

W. BUTLER.
MAIL BAG DESPATCHER.
APPLICATION FILED JAN. 19, 1909.

923,623.

Patented June 1, 1909.
3 SHEETS—SHEET 1.

Fig. 1.

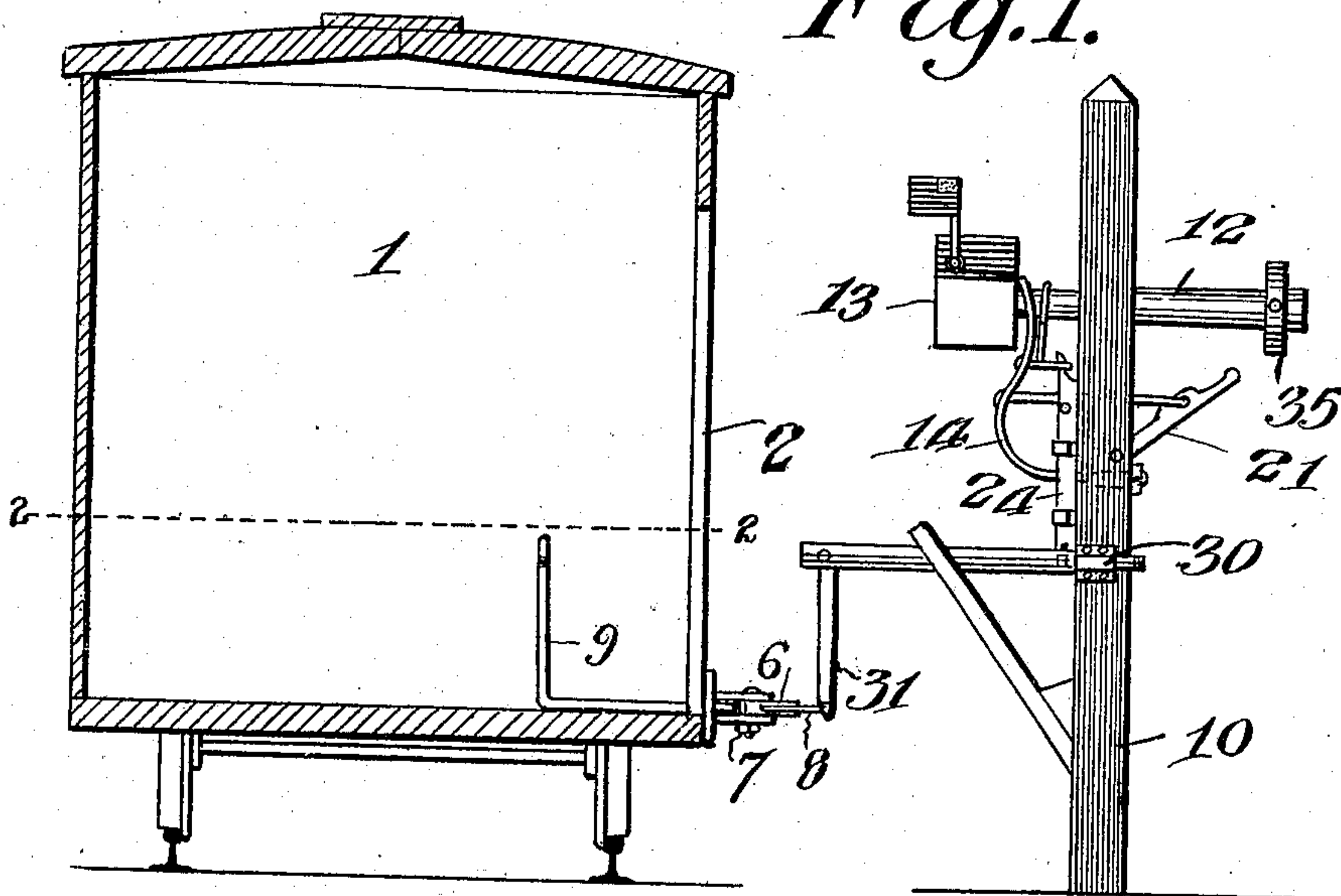
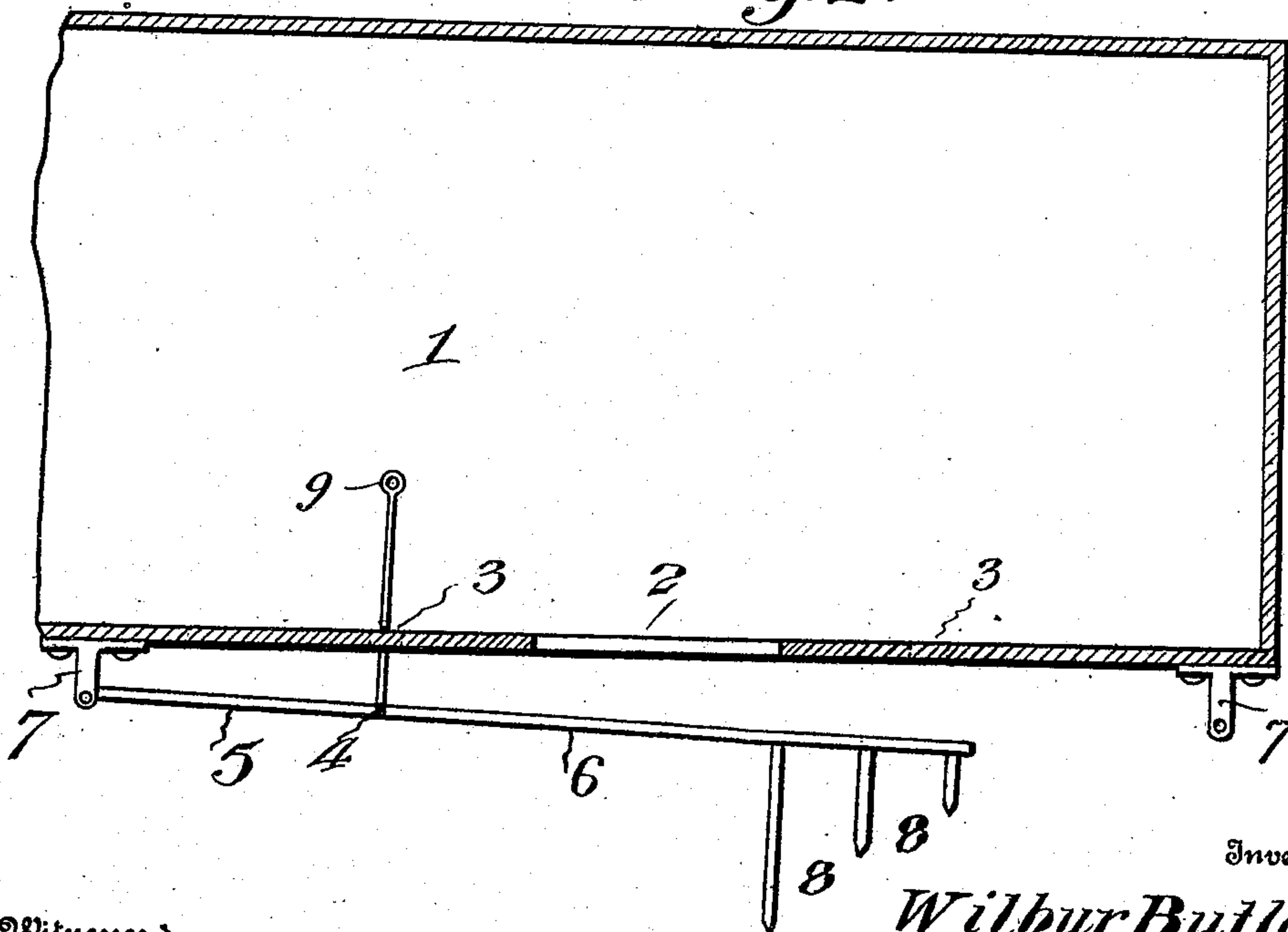


Fig. 2.



