

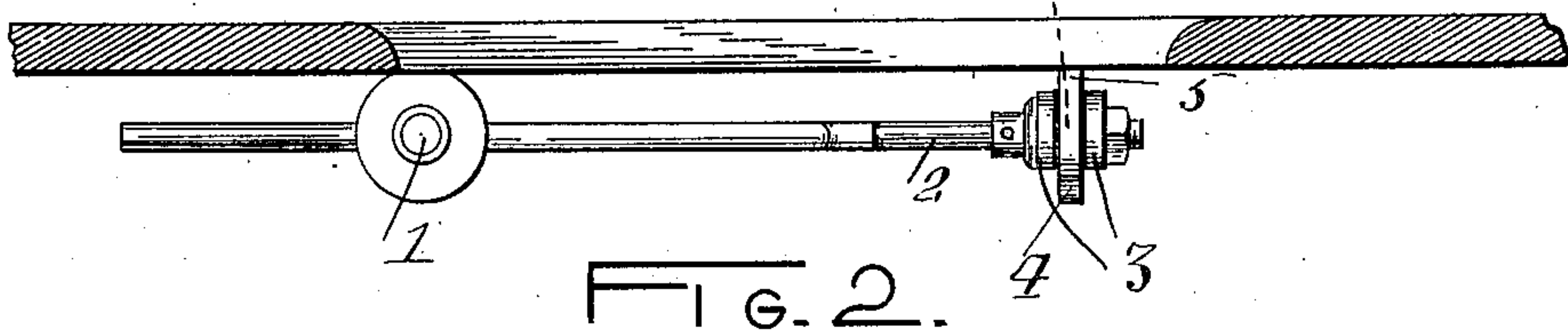
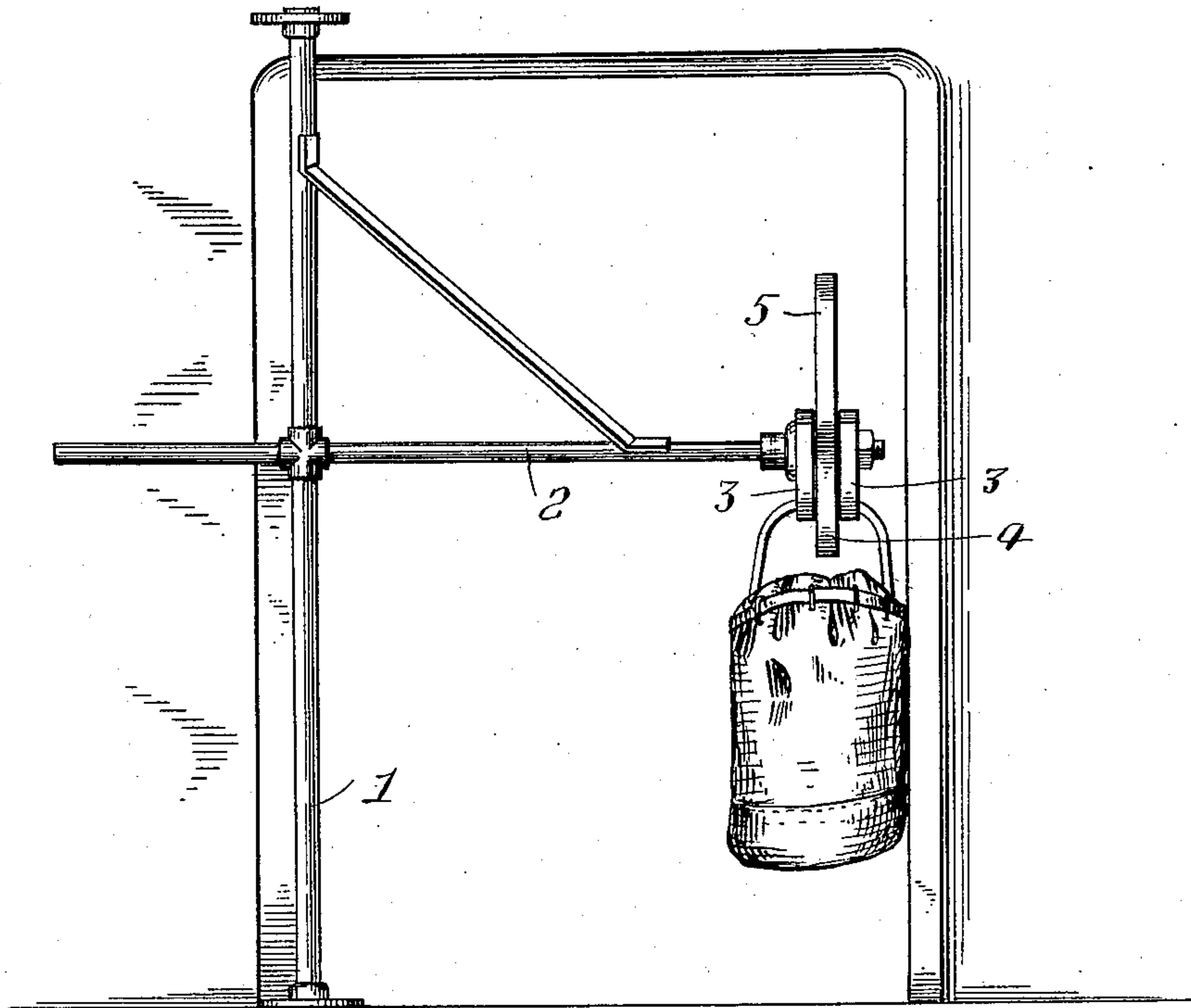
W. FARMER.  
MAIL DELIVERY DEVICE.  
APPLICATION FILED MAR. 26, 1908.

