

R. KERSEY.
MAIL SACK EXCHANGE MECHANISM FOR RAILWAYS.
APPLICATION FILED NOV. 16, 1907.

899,170.

Patented Sept. 22, 1908.

4 SHEETS—SHEET 1.

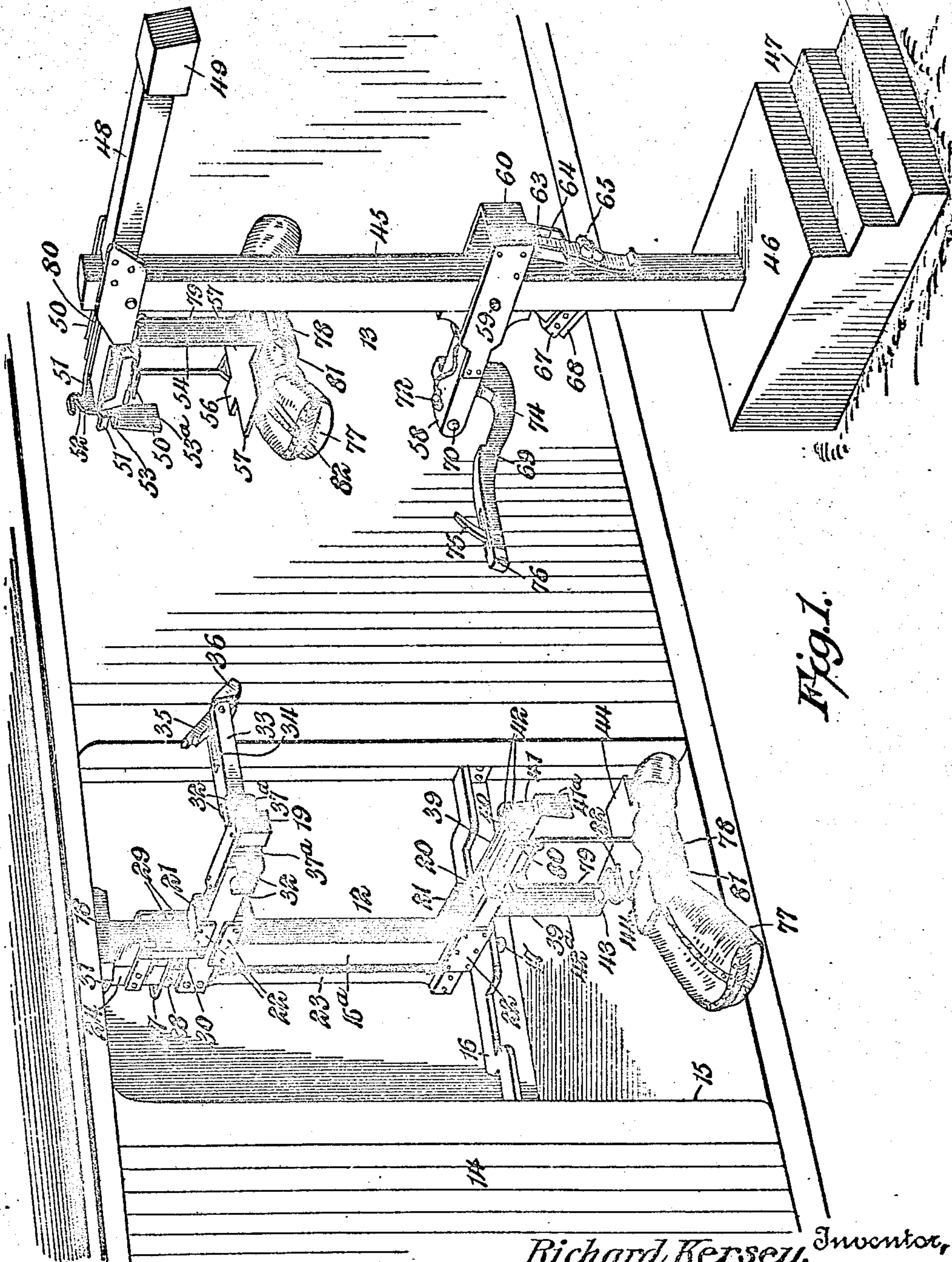


Fig. 1.

Witnesses
Howard D. Carr
R. L. Foster

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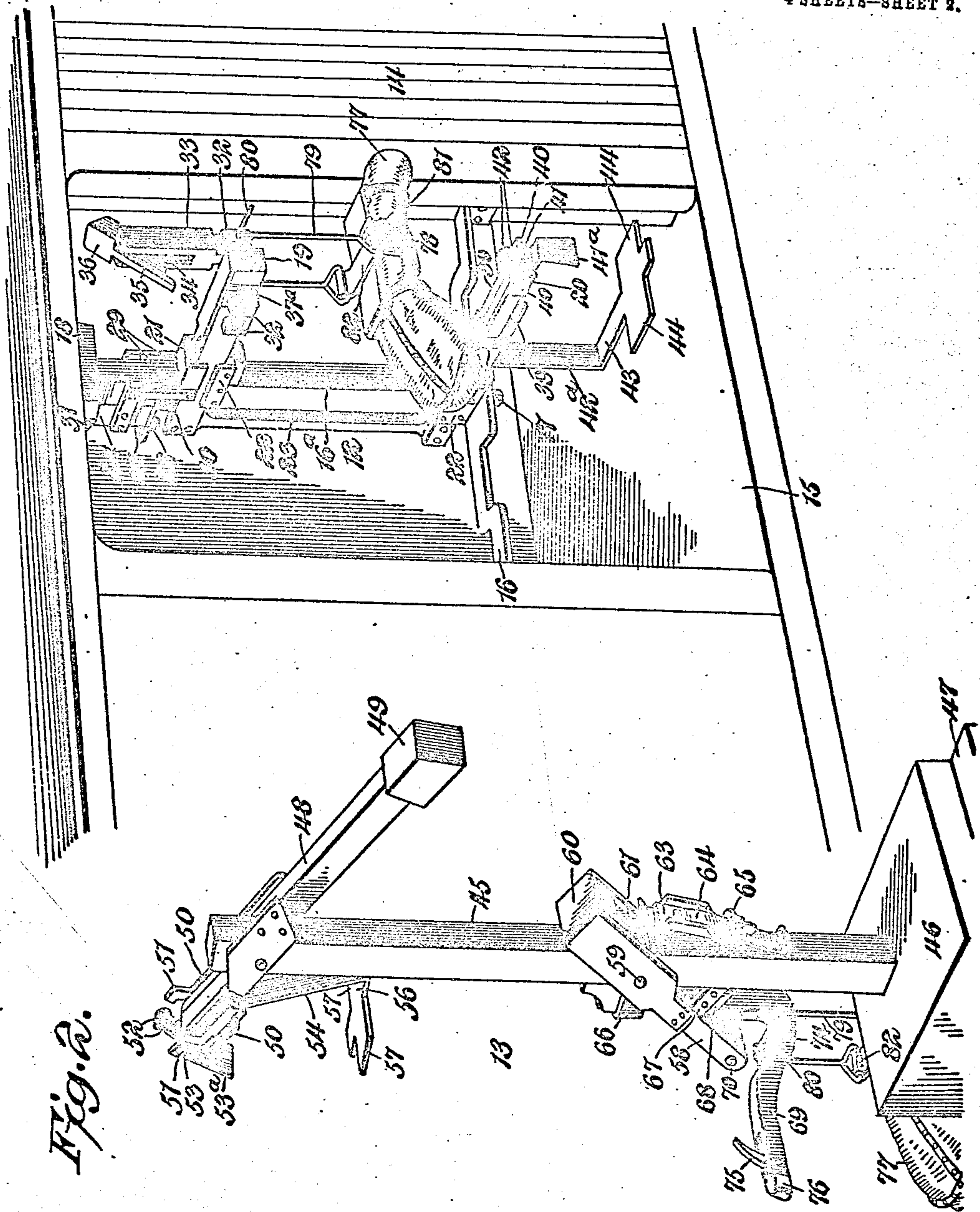


