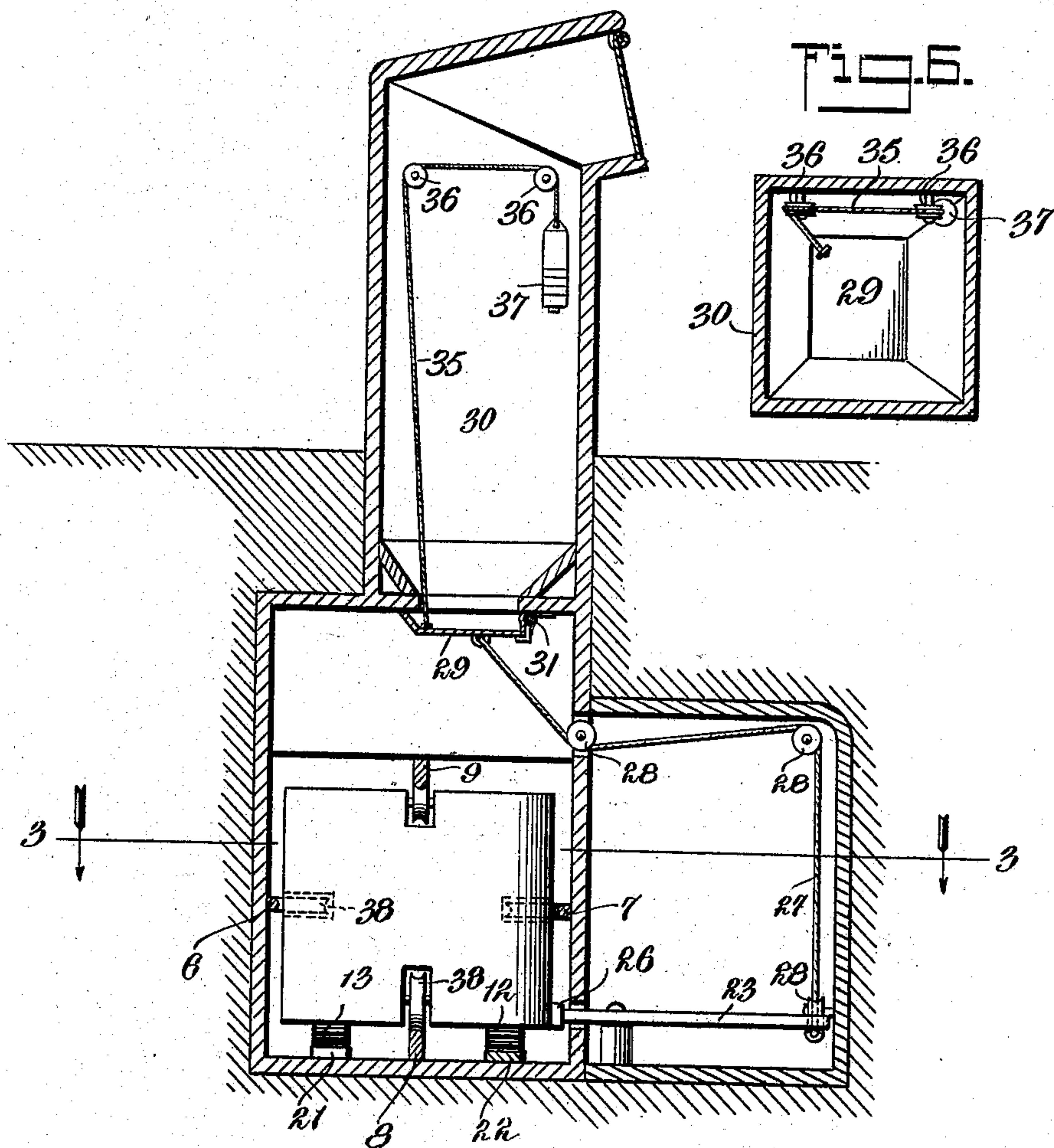


899,881.

3 SHEETS—SHEET 1.

Fig 1.



