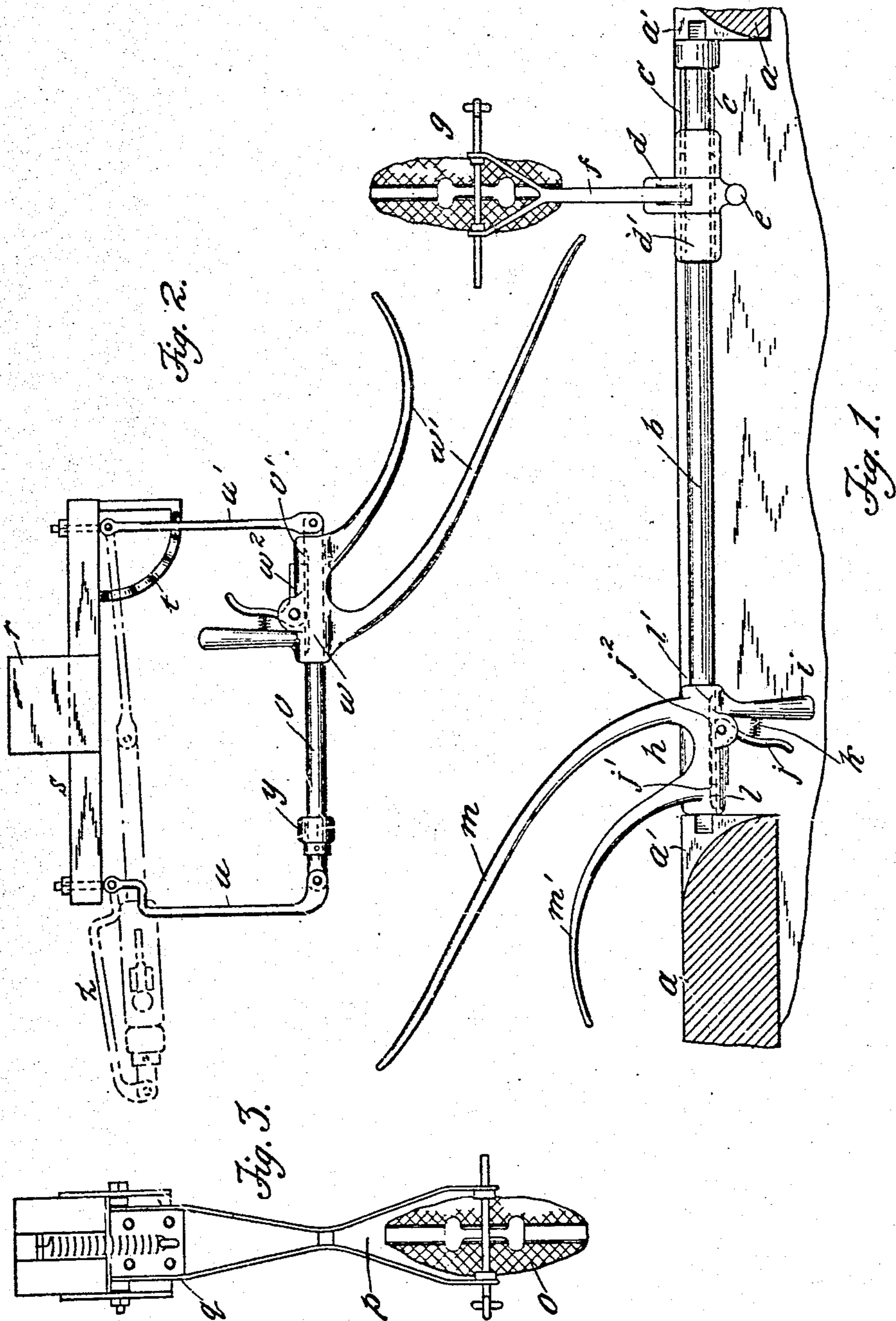


W. G. PALMER.
RAILWAY MAIL BAG RECEIVING DEVICE.
APPLICATION FILED SEPT. 3, 1910.

983,513.