Fig. 2.

Witnesses
Howard D. Orr.
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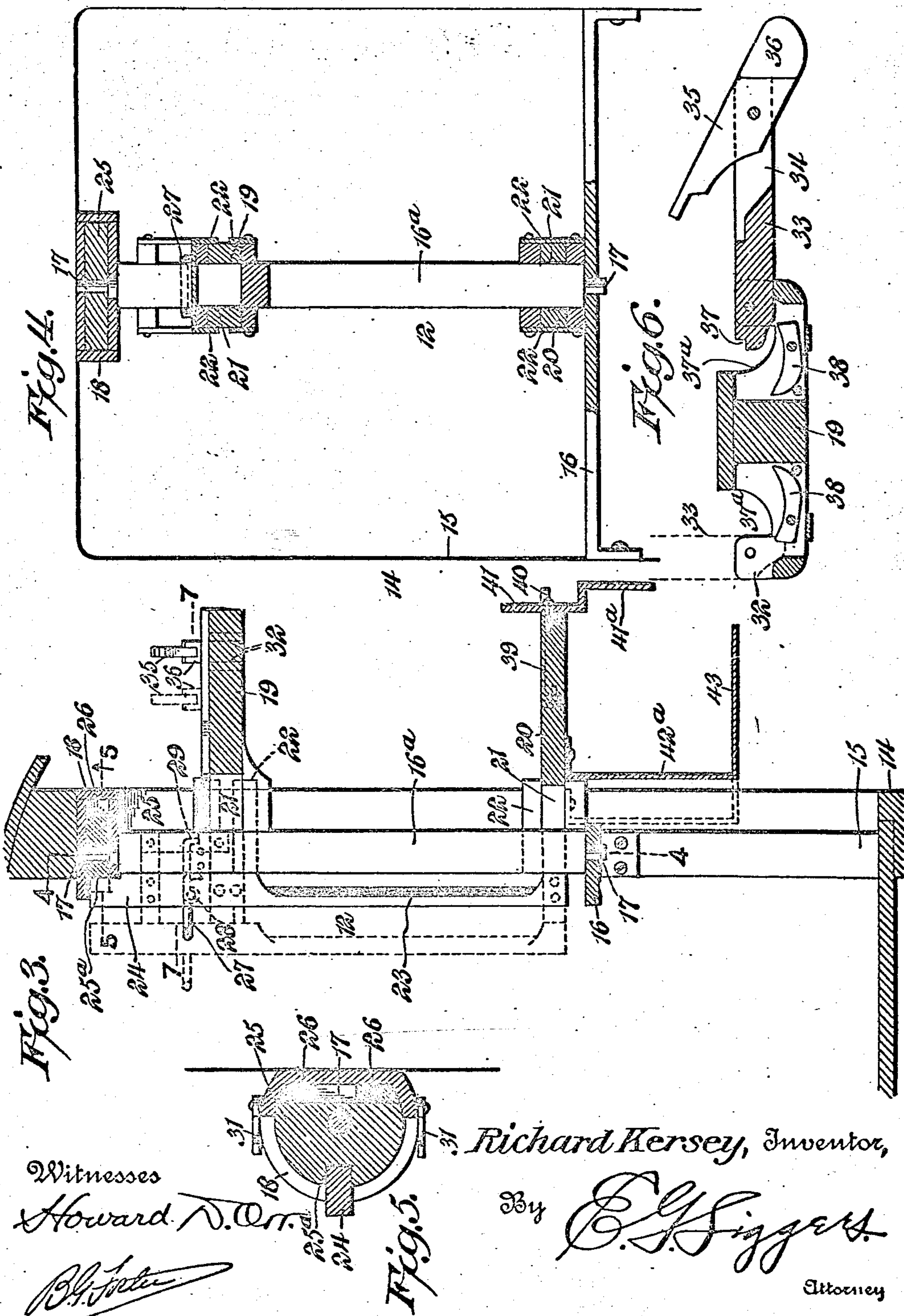
Richard Kersey, Inventor,
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4 SHEETS—SHEET 3.



Witnesses

Howard N. Orr

[Signature]

