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RECEIVING AND DELIVERY MECHANISM FOR MAIL POUCHES.

APPLICATION FILED MAR. 16, 1908.

908,007. Patented Dec. 29, 1908.

Fig. 1.

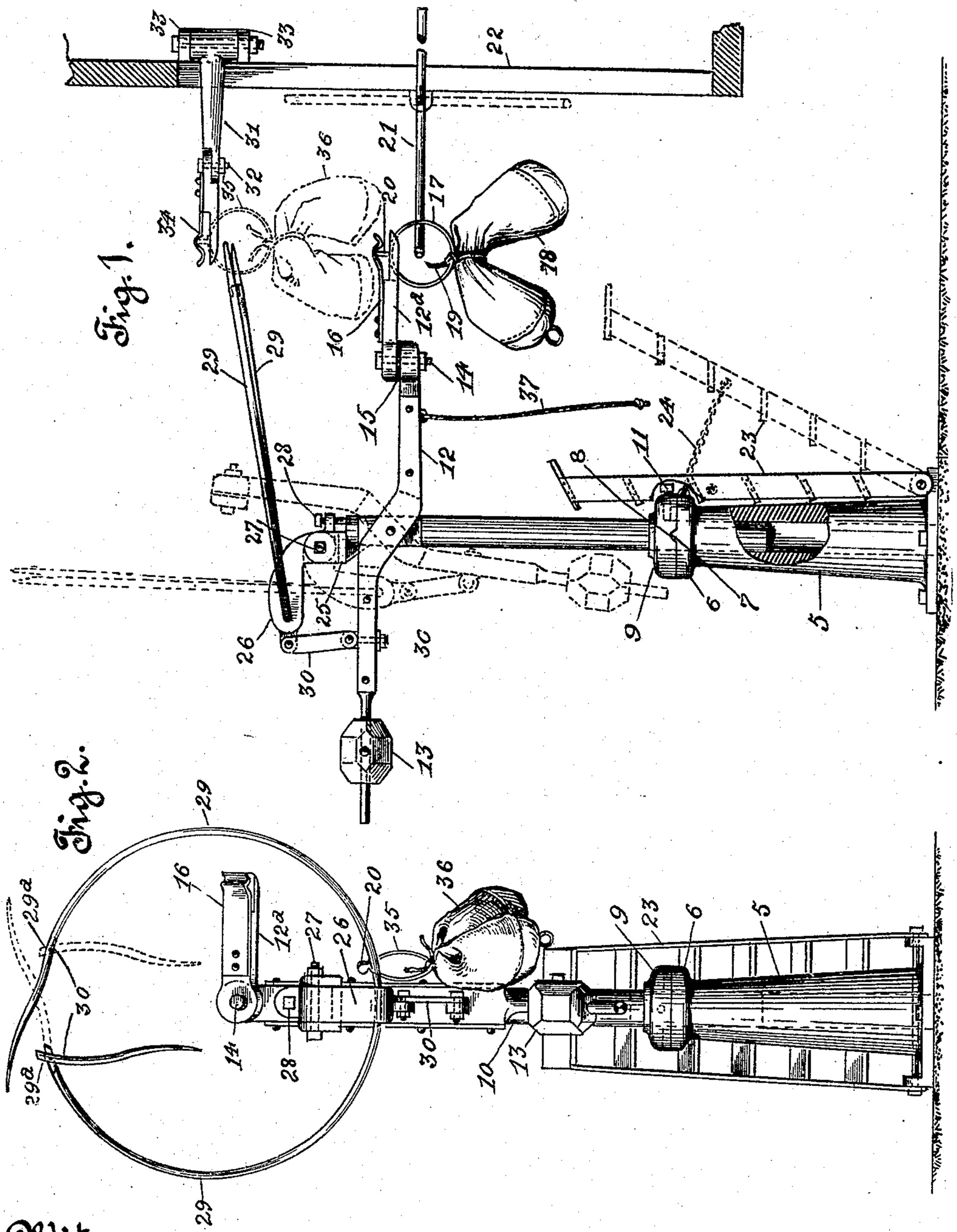

Fig. 2.

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RECEIVING AND DELIVERY MECHANISM FOR MAIL-POUCHES.

No. 908,007. Specification of Letters Patent. Patented Dec. 29, 1908.

Application filed March 16, 1908. Serial No. 421,636.

To all whom it may concern:

Be it known that I, WILLIAM H. JONES, a citizen of the United States, residing at Manhattan, county of Los Angeles, State of California, have invented new and useful Improvements in Receiving and Delivery Mechanism for Mail-Pouches, of which the following is a specification.

My device relates to mechanism for delivering to and receiving from a traveling railway car, mail pouches, and the object thereof is to provide a device which will deliver to or receive from such railway mail car, mail pouches without injury thereto, and in which the pouch holding arms will swing away from the track after receiving a mail pouch from the mail car.

A further object is to provide a joint in the delivery arm so that after delivery of a pouch to the car the end of the arm will be at a considerable distance from the track.

Another object is to provide a convenient adjustment of the parts so that standard forms of parts can be used and adjusted to different heights for receiving and delivering pouches.

I accomplish these objects by the mechanism described herein and illustrated in the accompanying drawings in which;

Figure 1 is a side elevation of my improved apparatus with the mail bag in position for delivery to a car, and a fragment of a car showing the co-acting delivering and receiving means. Fig. 2 is an end elevation showing the apparatus after a mail pouch has been delivered therefrom and another received thereon.