903,278.

Patented Nov. 10, 1908.

3 SHEETS—SHEET 1.

FIG. 1.



Witnesses:

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3 SHEETS—SHEET 2.

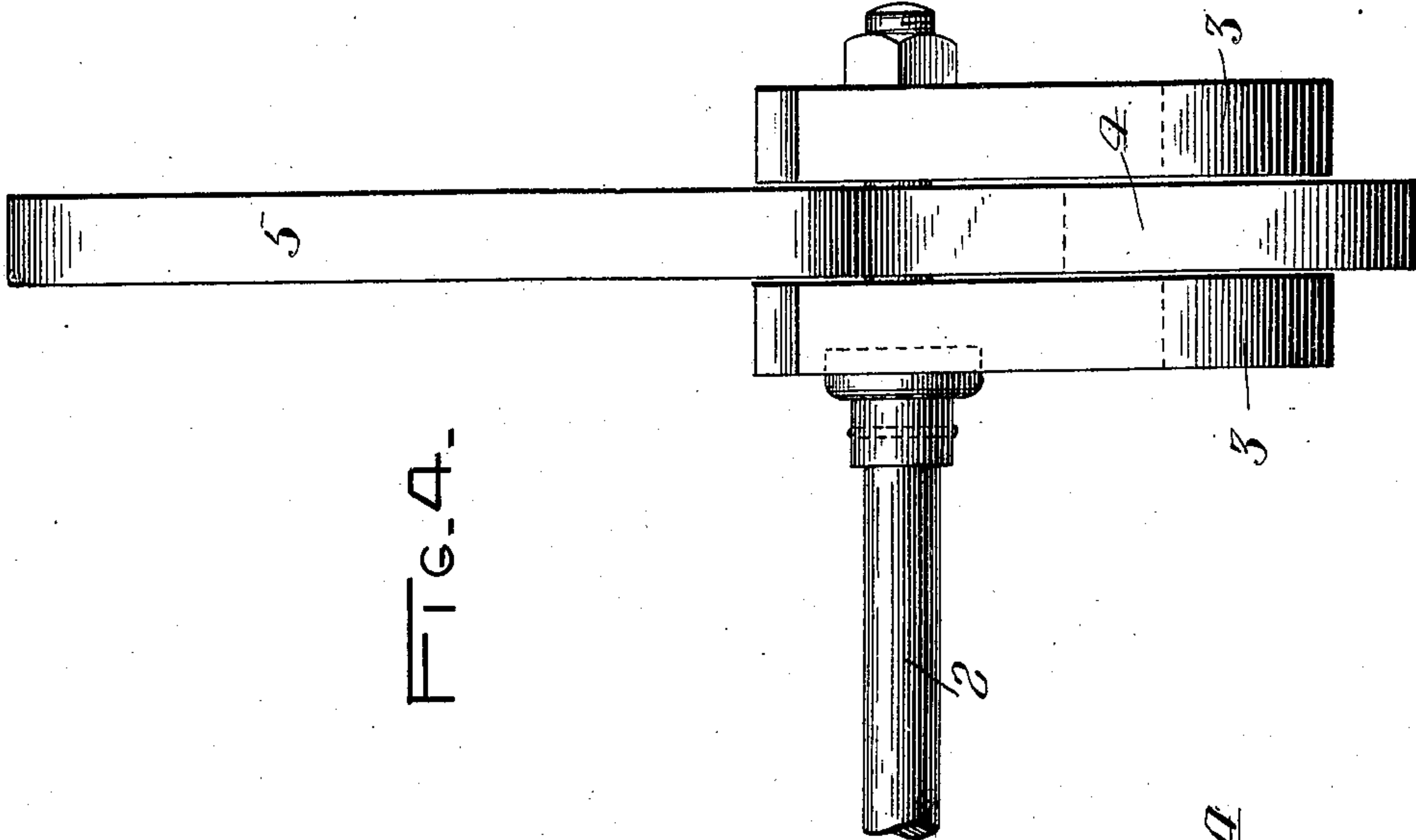


FIG. 4.

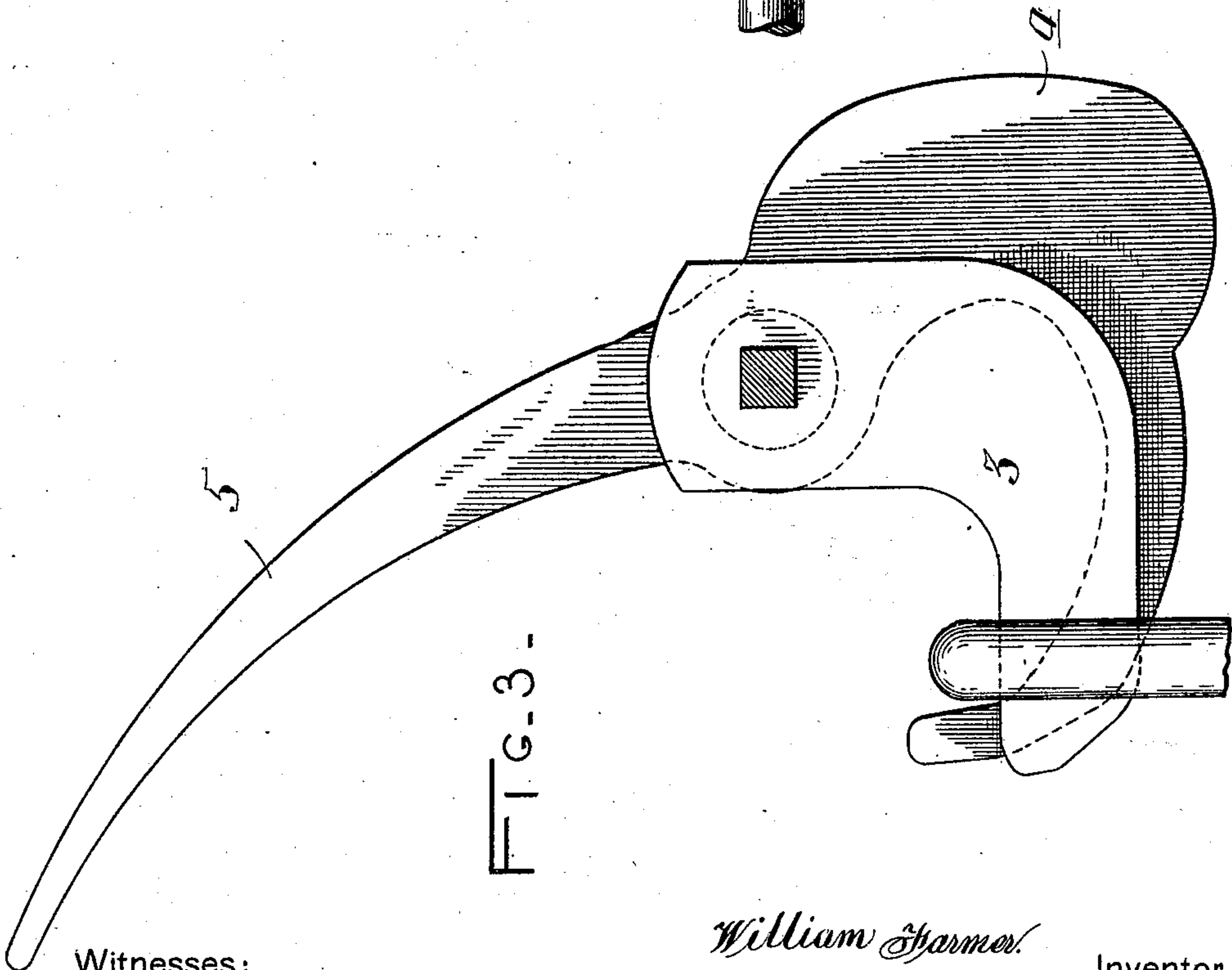


FIG. 3.