Patented Feb. 7, 1911.

3 SHEETS-SHEET 1.



WITNESSES:

O. Martin.
Marie E. Sutz

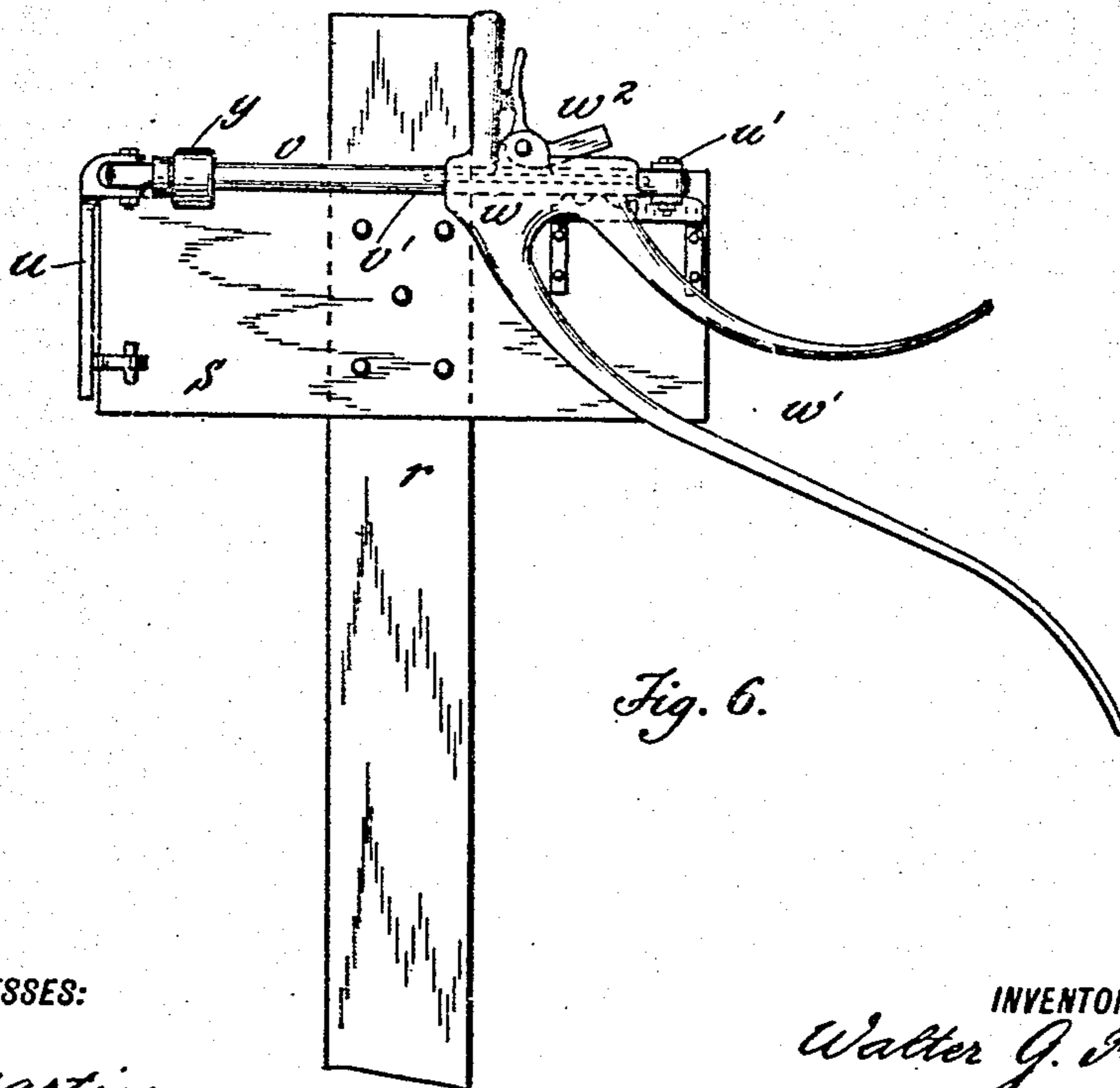