Witnesses:

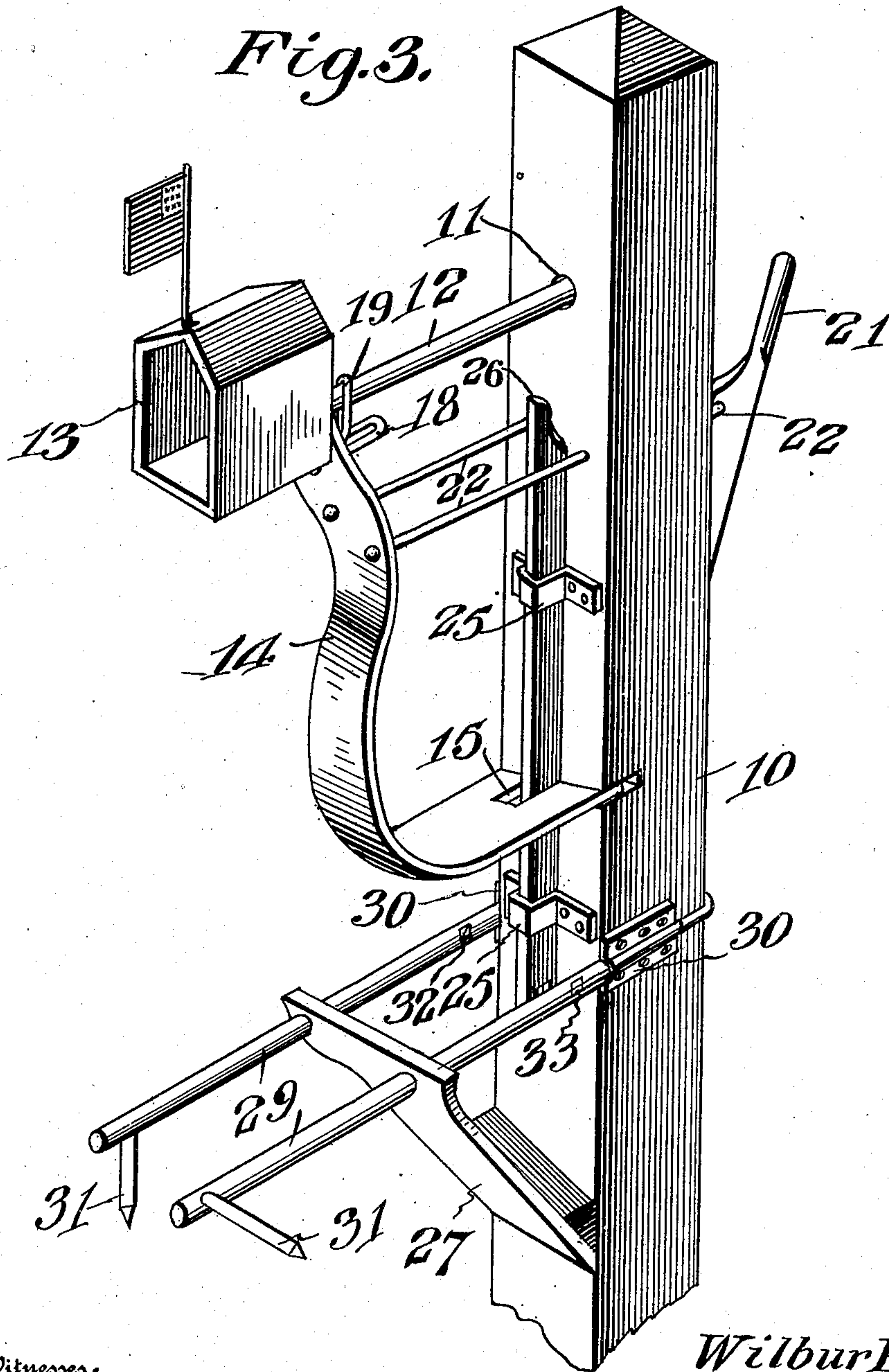
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