Richard Kersey, Inventor,

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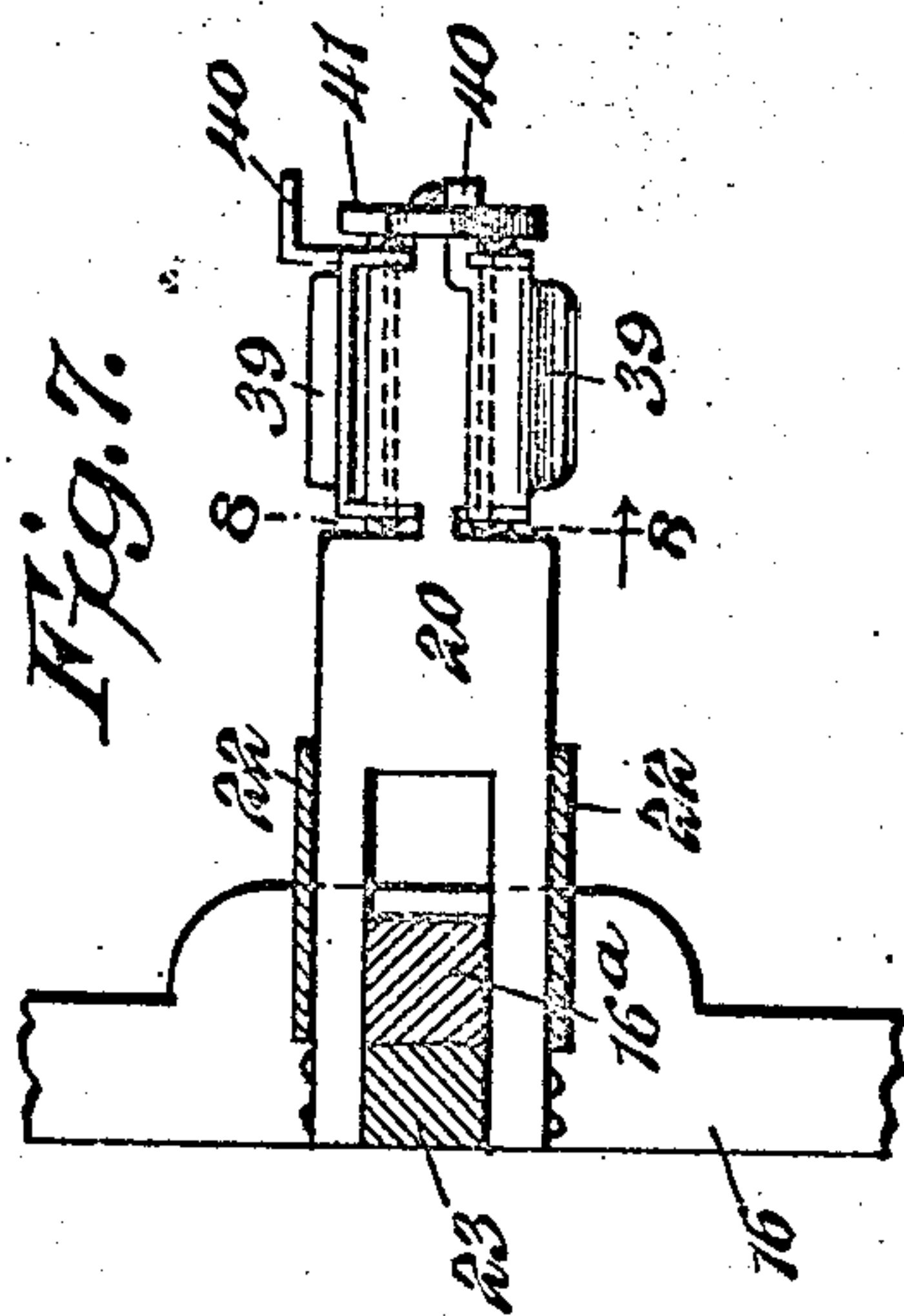


Fig. 10.

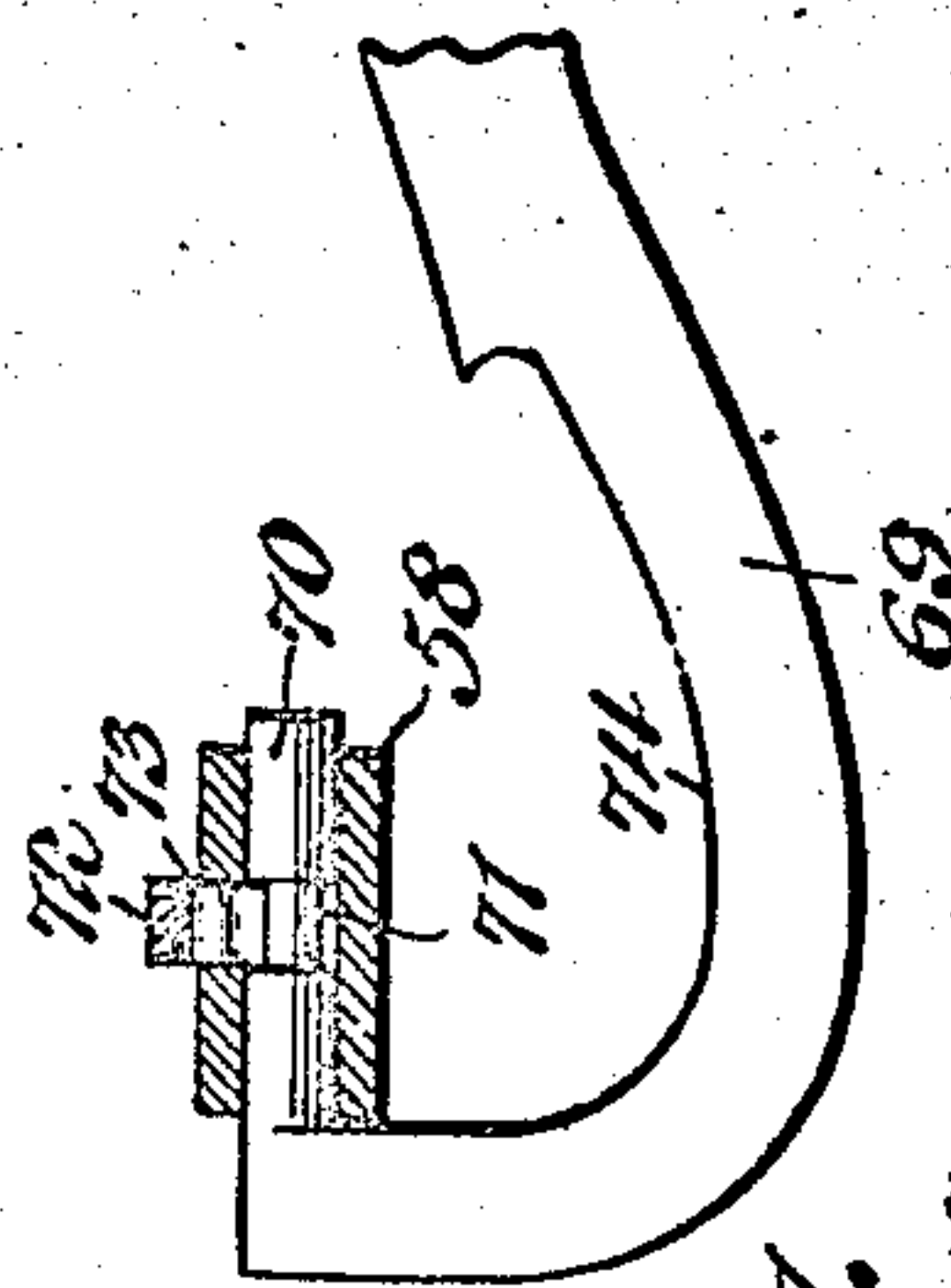


Fig. 11.