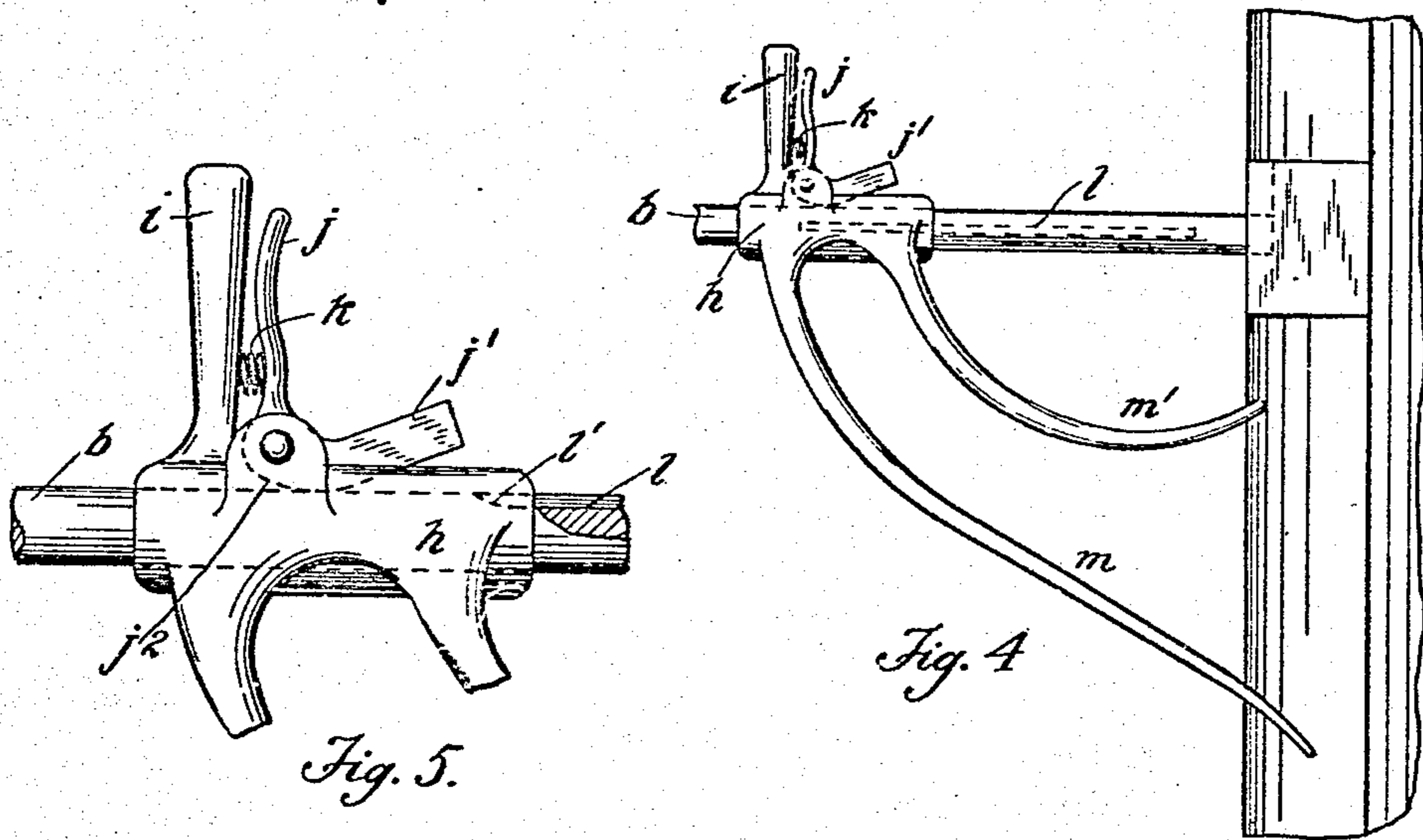
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3 SHEETS—SHEET 2.