Witnesses:
Louis C. Clarke
H. Allen

Paisquale Martocci, Inventor
By *Attorney Victor J. Evans*

P. MARTOCCI.
MAIL AND PACKAGE COLLECTOR.
APPLICATION FILED FEB. 18, 1908.

899,881.

Patented Sept. 29, 1908.
3 SHEETS—SHEET 2.

Fig. 2.

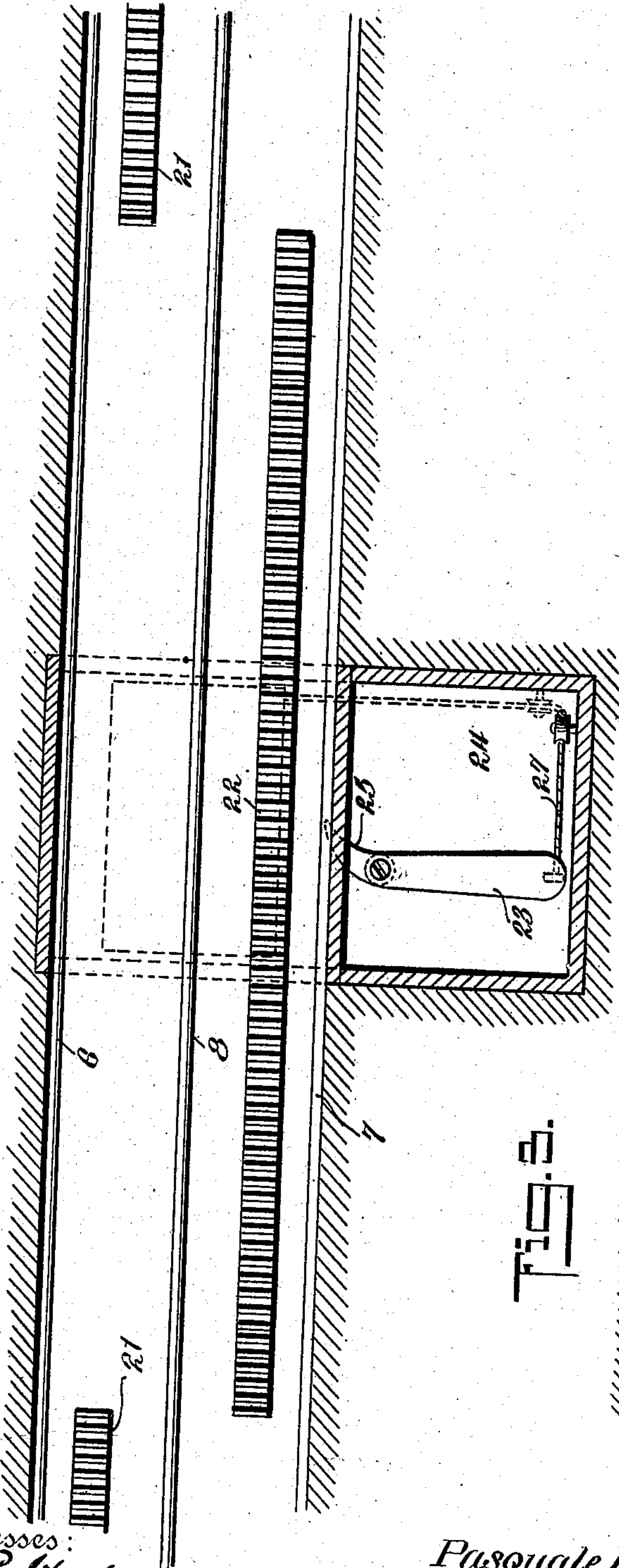
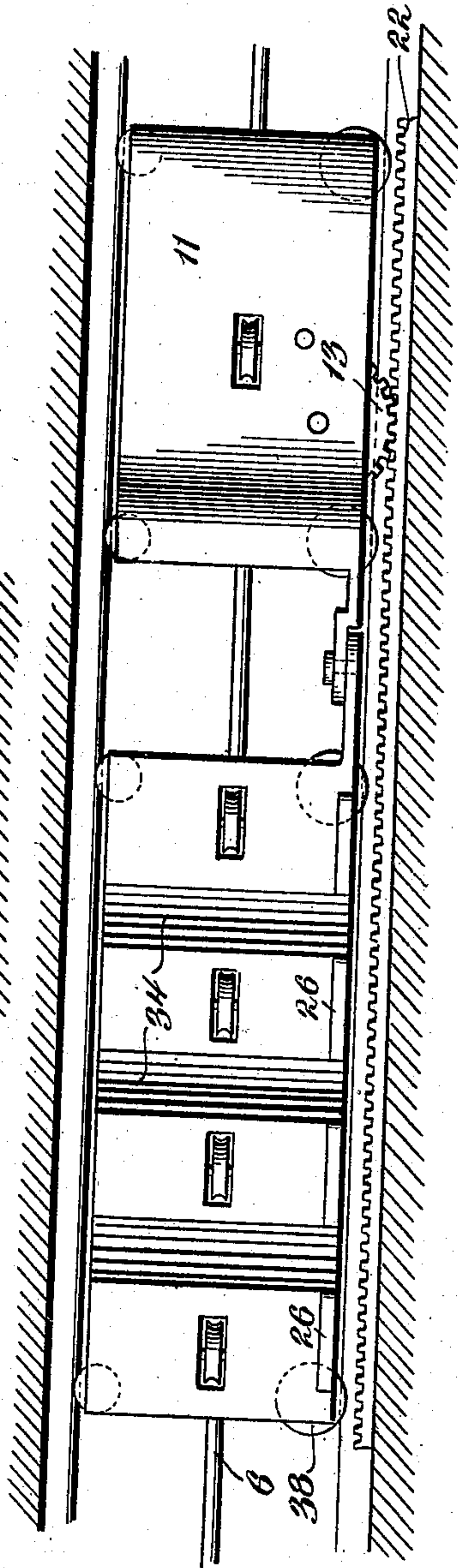