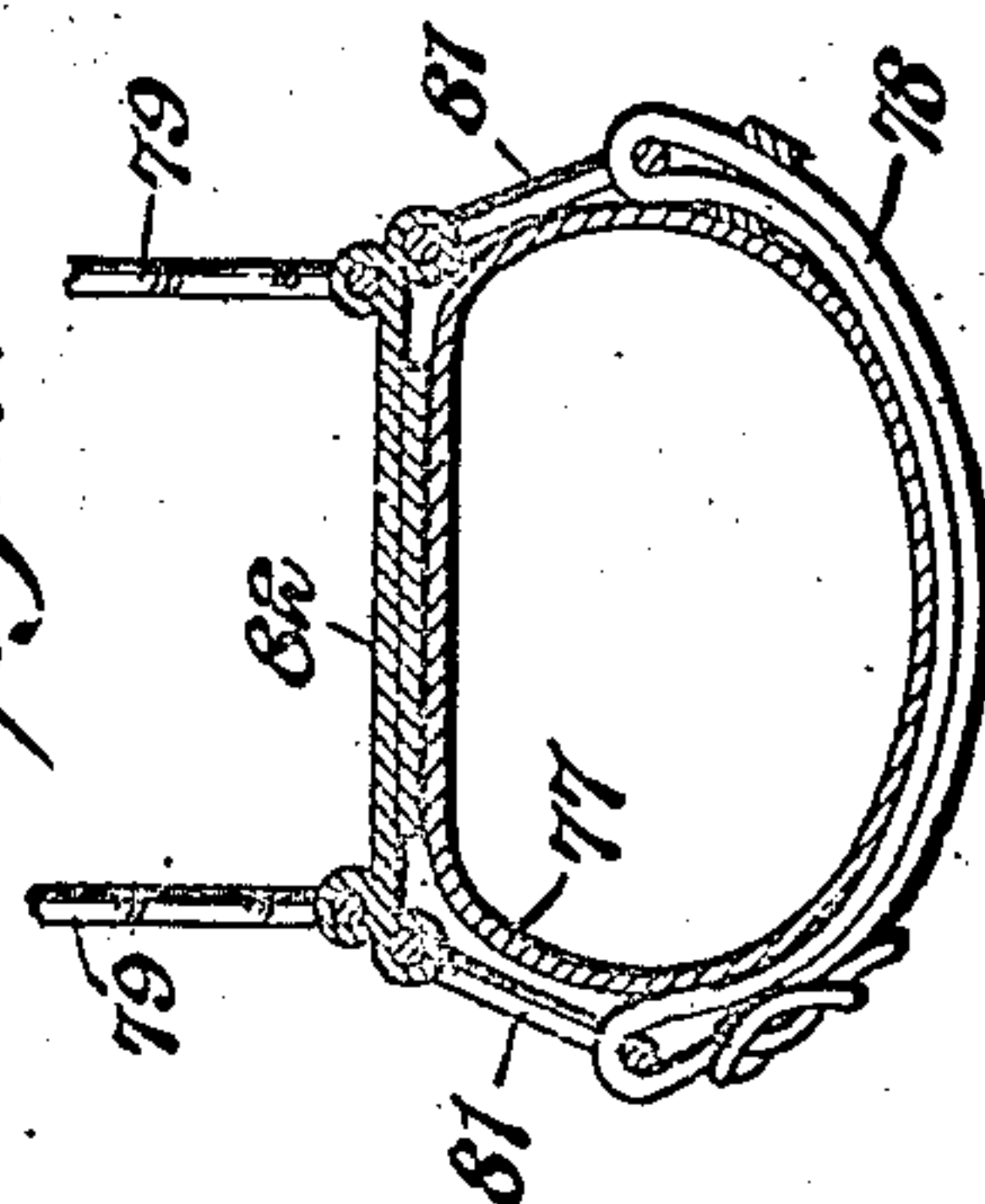
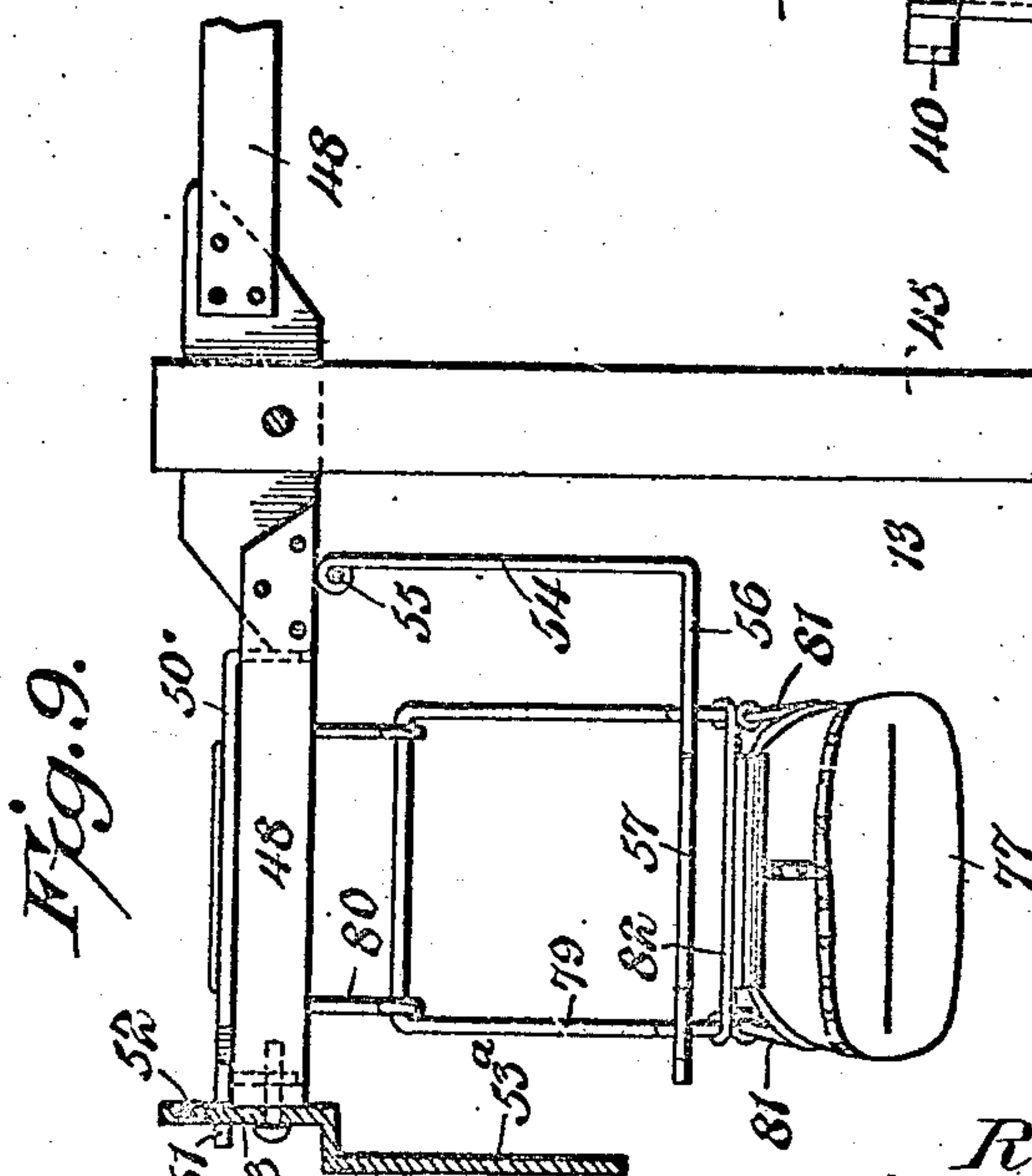
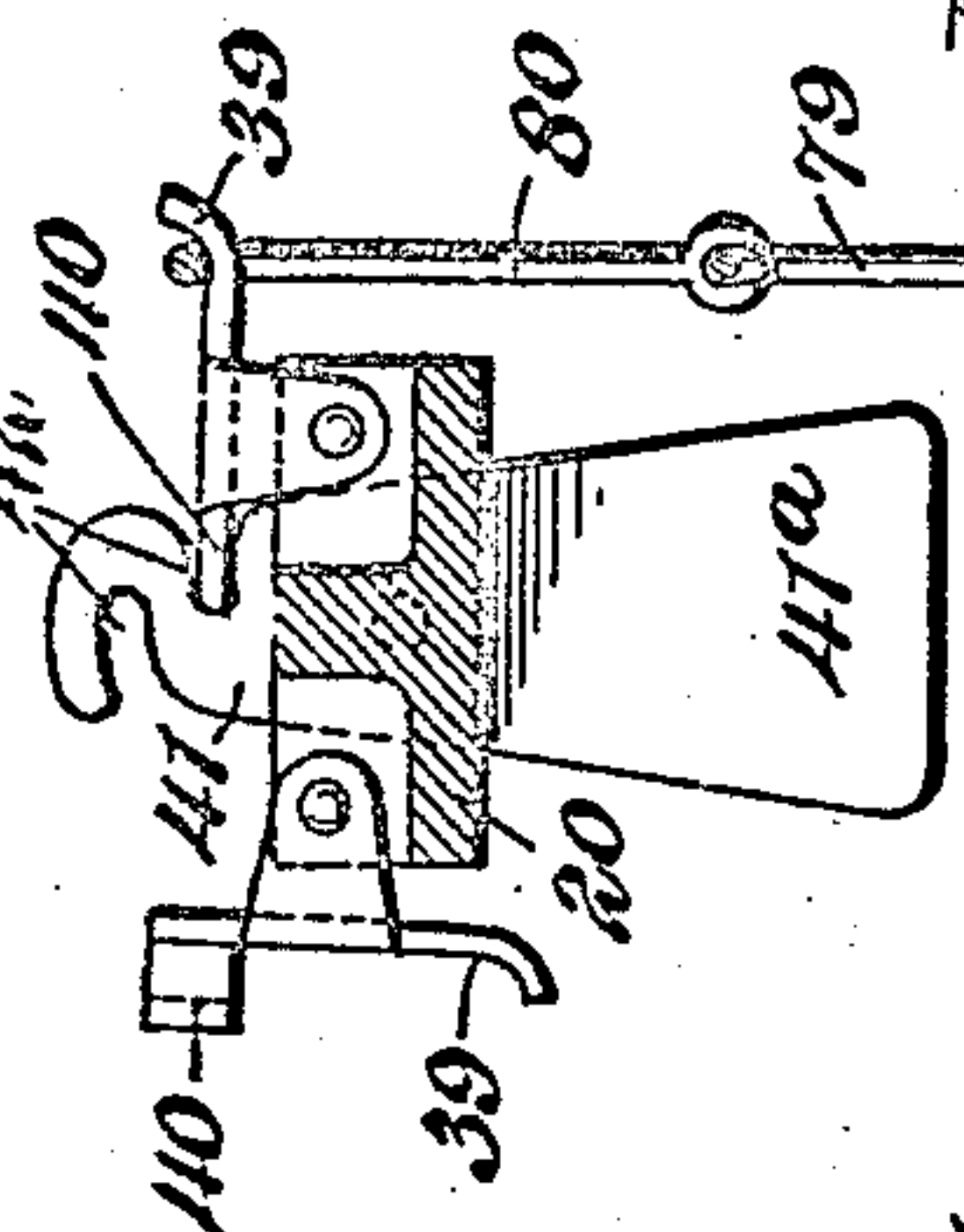