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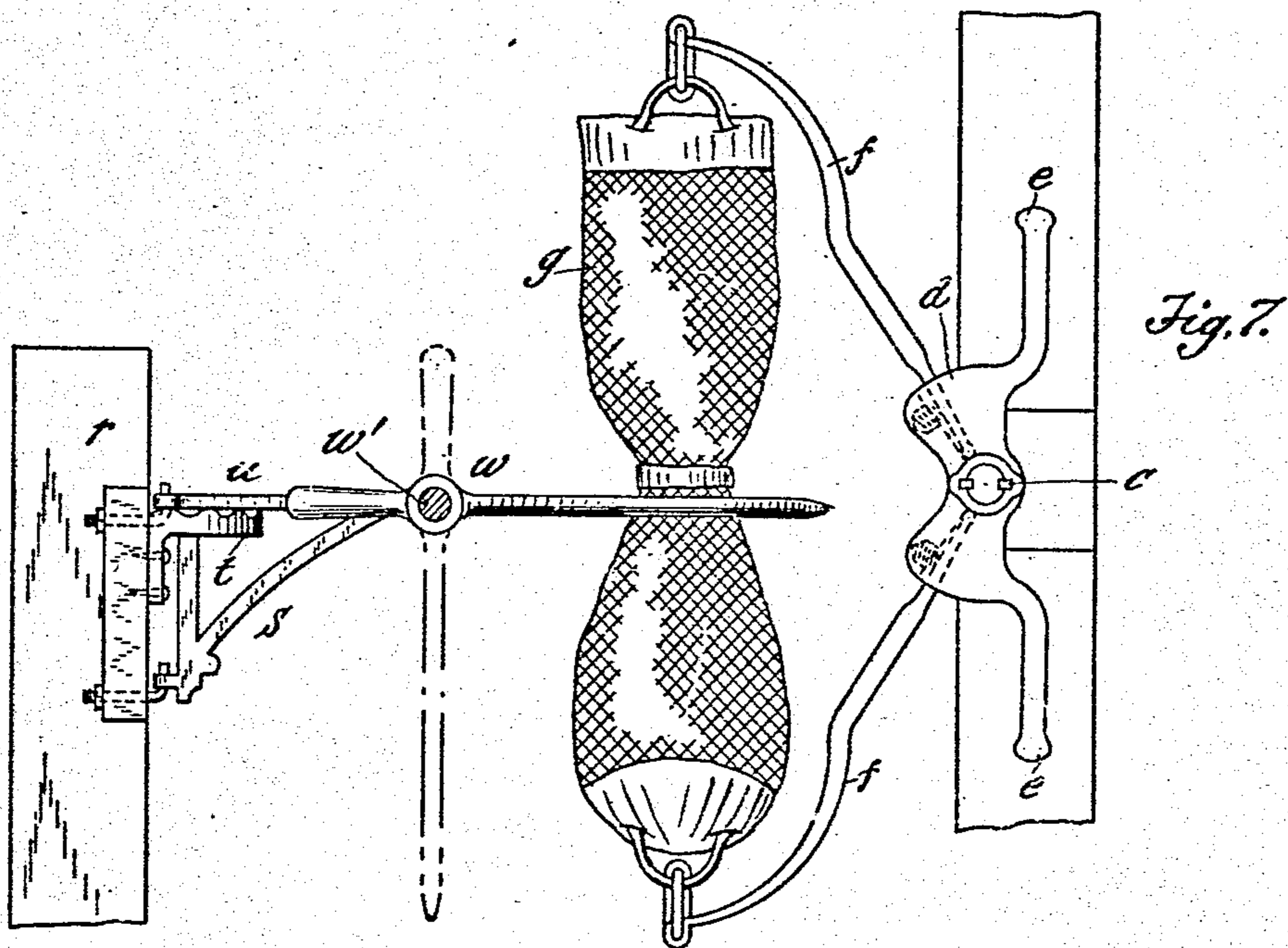


Fig. 7.