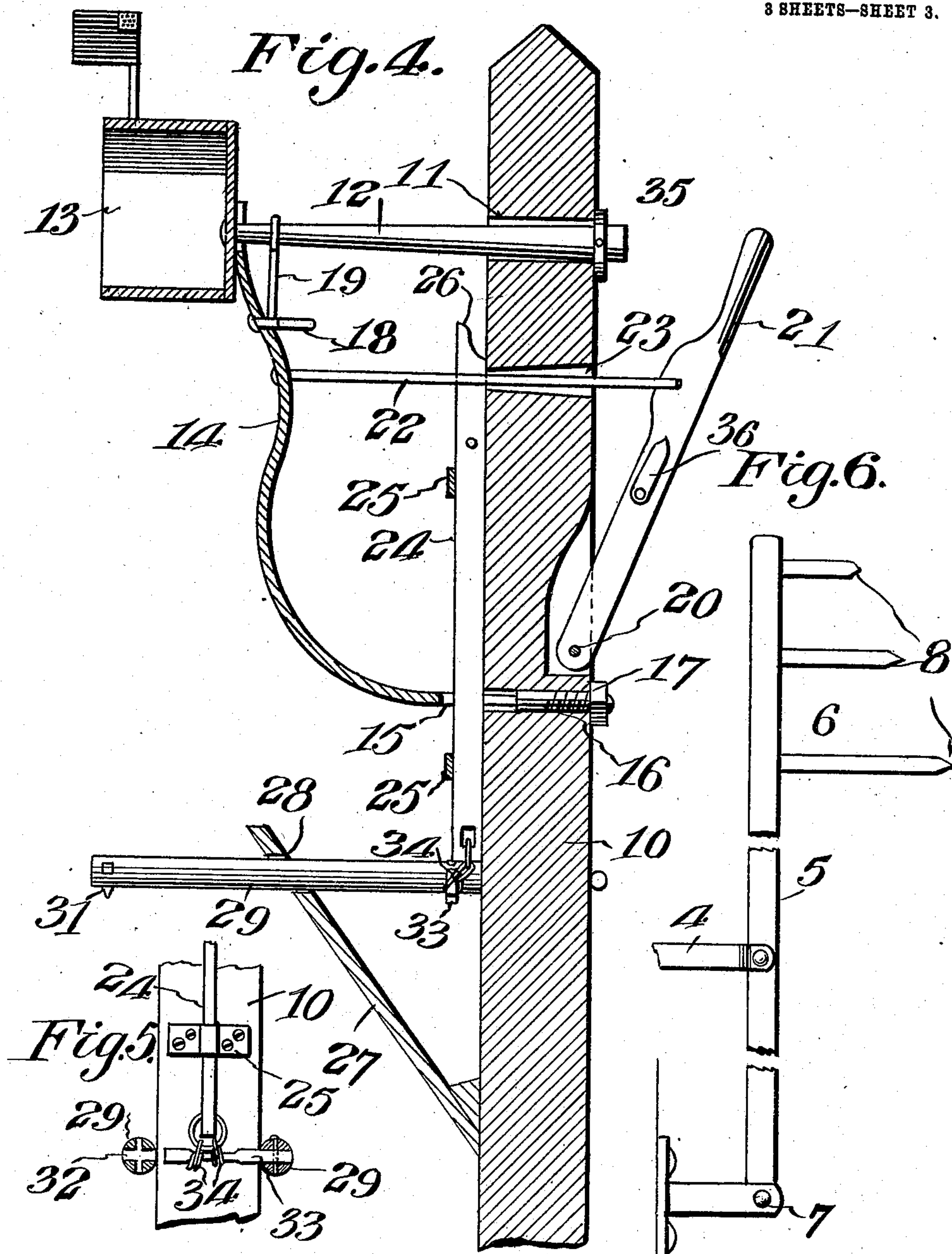
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3 SHEETS—SHEET 3.