Fig. 8.



Witnesses

Howard D. Carr.

[Signature]

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UNITED STATES PATENT OFFICE.

RICHARD KERSEY, OF LEXINGTON, KENTUCKY, ASSIGNOR OF ONE-HALF TO JAMES THOMPSON BAILEY, OF McBRAYER, KENTUCKY.

MAIL-SACK-EXCHANGE MECHANISM FOR RAILWAYS.

No. 899,170.

Specification of Letters Patent.

Patented Sept. 22, 1908.

Application filed November 16, 1907. Serial No. 402,508.

To all whom it may concern:

Be it known that I, RICHARD KERSEY, a citizen of the United States, residing at Lexington, in the county of Fayette and State of Kentucky, have invented a new and useful Mail-Sack-Exchange Mechanism for Railways, of which the following is a specification.

This invention relates to improvements in means for delivering mail from and to railway cars while the same are in motion.

The primary object of the present invention is to provide strong, durable and effective mechanism, which will deliver and receive mail sacks or bags without injuring the same or the contents thereof, and without exposing the mail clerks to danger during such exchange, said means obviating the chance of mail bags falling beneath the trains and thus having their contents injured or destroyed.

The preferred embodiment of the invention is illustrated in the accompanying drawings, wherein:—

Figure 1 is a perspective view of the exchange mechanism showing the relation of the parts just prior to the exchange. Fig. 2 is a similar view illustrating the arrangement of parts just after the exchange has taken place. Fig. 3 is a vertical sectional view through the mechanism that is mounted on the car. Fig. 4 is a sectional view on the line 4—4 of Fig. 3. Fig. 5 is a horizontal sectional view on the line 5—5 of Fig. 3. Fig. 6 is a detail sectional view through the sack receiving mechanism. Fig. 7 is a horizontal view on the line 7—7 of Fig. 3. Fig. 8 is a detail view on the line 8—8 of Fig. 7. Fig. 9 is a vertical sectional view through the track-side mechanism. Fig. 10 is a detail sectional view on the line 10—10 of Fig. 9. Fig. 11 is a cross sectional view through a mail sack and a portion of the suspending means applied thereto.

Similar reference numerals designate corresponding parts in all the figures of the drawings.

The invention comprises a receiving and delivery mechanism, designated generally by the reference numeral 12 that is mounted on the car, and a track-side mechanism, designated generally by the reference numeral 13. These will be described in turn.

The mail car 14 may be of any suitable structure, and is provided with a door-way

15, across which extends a bar 16 on which the mechanism 12 is mounted. In the construction of said mechanism, a rotatable carrier in the form of a standard 16^a, has gudgeons 17 journaled respectively in the cross bar 16 and in the top of the door frame, the upper gudgeon extending through a suitable boxing 18. An upper supporting bar 19, and a lower supporting bar 20 are slidably mounted on the standard, and are capable of reciprocation transversely thereof or in a horizontal direction. To this end, the bars 19 preferably have their rear portions bifurcated, as shown at 21 so that they embrace the standard, and said standard is provided with guides 22 in which the bars slide. The rear ends of the supporting bars are connected by an upright handle piece 23, which extends above the upper bar, this extension constituting in effect a locking bolt or member 24 that is movable into and out of the notch or socket 25^a of a member 25 that is located in the boxing 18, and is journaled on the gudgeon 17. This member, as shown, more particularly in Fig. 5, has a flat rear side spaced from the front wall of the boxing 18, and cushions 26 of rubber or other suitable material, are interposed between the member and said front wall. It will thus be evident that if the standard 16^a is swung so that the supporting bars 19 and 20 project outwardly, said bars can be moved longitudinally outwardly to projecting relation with respect to the car, and upon said movement, the extension 24 of the handle will engage in the socket 25^a so that the standard and consequently the reciprocating frame will be held against rotation. At the same time, inasmuch as the member 25 has a slight movement, allowed by the cushions 26, shocks and jars to the mechanism will be absorbed by said cushions, as hereinafter explained.

