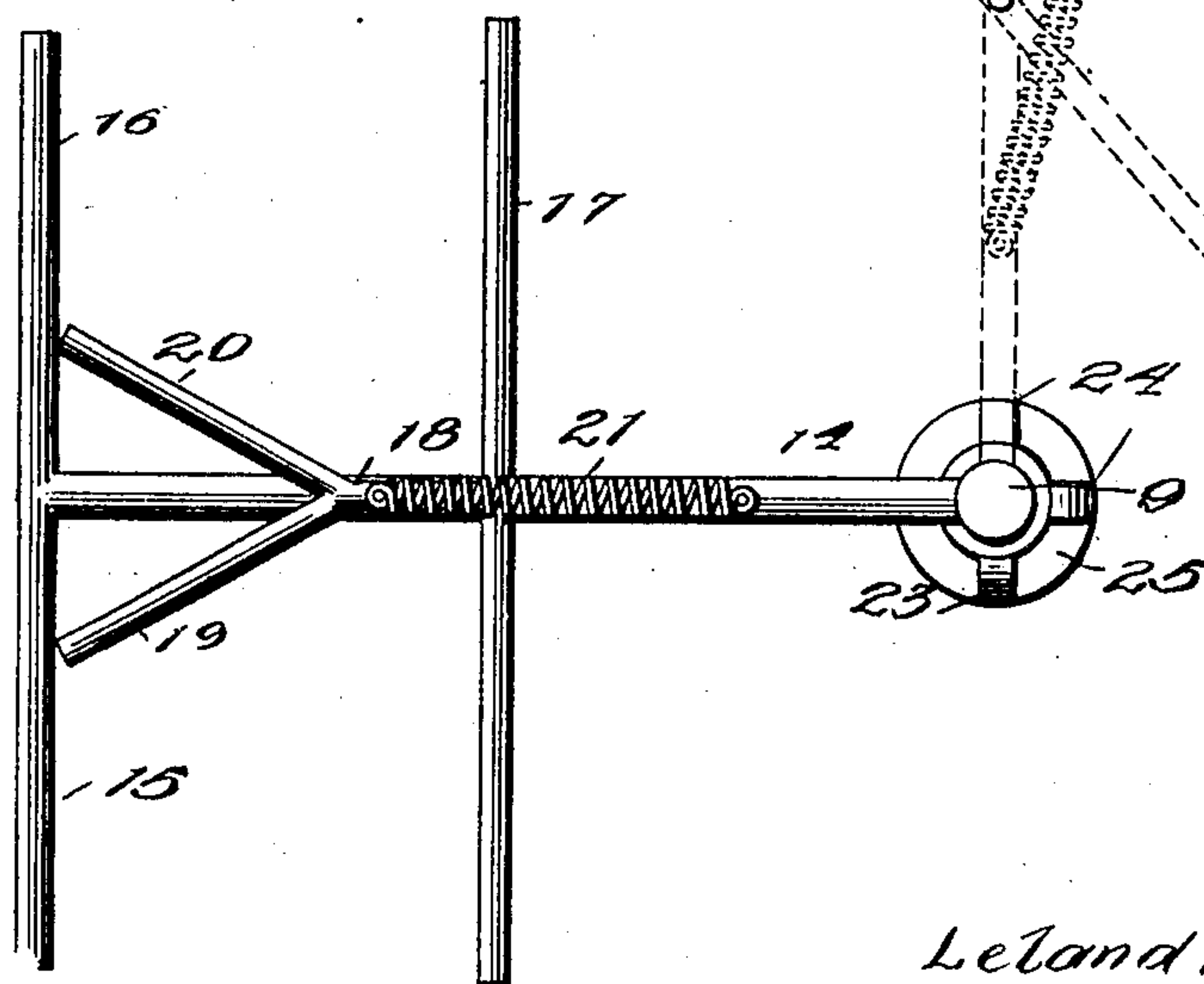


Fig. 4.



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UNITED STATES PATENT OFFICE.

LELAND H. BURCH, OF DRYDEN, NEW YORK.

MAIL-BAG-RECEIVING APPARATUS.

No. 882,293.

Specification of Letters Patent.

Patented March 17, 1908.

Application filed November 6, 1907. Serial No. 400,915.

To all whom it may concern:

Be it known that I, LELAND H. BURCH, a citizen of the United States, residing at Dryden, in the county of Tompkins and State of New York, have invented certain new and useful Improvements in Mail-Bag-Receiving Apparatus, of which the following is a specification.