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UNITED STATES PATENT OFFICE.

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MAIL-BAG DESPATCHER.

No. 923,623.

Specification of Letters Patent.

Patented June 1, 1909.

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To all whom it may concern:

Be it known that I, WILBUR BUTLER, a citizen of the United States of America, residing at Wabeno, in the county of Forest and State of Wisconsin, have invented new and useful Improvements in Mail-Bag Despatchers, of which the following is a specification.

This invention relates to mail bag despatchers, and the object of the invention is to provide a device of this character of a comparatively simple construction which will effectively deliver mail deposited in a suitable receptacle through the open door of a mail car.

With the above and other objects in view which will appear as the description progresses the invention resides in the novel construction and arrangement of parts hereinafter fully described and claimed.

In the accompanying drawings there has been illustrated a simple and preferred embodiment of the invention, and in which:

Figure 1 is a view illustrating the device in a position to deliver mail to a passing car, the car being shown in section. Fig. 2 is a horizontal sectional view of the car, taken upon a line 2—2 of Fig. 1. Fig. 3 is a perspective view of the station post and the delivery apparatus connected therewith. Fig. 4 is a vertical longitudinal sectional view through the device illustrated in Fig. 3. Fig. 5 is a detail showing the manner in which the latch member may be connected to either of the operating members so that the device may be operated by a train passing in either direction. Fig. 6 is a detail plan view of the trigger member carried by the car.

In the accompanying drawings the numeral 1 designates an ordinary mail car, having a suitable door opening 2 and a smaller pair of openings 3 adapted for the reception of a link 4 provided upon the longitudinally extending arm 5 of a trigger member 6. This trigger member is hingedly connected with the side of the car through the medium of one of a pair of brackets indicated by the numeral 7 and the member has its outer face provided with transversely extending arms 8. The arms 8 vary in length from the first to the last arm so as to provide means whereby should the smallest arm fail to contact with the projection provided upon an operating arm, hereinafter to

be described, either of the succeeding arms will contact with the said offset and operate the despatcher as will be hereinafter set forth. The link 4 is provided with a pivoted handle, 9, through the medium of which the trigger 6 may be swung away from the car to contact with the operating mechanism of the mail deliverer when mail is to be received within the car or to swing the trigger 6 against the side of the car when not in use.

The numeral 10 designates a station post positioned a suitable distance away from the side of the car and track therefor. The post 1 has its upper portion provided with a suitable opening 11 adapted for the reception of a rearwardly extending arm 12 connected with a mail box or receptacle 13. This box 13 is provided with an open face whereby mail may be readily inserted within the receptacle. The receptacle 13 is sustained in a substantially horizontal position through the medium of a flattened resilient element 14 having its upper extremity bifurcated to surround the arm 12 and to bear against the rear of the receptacle. The resilient member 14 has its opposite end also bifurcated as indicated by the numeral 15 and connected to the post 1 in any desired manner. In Fig. 4 of the drawings the extremity of this bifurcated resilient member is provided with a threaded extension 16 annular in cross section and adapted for the reception of a suitable threaded element, such as a nut 17, through the medium of which the tension of the spring member 14 may be readily adjusted in relation to its pressure upon the rear of the mail receptacle 13. Connected with the upper portion of the resilient member 14 below the mail receptacle 13 is a rearwardly extending eye member 18, and projecting vertically from this eye member is an element 19 having its extremity formed with a loop or eye adapted to surround the arm 8 and to provide additional means for retaining the receptacle in a normal horizontal position. Pivotaly connected to the post 10 as at 20 is a lever 21. This lever 21 is provided with a pair of forwardly extending links 22 extending through suitable openings 23 provided by the post 10 and having their outer extremities connected with the resilient element 14. By this arrangement, it will be noted that as rearward pressure is exerted upon the lever 21 the resilient member 14, through the medium of the links will

be drawn rearwardly toward the post 10 carrying with it the mail receptacle 13, it being understood that the eye provided by the element 19 is securely attached to the arm 12 and likewise securely attached to the eye 18.

In order to retain the mail receptacle in a position adjacent the post to be operated by a passing train and the spring at a sufficient tension to throw the receptacle forward, I have provided the post with a vertically arranged latch member 24 retained in slidable connection with the post through the medium of suitable brackets 25. The upper portion of the latch 24 has a reduced engaging finger 26 adapted to be inserted within the eye 18 provided by the resilient member 14 and thereby effectively retain the receptacle in its position adjacent its post.