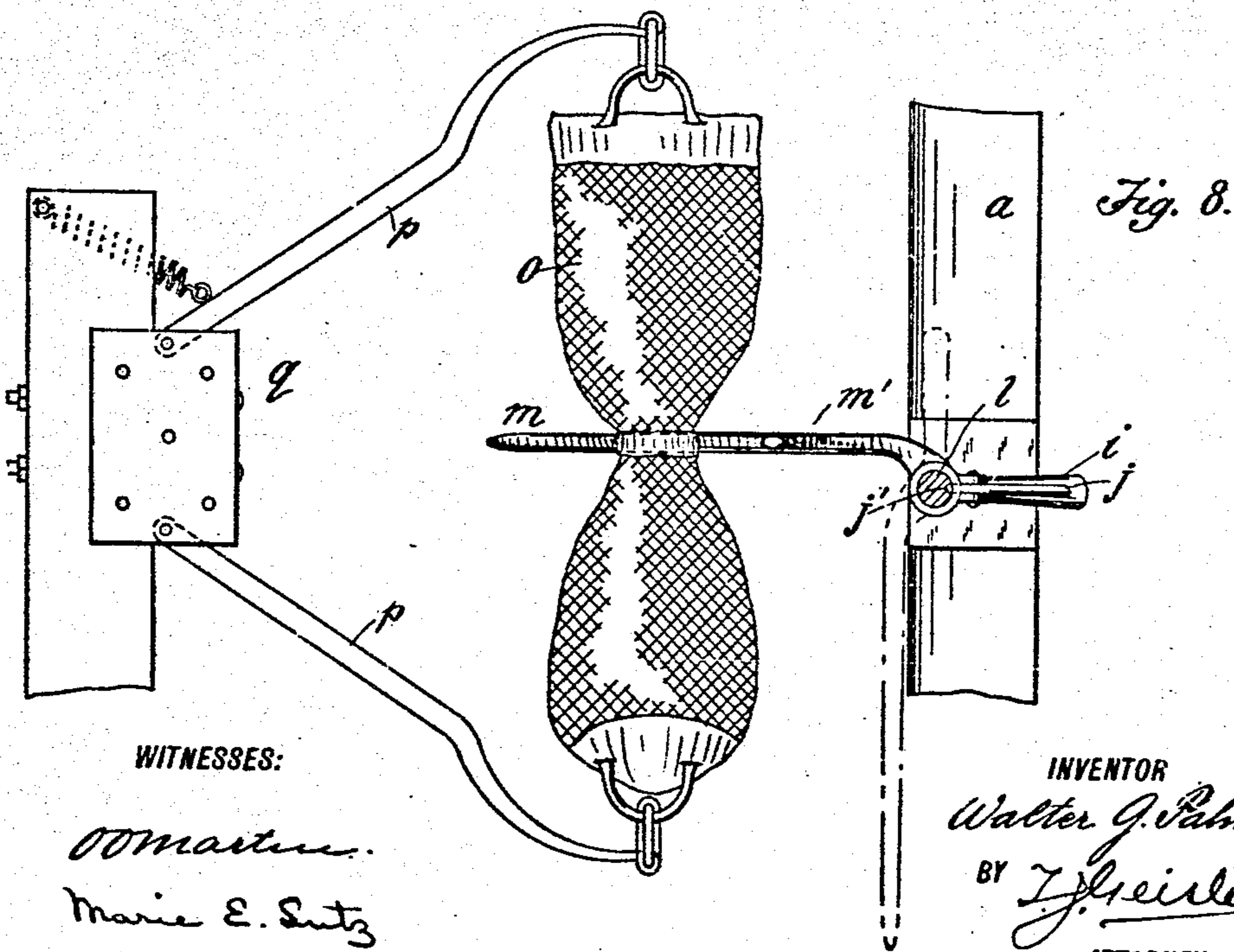


Fig. 8.