In the drawings 5 is the hollow base section of the standard which supports the receiving and delivery arm, and is preferably provided with a flange 6 at the top thereof. This flange is preferably provided with a lug 7 which is received in a groove 8 in collar 9 which is received upon post 10 which forms the upper section of the standard. This groove and lug permits of the rotation of the upper part of the standard in case of undue strain thereon. Collar 9 is held adjustably secured upon post 10 by set screw 11 and the lower end of post 10 is received within the base section of the standard and telescopes therein, thereby permitting the height of the upper section to be adjusted. Near the top of the upper section is pivotally mounted the delivery arm 12 which is provided with an adjustable counter balancing weight 13 upon the rear end thereof. The front portion of the delivery arm is made in two sections which are pivotally secured together by bolt 14. A leather or other friction washer 15 is secured by this bolt between the two parts. To the front section 12^a of the delivery arm is secured a spring 16 which has a double bend at its free end. The outermost end of the delivery arm is bifurcated for the reception of the pouch ring 17 to which the mail pouch 18 is secured by a cord or rope 19 by being passed through the ring and around the pouch and then tied. The pouch ring is provided with a transverse bar 20 which holds the ring from passing downwardly through the furcations of the arm.

21 is the usual receiving arm secured to the mail coach 22 for taking the pouch off the delivery arm.

23 is a ladder which is pivoted to the base of the standard so that it can be thrown into the position shown in dotted lines in Fig. 1 to enable the operator to place the pouch ring with which the pouch is secured in the delivery arm. The top of this ladder is supported in its operative position by chain 24. Upon the top of post 10 is secured a bearing block 25 in which is mounted a base block 26 which is pivoted by bolt 27 in the bearing block. In the front end of the base block is a regulating screw 28 which passes therethrough in threaded contact and the lower end thereof engages the top of post 10 so that the angle at which the base block stands with reference to the standard may be regulated. Secured to the base block near the rear end thereof are the curved receiving arms 29. The free ends of these arms or outer ends when in position for receiving a mail pouch cross each other as shown in full and dotted lines in Fig. 2. There is a joint 29^a near each end of these arms so that the extreme ends can swing inwardly as shown in Fig. 2. A link bar 30 connects the receiving and delivery arms so that they will move together to a nearly vertical position when a mail bag is delivered upon the receiving arm as hereafter explained. The mail car is provided with a delivery arm 31 which is made up of two sections and pivoted together by bolt 32. This arm is pivoted in bearings 33 secured to the inside of the car at the side door of the mail car so that

when not in use it can be swung into the car and against the side thereof. The outer end of the outer section is bifurcated for the reception of a pouch ring shown in dotted lines in Fig. 1. A spring 34 holds the pouch ring 35 securely in the arm until ready for delivery therefrom.

In the operation of my device we will assume that there is a mail pouch to be received and another to be delivered at a point where the mail train does not stop. In such case an operator would place the bag to be delivered to the mail car upon the delivery arm as shown in Fig. 1 using the ladder and rope 37 secured to arm 12 to bring the parts to the position shown in Fig. 1. The parts are so counter balanced that when they are brought to the position shown in full lines in Fig. 1 they will retain that position. Before reaching the station the clerk on the mail car would open the door and he would place in the delivery arm a pouch ring to which was secured a mail bag. He would then swing the arm out at the rear side of the door, he would then operate the receiving arm at the front side of the door so as to take the pouch off the delivery arm at the station. When the mail pouch at the rear side of the door reached the receiving arm one of the arms would enter the pouch ring and would pull the same out of the arm on the car. The pouch ring 35 would then slide down the arm carrying with it the pouch 36 and when it reached a point of the arm beyond pivot 27 the weight thereof would counter-balance the other portions and the arms would turn to the position shown in Fig. 2.

It will be observed that the receiving arms cross each other when in their operative position at the front thereof as best shown in dotted lines in Fig. 2, and that the points project up and down the track so as to be able to receive a mail pouch ring with pouch thereon from a car going in either direction and that the hinged front section of the arm not receiving the pouch will turn on its pivot out of the way of the pouch ring which is sliding on the other arm, thereby permitting the ring and bag to slide down the arm to the position at which its weight counter-balances the other part and causes them to assume a nearly vertical position, whereby the arms are so far removed from the track that they constitute no danger to any one on a car passing along the track.

Having described my invention what I claim is;

1. A device for delivering to and receiving mail bags from mail cars comprising a single standard; double receiving and single delivering arms pivotally secured upon said standard; pivotal connections between said arms at points opposite their pivotal connections to the standard and the bag-receiving end.

2. A device for delivering to and receiving bags from mail cars comprising an adjustable standard; receiving and delivering arms having hinged joints in their delivery and receiving ends, said arms being pivotally secured upon said standard near the top thereof; pivotal connections between said arms at points opposite their pivotal connections to said standard and the bag-receiving ends.

3. A device for receiving bags from mail cars comprising a standard; curved receiving arms pivotally connected to said standard; said arms crossing each other at their outer ends and having a joint in each arm permitting the ends to swing inwardly toward the body.

4. A device for delivering to and receiving bags from mail cars comprising a vertically adjustable standard, the upper part of which is revoluble in the lower part; movable means for normally holding the parts of said standard in fixed relation to each other; and means secured near the upper portion of said standard for receiving upon or delivering from the same, mail bags.

5. A device for delivering bags to mail cars comprising a standard; an arm pivotally secured thereto, said arm having a pivotal joint near the outer end thereof whereby the outer end may turn in a horizontal plane, the outer end of said arm being bifurcated; a spring secured upon the top of the outer end of said arm; a pouch ring adapted to slip into the furcations of said arm and having a cross bar to prevent said ring from slipping down through said furcations.

In witness that I claim the foregoing I have hereunto subscribed my name this 22d day of February, 1908.

WILLIAM H. JONES.

Witnesses:
G. E. HARPHAM,
S. B. AUSTIN.