Fig. 3.



Witnesses:
Louis C. Starke
H. Allen

Pasquale Martocci, Inventor
By Attorney *Victor J. Evans*

P. MARTOCCI.
MAIL AND PACKAGE COLLECTOR.
APPLICATION FILED FEB. 18, 1908.

899,881.

Patented Sept. 29, 1908.
3 SHEETS—SHEET 3.

FIG. 4.

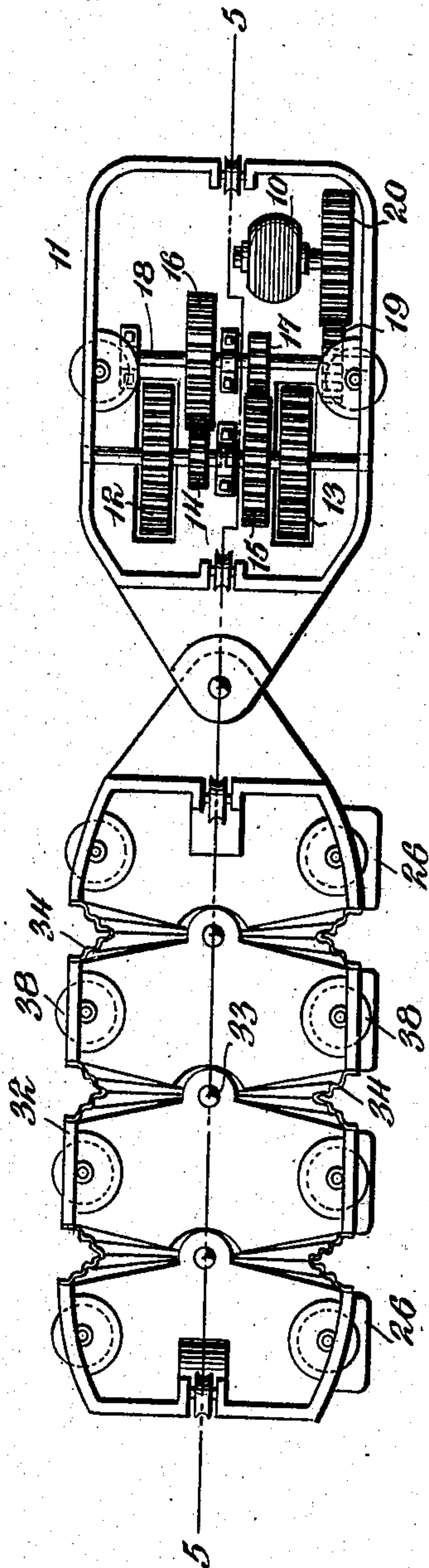
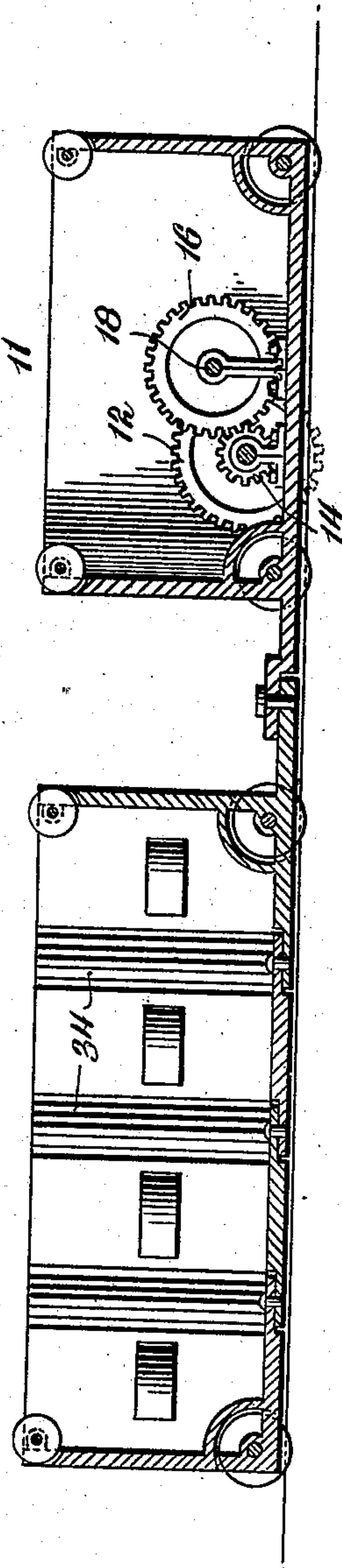


FIG. 5.



Witnesses:
Louis C. Sturges
H. Allen

Pasquale Martocci, Inventor
By *Victor J. Evans*, Attorney

UNITED STATES PATENT OFFICE.

PASQUALE MARTOCCI, OF NEW YORK, N. Y.

MAIL AND PACKAGE COLLECTOR.

No. 899,881.

Specification of Letters Patent.

Patented Sept. 29, 1908.

Application filed February 18, 1908. Serial No. 416,477.

To all whom it may concern:

Be it known that I, PASQUALE MARTOCCI, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented new and useful Improvements in Mail and Package Collectors, of which the following is a specification.

This invention relates to mail and package collectors and consists of an underground or other passageway with tracks on which move a motor and cars and as they pass points where the mail or the packages are deposited the latter are automatically dropped into the car as it moves, means being provided to cause the cars to slack their speed at said points, as will be more fully described in the following specification, set forth in the claims and illustrated in the drawings where:

Figure 1 is a cross sectional view through the subway and a deposit box. Fig. 2 is a horizontal sectional view through same. Fig. 3 is a vertical sectional view of the subway. Fig. 4 is a plan view of a motor and car. Fig. 5 is a vertical sectional view through same. Fig. 6 is a plan view of the collection box door and its counterweights.

While the device is shown as being operated in a subway it is obvious that it may be confined to a tube to collect packages about a building or be operated in the open.