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UNITED STATES PATENT OFFICE.

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RAILWAY MAIL-BAG-RECEIVING DEVICE.

983,513.

Specification of Letters Patent.

Patented Feb. 7, 1911.

Application filed September 3, 1910. Serial No. 580,451.

To all whom it may concern:

Be it known that I, WALTER G. PALMER, a citizen of the United States, and a resident of Mount Hood, county of Hood River, State of Oregon, have invented a new and useful Improvement in Railway Mail-Bag-Receiving Devices, of which the following is a specification.

This invention relates to devices for delivering and receiving mail bags from a moving train.

In a co-pending application for Letters Patent filed by me September 3, 1910, under Serial No. 580,452, I have described and claimed certain improvements concerning mail-bag delivering devices. In my present application I will describe and claim the improvements invented by me in mail-bag receiving devices, for railway service.

The improvements herein described are adapted to be used on the railway car; also on railway station. The purpose of such improvements is to obtain efficient devices, inexpensive to manufacture and maintain in good order, convenient to use, and embodying the features hereinafter set forth, facilitating their use, and having a tendency to avoid accidental injury.

In the accompanying drawings constituting a part hereof, Figure 1 is a partial horizontal section of the door portion of a mail car showing in top view my mail-bag delivering and receiving devices arranged in position to both deliver and receive mail-bags at the station; Fig. 2 is a top view of the receiving device provided at the station; Fig. 3 is a top view of the mail-bag delivering device provided at the station; Fig. 4 is an elevation of a part of the right-hand door-jamb of a mail car, showing a front view of my mail-bag receiver in its inactive, out-of-the-way position; Fig. 5 is an enlarged detail of my receiver and that part of the rod on which it is slidably and rotatably mounted; this view in particular illustrating the means provided for latching the receiver in its active position, projecting exterior of the car; Fig. 6 is a partial front elevation of my receiver as arranged at the station, the device being shown in its inactive position; Fig. 7 shows a portion of the door-jamb of a mail car and a side elevation of the mail-bag delivering device suspended from the car, in delivering position; and in the left-hand of this figure is shown my receiver as arranged at the station; the re-

ceiver being locked in its active position, ready to catch the mail bag from the delivering devices of the car; and Fig. 8 illustrates substantially the same features as the preceding view, except that the parts are reversed; the mail-bag being shown as suspended from the delivering device provided at the station, and is about to be caught therefrom by the receiver provided on the car. Figs. 1, 2, and 3 considered together illustrate the relation and cooperative action of the delivering and receiving devices provided on the mail car and at the station respectively.

Describing in the first instance the application of my invention to a railway car; to the door jambs, *a, a*, are fastened slotted boxes, *a', a'*, in which are secured the ends of a round rod, *b*, such ends being flattened and the parts arranged to hold the rod against rotation.

At the right end of the rod, *b*, as shown in Fig. 1, are provided oppositely projecting ribs, *c, c*, and there is slidably mounted on said end a carrier, *d*, the hub, *d'*, of which is adapted to be slid over the ribs, *c, c*, when such carrier is to be supported in perpendicular position; and when the carrier *d* is moved off the ribs, *c, c*, it may be rotated on the rod, *b*. The carrier is provided with handles, *e*, by which to rotate the same, and with arms, *f, f*, supporting at their extremities latch-bars, *g*, to which the straps provided at the ends of a mail-bag are affixed to support the latter in position to be caught by the device I am about to describe. The construction and arrangement of said delivering devices is fully described in my said co-pending application.

On the left of the rod, *b*, as shown in Fig. 1, is slidably and rotatably mounted the device I term receiver, *h*. The hub thereof is provided with a handle, *i*, and a spring-controlled latch, *j*. The latch comprises a member, *j'*, adapted to be seated, by the action of the spring, *k*, in a groove, *l*, formed in the rod, *b*. The groove, *l*, has an inclined terminus, *l'*, and the latch member, *j'*, is provided with a rounded part, *j''*. These details are more clearly shown in Fig. 5. When the latch *j* is disengaged from the groove *l* of the rod *b*, it may be rotated on the latter. When on the other hand, the latch *j* is in engagement with the groove *l* of the rod *b* it is supported in its horizontal, active position as shown in Fig. 1.