The post 10 has its outer face provided with an angularly disposed bracket member 27 provided with suitable spaced eyes or openings 28 which are adapted for the reception of the latch operating arms 29. These latch operating arms 29 are positioned upon two sides of the post 10 having their inner extremities reduced and mounted in suitable journals 30 provided upon the opposite sides of the post 10. The arms 29 project a suitable distance beyond the post and the bracket 27 and are each provided with offset fingers 31 which are adapted to lie within the path of the fingers 8 provided by the trigger member 6 when the said trigger is swung outwardly away from the car to deliver the mail within the car. The arms 29 are each provided with a transverse opening 32 which is adapted for the reception of one of the ends of a suitable bolt member 33. This bolt 33 is connected with the lower end of the sliding latch 24 through the medium of flexible elements 34.

In operation the lever 21 is swung rearwardly from the post 10 carrying with it the resilient member 14 and the mail receptacle 13. The latch 24 is slid upwardly until its finger 26 engages with the eye 18 of the member 14, thereby effectively retaining the receptacle in delivery position and exerting a tension upon the resilient member 14. The bolt 33 is now positioned in one of the openings 32 provided by the latch operating arms 29. The opening in which the latch 33 is inserted being determined by the direction in which the car is advancing toward the post 10. The attendant within the car swings the trigger 6 outwardly upon its pivot 7 a determined distance so that one of the fingers 8 of the trigger will contact with the offset 31 of the latch operating arm 29, thus revolving the said arm and swinging the bolt member 33 downwardly, causing the finger 26 of the sliding latch 24 to become disengaged from the eye 18 and the resilient member 14 to be

released from its tension and to swing the receptacle 13 outwardly causing the mail deposited within the receptacle to be forced therefrom and through the open door 2 of the car 1. The forward movement of the receptacle 13 is limited by a collar or off set 35 secured to the free end of the arm 12.

By reference to Fig. 2 of the drawings it will be noted that the car is provided with a pair of brackets arranged at its opposite ends and that by this arrangement the trigger member 6 may be pivotally connected at either end of the car, so that a car going in either direction may have the trigger in operative position.

It is frequently desirable to retain the mail receptacle 13 in a rearwardly swung position, when not in use for delivering mail, and without the need of employing the finger 26 of the latch 24 to engage the eye 18 of the member 14, and in order to accomplish this I provide the lever 21 with a pivoted dog 36, which may be swung into engagement with the rear of the post 10 and effectively sustain the receptacle adjacent the post and in an inoperative position. By this arrangement it will be noted that when there is no mail to be delivered to the train the trigger 6 carried by the train may be swung outwardly and may contact with the fingers 31 of the latch arms 29 without operating the delivery apparatus.

While I have illustrated and described the preferred embodiment of the invention as it now appears to me, it is to be understood that minor details of construction, within the scope of the following claims, may be resorted to without departing from the spirit or sacrificing any of the advantages of the device.

Having thus fully described the invention what is claimed as new is:

1. In a mail bag despatcher, a post, a mail receptacle resiliently connected to the post, means for regulating the tension of the resilient connection, a sliding latch upon the post, means for swinging the receptacle rearwardly to be engaged by the latch, arms rotatably connected with the post, a lock bar having a flexible connection with the latch, and offset fingers upon the arms, and a car having a trigger member adapted to contact the fingers of the arms.

2. The combination with a mail car having a pivoted trigger and a handle connected therewith, of a station post, said post having a longitudinal opening adapted for the reception of an arm provided with a collar at one end and having a mail receptacle secured at the opposite end, a resilient member connected with the post and having its free end bifurcated to engage the arm and to bear against the rear of the receptacle, an eye upon the resilient member, a connection

between the eye and the arm of the receptacle, a lever pivotally connected to the rear of the post, straps connecting the lever with the resilient member, a dog pivotally
5 connected with the lever, a sliding latch mounted in bearings upon the post, and adapted to engage the eye of the resilient member when the receptacle is swung rearwardly adjacent the post, latch operating
10 arms mounted for rotation upon each side of the post, said arms having transverse openings, a lock bar having a flexible con-

nection with the latch and adapted to engage the opening of one of the arms, and said arms having their outer extremities
15 provided with fingers adapted to be contacted by the trigger of the car.

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

WILBUR BUTLER.

Witnesses:

GUY H. MILLER,
GILBERT FONSTAD.