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3 SHEETS—SHEET 3.

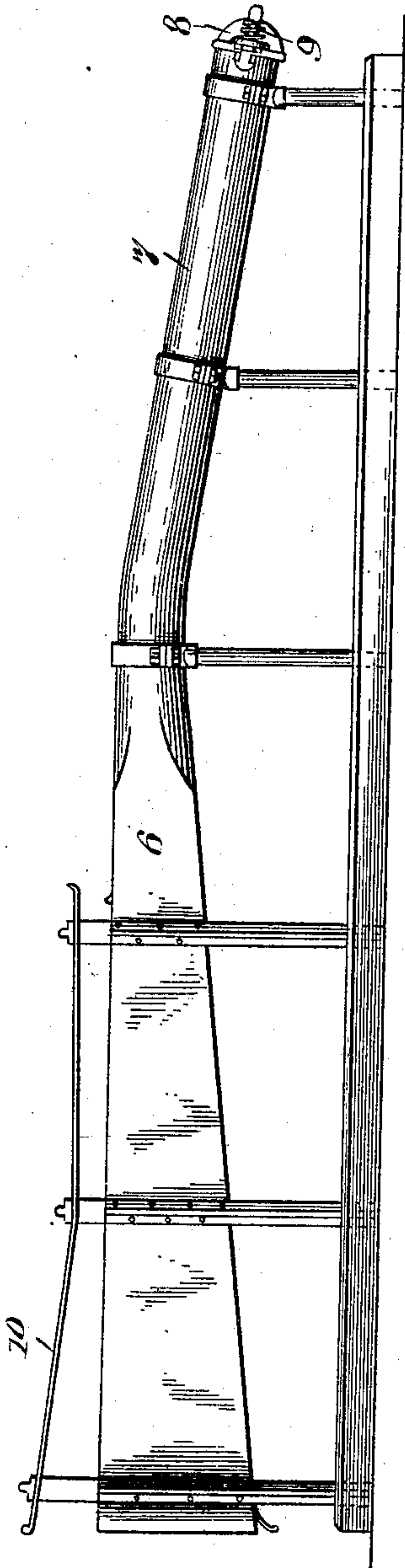


FIG. 5.