In order to lock the supporting bars 19 and 20 in their outermost positions, a latch is employed, in the form of a substantially U-shaped bail 27 that embraces the upper portion of the handle 23, and is pivoted thereto, as shown at 28, the terminals of said bail being in the form of hooks 29 that engage over outstanding blocks 30 fastened to the standard. These hooks when engaged over the outer sides of the blocks, prevent the inward movement of the bars 19 and 20 and when engaged behind the inner ends of the

blocks, hold said bars against outward movement, as will be evident. It will also be apparent that when the bars 19 and 20 are drawn inwardly, the upper end 24 of the handle 23 is disengaged from the socket 25^a of the member 25 so that the standard 16^a may be turned and the bars 19 and 20 brought into the door-way. In order to hold the parts in this latter position, hooks 31 are pivotally mounted on opposite sides of the casing or boxing 18, as shown in Fig. 5, and engage over the upper end of the part 24. The upper bar 19 constitutes a support for the mail bag or sack receiving and holding means, and to this end, said bar is provided on opposite sides of its outer end with spaced ears 32. An upwardly swinging arm 33 is arranged to be pivotally mounted on either set of ears, and has in its outer end a socket 34. Pivoted between its ends in the socket is a retaining dog 35, the outer end of said dog being weighted, as shown at 36 so that the inner end is normally projecting above the upper side of the bar, as will be clear by reference to Figs. 1 and 2. The ears 32 are provided in their upper edges with sockets 37^a, and the inner end of the arm 33 extends into the plane of these sockets, being provided as illustrated in Fig. 6, with a reduced terminal forming a shoulder 37. A holding latch 38 is pivoted between each set of ears. Therefore it will be evident that if the outer end of the arm is swung upwardly, the inner end will be depressed, and the shoulder will engage behind the latch 38 so that the arm will be locked in its upstanding position. The latch 38, however, is readily accessible from below, so that it may be moved to an inoperative position to permit the arm to be returned to a horizontal position. It is believed that this will be clear from Fig. 6. The lower supporting arm 20 carries the sack or bag delivering means. This means comprises a pair of downwardly swinging supporting hooks 39 pivotally mounted on opposite sides of the outer end of the bar 20 and having outstanding fingers 40. A latch 41, pivoted between its ends on the outer end of the bar, has in its upper end, oppositely disposed recessed seats 42 in which one or the other of the fingers 40 may be engaged. The lower end 41^a is offset so that it will clear the fingers 40 on its swinging movements and thus not break them off. When so engaged, the hooks 39 will be held in substantially horizontal position, as shown in Fig. 1. A sack steadying bracket 42^a is suspended from the arm 20, and terminates in an outstanding arm 43 provided with oppositely extending lips 44 located below the sack holding means.

In the construction of the track-side mechanism, a standard 45 is employed, mounted on a base or platform 46 having stops 47. On the upper end of the standard is pivotally mounted a vertically swinging

supporting bar 48, the rear end of which is weighted, as shown at 49. The opposite end, which is located on the opposite side of the standard to the weight 49, has on opposite sides pivotally mounted downwardly swinging sack holding hooks 50 provided with outstanding fingers 51 arranged to engage in seats 52 formed in the upper end of a holding latch 53. This holding latch is pivoted between its ends on the end of the supporting bar and its lower end 53^a is offset to clear the fingers 51. A sack or bag steadying bracket 54 is pivotally hung as shown at 55 in Fig. 9 from the arm 48, and terminates in an offset substantially horizontal arm 56 having oppositely extending plates or lips 57. This mechanism constitutes the means for delivering the mail bags to the car. The receiving mechanism is mounted below said delivering mechanism, and is preferably constructed as follows: An arm 58 is pivotally mounted between its ends, as shown at 59 on the lower portion of the standard 45, the rear end of said arm being in the form of a yoke 60 having a cross bar 61 therein, the upper side of which forms a shoulder 62. A latch 63 mounted on the standard, engages over the shoulder 62, and is yieldingly maintained thereover by a spring 64 that bears against the latch. A tension, varying screw 65 mounted on the standard, engages the spring 64. The other arm of the bar 58, when in a horizontal position, abuts against a suitable cushion 66 and when swung downwardly engages another cushion 67 mounted on a block 68 that is secured to the standard. A reciprocary receiving arm 69 is pivoted on the free arm of the supporting bar 58, the pivot 70 thereof being horizontally disposed and detachably engaged in the bar. Said pivot, as shown in Fig. 10 has an annular groove 71 therein, engaged by a split retaining device 72 that passes through a socket 73 formed in the bar. By removing the retaining device 72, the arm 69 can be detached and reversed, as will be evident. This receiving arm thus swings on a substantially horizontal axis, and it is provided in its upper side with a seat 74 located below the pivot and beneath the bar 58. The free end of the arm 69 carries a pivotally mounted retaining dog 75, one end 76 of which is weighted to maintain the other end above the upper side of the arm 69.

The mail bags or sacks which are designated 77, may be of any desired or well known construction. These bags or sacks are secured by straps 78 to stirrups 79 which have links 80 pivotally mounted on their upper ends. The straps 78, as shown in Fig. 11, are doubled beneath the sacks and are passed through rings 81 pivotally mounted on cross bars 82 that are fast to the lower ends of the stirrups 79.