The subway is provided with four tracks 6, 7, 8 and 9 for steadying the cars and retaining them in their proper position and two of these tracks, 8 and 9 may be used as electrical conductors to furnish the current for the motor 10. The motor car 11 is also provided with the gear wheels 12 and 13 each on a separate shaft and these shafts also carry gear wheels 14 and 15 which are driven by the wheels 16 and 17 on a shaft 18 which is given motion by the motor through the wheels 19 and 20. By the arrangement of these wheels it will be seen that the wheels 14 and 16 drive the wheel 12 at a much greater speed than the wheels 15 and 17 drive the wheel 13 and as these wheels 12 and 13 propel the car they must be provided with separate means for assisting the propulsion. This is accomplished by the tracks 21 and 22 which are rack bars in which these propelling wheels mesh, the track 21 running from one

loading station to the other while the track 22 is provided at the station or at points where it is desired to reduce the speed. This arrangement enables the car to proceed at its utmost speed from one station to the other but while passing the collecting point the speed is greatly reduced to allow the parcels to drop in the cars following the motor.

At the collecting point a lever 23 is pivoted in an apartment 24 adjacent to the subway and one end 25 of this lever projects beyond the wall of the subway and in the path of the blocks 26 on that side of the collecting car which swing the lever on its pivot and causes it to draw upon the rope 27 which passes around pulleys 28 and connects with a door 29 at the lower end of the collecting box 30. This door 29 is normally closed by a spring 31 and retains all the mail or parcels until a train passes and the lever 23 is struck by the car when the door is opened and the mail drops into passing car. During this operation the car is on the rack 22 and the wheel 13 is propelling it at a slow rate of speed. As soon as the car leaves this track and comes under the influence of the rail 21 and the wheel 12 its speed increases.

The collecting car 32 is made in sections which are connected by the pivots 33 and the spaces between the sides are filled with flexible material 34 such as canvas so that the car may easily turn a corner. The rollers 8 and 9 are for the same purpose swiveled and the motor car has rounded corners.

This device forms a ready means for safely collecting mail and packages and delivering same at some distant point, and the slack of speed at the collecting station insures the deposit of packages in the collecting car without loss of same.

It is obvious that minor modifications may be resorted to in the arrangement and construction of the parts.

In case that the spring 31 proves insufficient to hold the door in its closed position, a rope 35 is secured to each side of the door 29 and passes over pulleys 36 and carries at its other end a weight 37 to keep the door closed and withstand the weight of the parcels deposited in the box.

To support and guide the motor and collection cars on the rails they are provided with rollers 38 which may be swiveled,

especially those for the upper and lower rails, so that the cars may turn the curves with ease.

What I claim as new and desire to secure
5 by Letters Patent is:

1. In a mail and package collector, the combination with supporting and guide rails of cars adapted to run on the rails and having a motor, motor driven wheels operating at
10 different speed, and members alternately engaging the motor driven wheels to effect a variation of the speed of the cars at predetermined points.

2. In a mail and package collector, the
15 combination with supporting and guide rails of cars with a motor adapted to run on the rails, motor driven wheels operating at different speeds, delivery doors arranged at intervals, and means for alternate engagement
20 with the differently speeded motor driven wheels for varying the speed of the cars at points where the delivery doors are located.

3. In a mail and package collector, the combination with rack bars, of supporting
25 rails, a motor car, gear wheels adapted to move at different speeds for engaging the rack bars and means on the motor car for driving the gear wheels.

4. In a mail and package collector, the
30 combination with guide and supporting rails,

of collecting boxes with bottom doors, rack bars at one side of the supporting rails and between the boxes, rack bars at the other side of the rails between the interval of the opposite rails, a motor car, differently speeded
35 gears for the two rack bars, motive means for the gears, a collecting car, and means operated by the collecting car for opening the door of the collecting boxes.

5. In a mail and package collector, the
40 combination with guide and supporting rails, of staggered rack rails on each side of the supporting rail, gear wheels engaging one or the other of the staggered rails, a motor driving the gear wheels, means connected with
45 the motor for driving the gear wheels at different rates of speed, collecting boxes, downwardly opening doors from the boxes, levers controlling the doors and projecting towards the tracks, collecting cars made in sections
50 and having collapsible sides, and means on the cars for operating the levers to open the doors.

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

PASQUALE MARTOCCHI.

Witnesses:

JAMES F. DUHAMEL,
MAE W. CLINTON.