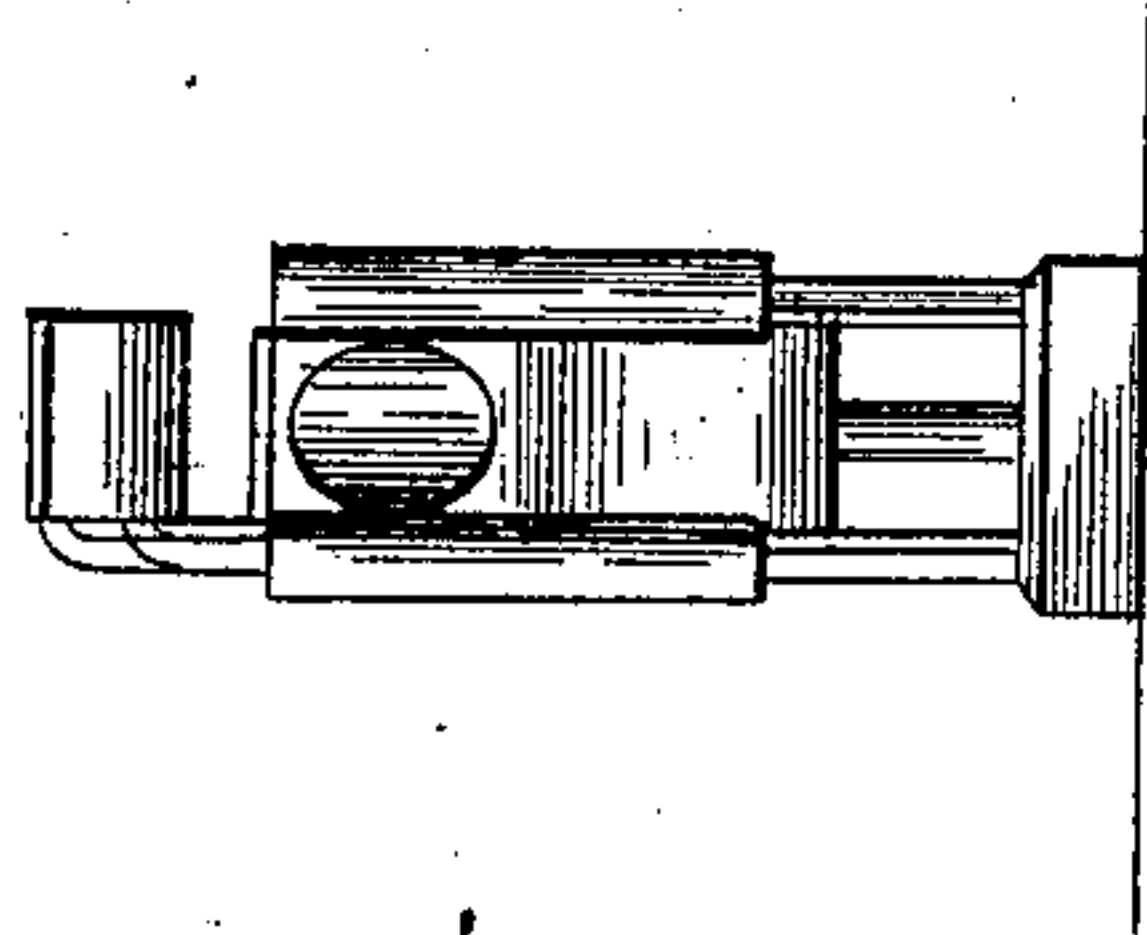


FIG. 7.

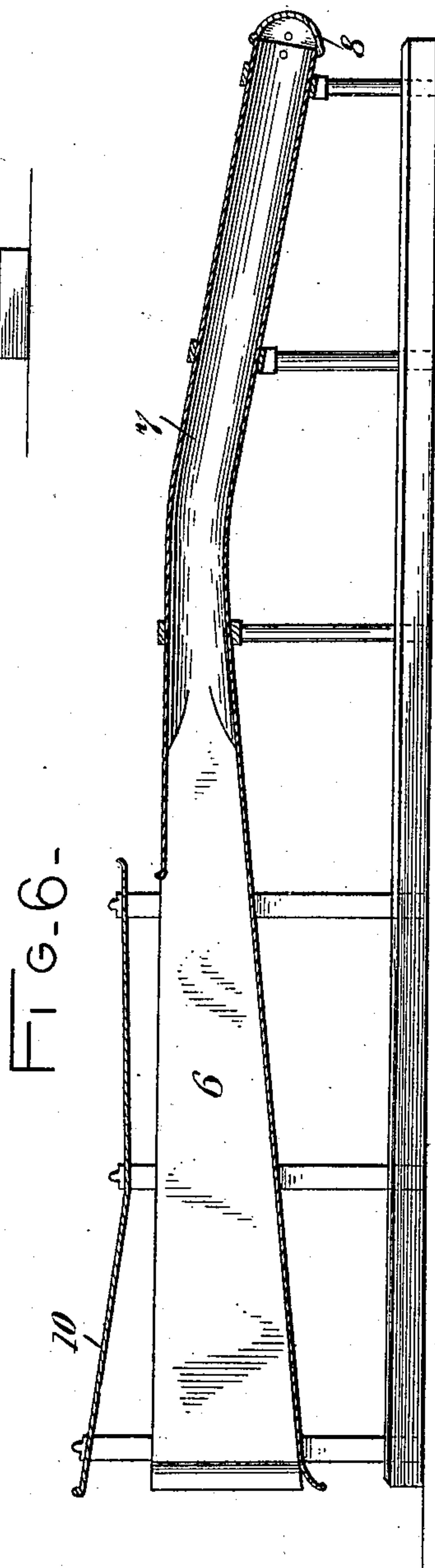


FIG. 6.

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# UNITED STATES PATENT OFFICE.

WILLIAM FARMER, OF GRAND FORKS, BRITISH COLUMBIA, CANADA.