The operation of the mechanism is substantially as follows. In setting the car-carried mechanism for the exchange, the mail clerk draws the handle 23 inwardly and turns the mechanism so that the ends of the bars 19 and 20 will be in the door-way. He then elevates the rear hook 39 and secures it by means of the latch 41. The mail sack secured to one of the stirrups, as already described, is suspended from the hook 39 by means of the link 80, and the rearmost lip 44 is engaged between the lower ends of the stirrup 79 so as to prevent the too free movement of the mail sack. The receiving arm 33 is placed in the forward set of ears 32 and in horizontal position, after which the mechanism is swung around so that the arms 19 and 20 are at right angles to the car, and are then moved outwardly until the upper end 24 of the handle 23 is engaged in the socket 25^a of the member 25. The mechanism on the car will then be as in the position shown in Fig. 1. At the station, the mail bag to be transferred to the car, is in like manner suspended from the supporting arm 48 by engaging the link with the rearmost hook 50, and securing said hook against downward movement by the latch 53. The weight of the bags therefore holds the arm in horizontal position, as shown in Fig. 1 and the bag is steadied by the bracket 54 engaged in the stirrups 79, as shown. The lower arm is placed in horizontal position, and is retained in said position by the latch 63 as illustrated in Fig. 9. The receiving arm 69 will therefore be in horizontal position. As the mail car passes the track-side mechanism, the bag suspended from the car is so located that the stirrup 79 thereof will pass over the arm 69, and as it reaches the supporting bar 59, the lower end of the latch 41 will strike said bar, and consequently be swung. This will release the hook 39 and permit it to drop so that the bag will be disengaged from the car-carried mechanism and the stirrup 79 will drop into the seat 44 of the arm 69. The weight of the bag will immediately cause the supporting bar 68 to swing downwardly as illustrated in Fig. 2. While this transfer is taking place, the forwardly projecting receiving arm 33 of the car carried mechanism will pass through the stirrup 79 of the mail bag that is suspended from the supporting bar 48 and the bar 19 striking the lower end of the latch 32 will cause said latch to swing and release the hook 50 by which the mail bag is suspended. Consequently the stirrup 79 of this bag will now be engaged by the arm 33 and the weight of said bag upon the inner end of the arm will swing said arm upwardly where it will be locked by the latch 38. As soon as the supporting bar 38 of the track-side mechanism is relieved of the weight of the mail bag its upper end will swing upwardly and out of the way. The mail bag thus deposited on the

car carried mechanism can be readily secured and said mechanism set for another exchange, while at the station the mail bag can be readily detached. Thus it will be evident that sacks of mail can be exchanged by means of this mechanism without difficulty, and without endangering either the mail so transferred or the clerks under whose supervision the exchange takes place. The mechanism is substantially durable so that it will withstand the hard usage to which it is necessarily subjected. In this connection, it will be noted that the shocks and jars are cushioned, as far as possible. For instance when the mail bag is picked up by the mechanism of the car, said mechanism is of course subjected to a sudden jar, so that if it was solidly locked there might be danger of injury thereto but the cushions 26 permit a slight yielding movement to the mechanism and absorb such shock in this mechanism. Moreover there is no danger of the bags becoming accidentally detached, for the retaining dogs 35 and 75 constitute primary devices for preventing the stirrup 79 from slipping from the arms 33 and 69 while the arm 33 swings to an upright position and in itself constitutes a lock or retaining device. In like manner, the arm 69 being provided with the depressed seat, serves to prevent accidental detachment of the bag delivered thereto.

From the foregoing, it is thought that the construction, operation, and many advantages of the herein described invention, will be apparent to those skilled in the art, without further description, and it will be understood that various changes in the size, shape, proportion, and minor details of construction, may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

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

1. In mechanism of the character set forth, the combination with a downwardly movable mail sack holder, of a detent detachably engaging the holder to hold it in an elevated position, and means for disconnecting the holder and detent to permit the former to drop and release the sack.

2. In mechanism of the character set forth, the combination with track side and car carried exchange mechanisms, one of which includes a downwardly movable mail sack holder, of a detent detachably engaging the holder to maintain it in an elevated position, and means engaged by a portion of the other mechanism for moving the detent to disengage it from the holder and permit said holder to drop and release the sack.

3. In mechanism of the character set forth, the combination with track side and car carried exchange mechanisms, one of which in-

- cludes a downwardly movable mail sack holder, of a detent detachably engaging the holder to maintain it in an elevated position, means carried by the other mechanism for engaging the sack to receive the same, and means engaged by a portion of said other mechanism for moving the detent to disengage it from the holder and permit said holder to drop and leave the sack so engaged.
4. In mechanism of the character set forth, the combination with a supporting arm, of a downwardly swinging sack holding hook mounted thereon, and a swinging latch pivoted on the arm and detachably engaging the hook to hold it against downward movement.
5. In mechanism of the character set forth, the combination with a support, of a plurality of movable sack holders mounted thereon, and a detent common to said holders for maintaining either against movement.
6. In mechanism of the character set forth, the combination with a support, of a plurality of movable sack holders mounted thereon, and a latch mounted on the support and detachably engaging either holder to prevent the movement thereof.
7. In mechanism of the character set forth, the combination with a supporting arm, of downwardly swinging sack holding hooks pivotally mounted on opposite sides of the arm, and a swinging latch pivoted on the arm and having portions arranged to engage with either hook to hold it against downward movement.
8. In mechanism of the character set forth, the combination with a support, of sack holding means mounted on the support, a sack steadying device located below the holding means, a stirrup having means that detachably engages the holding means and is detachably engaged by the steadying device, and means for fastening the stirrup to a mail sack.
9. In mechanism of the character set forth, the combination with a supporting arm, of sack holding means mounted on the arm, a sack steadying arm having an outstanding lower terminal located below the holding means, a stirrup that is detachably engaged by the steadying device, means for fastening the stirrup to a mail sack, and a link connected to the stirrup and detachably engaged by the sack holding means.
10. In mechanism of the character set forth, the combination with a supporting arm, of movable sack holding means mounted on the arm, and a bracket secured to the arm and depending therefrom, said bracket having an outstanding lower terminal located below the holding means and constituting a sack steadying arm.
11. In mechanism of the character set forth, the combination with a supporting arm, of a downwardly swinging sack holding hook pivoted on the arm, a latch for holding the hook against movement, and a bracket secured to the arm and depending therefrom, said bracket including an offset arm at its lower end that constitutes sack steadying means.
12. In mechanism of the character set forth, the combination with a support, of a receiving arm pivotally mounted on the support, and a retaining dog pivotally mounted on the arm and having one end normally projecting above said arm.
13. In mechanism of the character set forth, the combination with a support, of a receiving arm pivotally mounted on the support and movable thereon to an upstanding position, and means for locking the arm in its upstanding position.
14. In mechanism of the character set forth, the combination with a support, of a receiving arm pivotally mounted between its ends on the support and movable thereon to an upstanding position, and a latch detachably connecting the arm and support to secure said arm in said upstanding position.
15. In mechanism of the character set forth, the combination with a support having outstanding ears, of a receiving arm pivotally mounted between its ends on the ears and capable of a swinging movement to an upstanding position, a latch pivoted between the ears and detachably engaging the arm when in its upstanding position to maintain it in said position, and a detent dog pivotally mounted on the outer end of the arm and having one end normally projecting above one end of the same.
16. In mechanism of the character set forth, the combination with a rotatable carrier, of a support slidably mounted on the carrier, sack holding means mounted on the support, and means for limiting the sliding movement of the support on the rotatable carrier.
17. In mechanism of the character set forth, the combination with a rotatable standard, of a reciprocary supporting bar slidably mounted on the standard, and constituting means for rotating the standard, and sack holding means mounted on the bar.
18. In mechanism of the character set forth, the combination with a standard, of a reciprocary supporting bar slidably mounted on the standard transversely thereof, sack holding means mounted on the outer end of the bar, and a latch pivotally mounted on the bar and detachably engaging with the standard to hold said bar against its sliding movement.
19. In mechanism of the character set forth, the combination with a carrier, of a plurality of supports slidably mounted thereon, and sack receiving and delivery means carried by the supports.
20. In mechanism of the character set

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forth, the combination with a carrier, of upper and lower supports slidably mounted thereon, sack delivery means mounted on one support, sack receiving means mounted on the other support, and locking means for holding the supports against sliding movements.