This invention relates to a mail bag receiving apparatus and has for its object to provide an apparatus of this character which may be located adjacent a railway track and in a position to receive mail bags from a moving train.

A further object of this invention is to provide an apparatus of this character which will receive mail bags and securely hold the same until they have been removed by a station attendant.

Other objects and advantages will be apparent from the following description and it will be understood that changes in the specific structure shown and described may be made within the scope of the claims without departing from the spirit of the invention.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is an end elevational view of the present receiving apparatus showing a mail car in a position to deliver mail bags thereto. Fig. 2 is a top plan view. Fig. 3 is a vertical longitudinal sectional view of the receiving apparatus. Fig. 4 is a horizontal sectional view on the line 4—4 of Fig. 1 showing the position of the receiving fork in an operative position in full lines and in its inoperative position in dotted lines.

Referring now more particularly to the drawings, there is shown a mail bag receiving apparatus 5, which consists of a vertically extending supporting post 6, which is arranged with its lower portion embedded in the ground, and this post is arranged adjacent a railway A, as shown. The upper end of the post 6 is recessed as shown at 7, and this recessed portion of the post is thus arranged to receive the headed end 8 of a revoluble bar 9. The bar 9 is provided upon the lower face of the head 8 with a ball race 10 which is arranged to aline with a similar race 11 which is formed in the upper end of the post 6 and which communicates with the recess 7 therein. These races 10 and 11 respectively are thus arranged to receive antifrictional bearings 13. The bar 9 is provided with a

plurality of outwardly extending rods 14, four of these rods being shown in the present instance, but it will of course be understood that any number of these bars may be employed. The outer ends of these bars are provided with oppositely extending arms 15 and 16.

Pivotaly mounted upon the two centrally located rods 14, there are shown cross bars 17, and these bars are provided with outwardly extending stems 18, and upon these stems there are formed arms 19 and 20 which are flared outwardly from the stems 18. Secured to the rods 14, there are shown coil retractile springs 21 and these springs are also secured at one of their ends to the stems 18. The construction of bars 17 and their connecting arms 19 and 20 thus provide a convenient latch member, and it will be seen that the arms 18 and 19 are thus arranged to lie one at either side of the rods 14. Upon delivery of a mail bag from the car B as shown in Figs. 1 and 2 it will be seen that the delivery arms C and D which are carried thereby will be moved between the rods 14, and a mail bag E which is carried by the arms C and D will strike one or the other of the arms 18 or 19, and cause the bars 17 to swing into a position to close upon the bag E. The springs 21 serving to securely hold the bag suspended as is obvious. It will be seen that by the provision of a revoluble bar 9 to which the mail receiving means is secured the impact of a mail bag against the receiving means will cause the bar 9 to revolve, and in this manner the mail bags are received in a perfect condition.

It may be stated that the head 8 of the bar 9 is held to the post 5 by means of a threaded cap 22, and this cap is provided with upwardly extending arms 23 and 24 which are connected to a bearing block 25. This block 25 is provided with a passage 26 which is thus arranged to receive the lower portion of the bar 9.

What is claimed is:

1. The combination with a vertically disposed post having a ball race at its upper end, of a vertically extending bar revolubly connected with said post and having a portion disposed in said ball race, a cap engaged with said post and with said bar, a plurality of spaced rods carried by said bar, and bag holding means carried by said rods.

2. The combination with a vertically disposed post having a ball race at its upper

end, of a vertically extending bar revolubly
connected with said post and having a por-
tion disposed in said ball race, a plurality of
spaced rods carried by said bar, bag receiv-
5 ing means carried by said rods, and means
for normally holding said bag receiving
means in a receiving position.

3. The combination with a vertically dis-
posed post having a revoluble bar at its
10 upper end, and a plurality of spaced rods
carried by said bar, of pivotally mounted
forks carried by said rods, and means for
holding said forks normally with their open
ends at one side of said rods.

4. A mail bag receiving apparatus com- 15
prising a vertically disposed post, a bar
revolubly connected therewith, a plurality
of spaced rods carried by said bar, pivoted
forks carried by said rods, and spring means
for holding said forks with their open ends 20
at one side of said rods.

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

LELAND H. BURCH.

Witnesses:

CLINTON A. TRAPP,
GEO. E. GOODRICH.