## MAIL-DELIVERY DEVICE.

No. 903,278.

Specification of Letters Patent.

Patented Nov. 10, 1908.

Application filed March 26, 1908. Serial No. 423,482.

*To all whom it may concern:*

Be it known that I, WILLIAM FARMER, a subject of the King of Great Britain, residing at Grand Forks, county of Kootenay, Province of British Columbia, Canada, have invented certain new and useful Improvements in Mail-Delivery Devices; and I do hereby declare that the following is a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The present invention relates to mail bag delivery devices for railways.

Broadly speaking, the invention comprises a swinging arm carried by a mail coach and provided with a pivoted hook for holding the mail bag, an open chute at the side of the track for the reception of the mail bag, an air tube leading from the chute, a spring cushion for closing the lower end of the tube, and a tripping plate for operating the pivoted hook to deposit the bag in the chute.

In order to enable one skilled in the art to which the invention relates to the more readily understand the construction, operation and use of the same, reference should be had to the accompanying drawings forming part of the present application.

Throughout the several figures of the drawings like reference characters designate the same parts.

In the drawings: Figure 1 is a side elevation of the swinging arm showing the bag in position, just before the arm is swung out for delivery, the view being taken from the inside of the car looking toward the doorway; Fig. 2 is a plan view of the swinging arm, the framework of the car doorway being shown in section; Fig. 3 is a detail side view of the hook; Fig. 4 is a rear edge view of Fig. 3, looking in the direction of the arrow; Fig. 5 is a side elevation of the bag receiver; Fig. 6 is a central longitudinal section of Fig. 5; and, Fig. 7 is a front view of the receiver.

A post 1 is pivotally secured in brackets of any well known form at a point adjacent the edge of the doorway and on the inside of the car. To this post is rigidly fixed an arm 2 carrying fixed fingers 3 and a swinging hook 4. The hook 4 is adapted to be pivoted between the fingers 3, weighted to normally maintain its projecting end above the edges of the fingers 3, and provided with an up-

wardly projecting curved horn 5, for a purpose to be later described.

Adjacent the railway track is mounted, in any suitable manner, a bag receiver comprising an open slightly upwardly inclined chute 6 which merges gradually into a tube 7, the lower end of which has a reverse inclination to that of the chute and is closed by a removable spring pressed cap plate 8 which is held yieldingly against the end of the tube by the springs 9.

As the train approaches the receiver, the arm 2 is swung outward, as indicated in Fig. 2, the back of the horn 5 being forward. As the bag enters the chute 6 the horn 5 enters beneath the outer edge of the trip plate 10 above the chute. On further forward movement the horn engages the plate 10 and is gradually depressed, swinging its projecting end below the edges of the fingers 3. In this position the bag is perfectly free to slide rearwardly from the fingers as the train rushes ahead, the horn and the fingers sliding out between the end of the plate 10 and the upper edge of the tube 7, as will be readily understood on reference to Fig. 6. As the bag slips from the fingers its momentum carries it up the end of the incline chute 6, into the tube 7, and down the reverse incline of the tube, compressing the air ahead of it and forming a cushion the strength of which is regulated by the yielding, removable spring pressed cap-plate 8 which may be taken off to obtain the bag.

Many changes in the construction of the several parts, many rearrangements of them and many substitutions for them may be had without in any way departing from the field and scope of the present invention, and it is meant to include all such within this application, wherein only the preferred form has been illustrated and described.

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

1. In a mail bag delivery device of the character described, an arm adapted to be pivotally secured to a car frame, a hook pivotally mounted on said arm and adapted to retain the mail bag, a chute mounted adjacent the car track, a tube leading from said chute, a spring pressed cap plate adapted to close the end of the tube and form a yielding cushion as the bag enters the tube, and means for tripping the aforesaid pivot-

ally mounted hook to free the bag from the same.

2. In a mail bag delivery device of the character described, an arm adapted to be  
5 pivotally secured to a car frame, a hook pivotally mounted on said arm and adapted to retain the mail bag, a chute mounted adjacent the car track, a tube leading from  
10 said chute, means for closing the end of the tube to form an air tight cushion as the bag

enters the same, and means for tripping the aforesaid pivotally mounted hook to free the bag from the same.

In witness whereof I have hereunto set my hand in the presence of two witnesses.

WILLIAM FARMER.

Witnesses:

WINDSOR TRUAX,

DONALD McCALLUM.