21. In mechanism of the character set forth, the combination with a standard, of upper and lower supporting bars slidably mounted thereon, a handle connecting the bars for effecting their sliding movement, and sack holding means mounted on the bars.

22. In mechanism of the character set forth, the combination with a rotatable standard, of upper and lower substantially horizontal bars slidably mounted thereon, a handle connecting the inner ends of the bars for sliding the same, a latch for connecting the bars and standard to prevent the sliding movement of the latter, sack receiving means mounted on one of the bars, and sack delivery means mounted on the other bar.

23. In mechanism of the character set forth, the combination with a carrier rotatable on a vertical axis, of a support slidably mounted on the carrier, and sack holding means mounted on the support.

24. In mechanism of the character set forth, the combination with a rotatable carrier, of a plurality of supports slidably mounted on the carrier, and sack holding and delivering means mounted on the supports.

25. In mechanism of the character set forth, the combination with a rotatable standard, of a frame slidably mounted thereon, sack holding means mounted on the frame, and means for locking the frame against its sliding movement.

26. In mechanism of the character set forth, the combination with a rotatable standard, of upper and lower bars slidably mounted on the standard transversely thereof, a handle connecting the bars, means for locking the bars against sliding movement on the standard, sack receiving means mounted on one of the bars, and sack delivering means mounted on the other bar.

27. In mechanism of the character set forth, the combination with a rotatable carrier, of sack holding means slidably mounted thereon, and means operated by the sack holding means on its sliding movement for locking the carrier against rotation.

28. In mechanism of the character set forth, the combination with a car having a door-way, of a rotatable carrier mounted in the car, reciprocatory sack holding means mounted on the carrier and movable on the carrier transversely thereof outwardly and inwardly through the door-way, and means operated by the sack holding means on its

outward movement to lock the carrier against rotation.

29. In mechanism of the character set forth, the combination with a rotatable carrier, of a frame slidably mounted on the carrier, sack holding means mounted on the frame, and means operated upon the movement of the frame to lock the carrier against rotation.

30. In mechanism of the character set forth, the combination with a standard, of upper and lower supporting bars slidably mounted thereon transversely thereof, sack holding means carried by the bars, and a connection between the bars that constitutes means for locking the standard against rotation.

31. In mechanism of the character set forth the combination with a rotatable standard, of upper and lower supporting bars slidably mounted thereon, a socket member associated with the standard, a handle connection between the bars having an extension that is movable into and out of the socket of the member to prevent the rotation of the standard, and sack holding means mounted on the bars.

32. In mechanism of the character set forth, the combination with a rotatable carrier, of sack holding mechanism mounted thereon, a lock for holding the carrier against rotation, and means associated with the lock for cushioning the carrier.

33. In mechanism of the character set forth, the combination with a rotatable carrier, of sack holding mechanism mounted thereon, a lock for holding the carrier against rotation and including detachably engaging members, one of which is mounted on the carrier, and cushioning means for the other member.

34. In mechanism of the character set forth, the combination with a rotatable standard, of sack holding mechanism mounted thereon, a socket member associated with the standard, gudgeons engaged with the socket member, and a locking device mounted on the standard and movable into and out of the socket member.

35. In mechanism of the character set forth, the combination with an upright standard, of upper and lower supporting bars slidably mounted thereon, sack receiving and delivery mechanism mounted on the bars, a rotatable socket member mounted on one end of the standard, cushions engaging the socket member to limit its rotation, and a handle connecting the bars and having an extension that is movable into and out of the socket of the member.

36. In mechanism of the character set forth, the combination with a car having a door-frame, of a cross bar located in the frame above the car floor, an upright stand-

ard journaled in the frame and the cross bar, upper and lower supporting bars slidably mounted on the standard, sack holding means mounted on the bars, a connection between the bars constituting locking means for preventing the rotation of the standard, and a latch for holding the bars against sliding movement on the standard.

37. In mechanism of the character set forth, the combination with a support having a swinging movement in a vertical direction, of a sack receiving arm pivotally suspended from the support.

38. In mechanism of the character set forth, the combination with a downwardly and upwardly swinging support, of a swinging sack receiving arm mounted on the support and having a pivotal swinging movement thereon on a substantially horizontal axis that is disposed longitudinally of the railroad track.

39. In mechanism of the character set forth, the combination with a swinging support, of a swinging sack receiving arm mounted on the support and having a pivotal swinging movement thereon on a substantially horizontal axis, said arm having a depending seat portion located below the pivot axis, and means for holding the support against swinging movement.

40. In mechanism of the character set forth, the combination with a standard, of a swinging supporting bar pivotally mounted on the standard and having an upright path of movement, and a sack receiving arm pivotally mounted on the standard and having a pivotal movement thereon, on a substantially horizontal axis, said arm having a seat in its upper side and being provided at its end with a pivotal retaining dog normally projecting above the arm.

41. In mechanism of the character set forth, the combination with a standard, of a supporting bar pivotally mounted on the standard, a spring that detachably engages the bar to hold it against movement, means for varying the tension of the spring, and sack holding means mounted on the bar.

42. In mechanism of the character set forth, the combination with a standard, of a supporting bar pivotally mounted between its ends on the standard, sack holding means mounted on one end of the bar, the other end of the bar having a shoulder, a latch engaging the shoulder to normally hold the bar against its swinging movement, a spring bearing against the latch, and a device engaging the spring for varying the tension thereof against the latch.

43. In mechanism of the character set forth, the combination with a standard, of a supporting arm pivotally mounted on the standard and having an upright path of movement, a sack holding hook pivoted on the bar, and a latch that detachably engages the hook to prevent its swinging movement.

44. In mechanism of the character set forth, the combination with a standard, of a vertically movable supporting arm pivotally mounted on the standard, a downwardly swinging sack holding hook pivoted on the bar, a latch pivotally mounted on the bar and engaging the hook to prevent its downward movement, and a sack steadying bracket pivotally hung from the bar.

45. In mechanism of the character set forth, the combination with a car having a door-way of a pivotally mounted standard located in the door-way, a reciprocatory frame mounted on the standard, means for locking the frame against reciprocation, means for locking the standard against rotation, sack delivering and receiving means mounted on the frame, a track-side standard, vertically swinging supporting bars pivotally mounted on the standard, and sack receiving and delivering means mounted on said bars.

In testimony, that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

RICHARD KERSEY.

Witnesses:

JOHN M. PAUL,
A. W. KRATZER.