By considering Figs. 1, 2, and 3 together, the relation and operation of my delivering and receiving devices provided on the mail-car and the station respectively, will be readily understood. As shown in said figures, a mail-bag is suspended in delivering position and is about to be engaged by the receiver provided at the station; and there is also shown a receiver in active position on the car to catch the bag suspended from the delivering devices provided at the station as shown in Fig. 3. The receiver is provided with arms m , m' , adapted to catch the mail-bag o at the middle and pull the same off the arms p of the holding device q at the station. The impact of the receiver h with the mail-bag o will slide the former to the right on the rod b as shown in Fig. 1, thus causing the curved part j^2 of the latch member j' to strike against the inclined terminus l' of the groove l in the rod b , with the effect that the latch j will be disengaged from the said groove l of the rod b , and the receiver h will be permitted to turn around, bringing the arms m , m' , of the receiver inside of the car and depositing the mail-bag on the floor of the latter. When the receiver h is not in use it is convenient to arrange the same as shown in Fig. 4; the receiver hanging pendent and the extremities of the arms m , m' , bearing against the exterior of the door jamb of the car, thus holding the receiver in pendent, out-of-the-way position. When to be used in picking up the mail-bag from a delivering device at a station, the receiver is lifted to its horizontal position and the latch engaged with the groove l of the rod b .

The arrangement and operation of a receiver provided at a station is substantially the same as that provided on the car.

To the post p is affixed a bracket s provided with a ribbed quadrant t . On the bracket s are hinged arms u , u' , to the extremities of which is hinged round rod v on which is mounted a receiver w , in all respects of the same construction, and also operating the same as the receiver h , mounted on the rod b of the car. A bumper y is mounted on the rod v for the receiver w to strike against when slid along the rod v by the impact of the arms w' of the receiver with the mail-bag suspended from the delivering device of the passing train. The arm u' is locked with a rib-faced quadrant t sufficiently to temporarily hold the arms u , u' and the devices thereby supported in projected position, as shown in Fig. 2. The rod v is provided with a longitudinal groove v' , and the receiver w is provided with a latch w' , these parts operating the same as do the like parts of the receiver on the car. This is to say, the impact of the receiver w with the mail-bag suspended from the car, causes the

latch w^2 to be automatically disengaged from the groove v' of the rod v . The receiver will then drop down out of the way, as shown in Fig. 6, and next the supporting devices thereof will be collapsed, as shown by the broken outline z in Fig. 2.

I claim:

1. In a railway mail-bag receiving device, the combination of a rod horizontally supported; a receiver rotatably and slidably mounted on said rod, and provided with arms adapted to catch a suspended mail-bag; said receiver provided with a spring-controlled latch having a rounded end, and said rod provided with a longitudinal groove, having an inclined terminus, for the purpose specified.

2. In a railway mail-bag receiving device, the combination of a rod horizontally supported; a receiver rotatably and slidably mounted on said rod, provided with arms adapted to catch a suspended mail-bag; said receiver provided with a spring-controlled latch having a rounded end, and said rod provided with a longitudinal groove having an inclined terminus, for the purpose specified; and a bumper on the rod for the receiver to strike against.

3. In a railway mail-bag receiving device, the combination of a support, arms hinged thereto, a rod hinged to the extremities of the arms, means temporarily locking said rod-suspending arms in projected position; a receiver rotatably and slidably mounted on said rod, provided with arms adapted to catch a suspended mail-bag; means on the rod and the receiver by which the latter may be secured in projecting position, said means adapted to release the receiver and permit it to drop by the sliding of the receiver along the rod; said arms hingedly supporting the rod, and being adapted to be collapsed by the impact of the receiver with the mail-bag which it catches.

4. In a railway mail-bag receiving device, the combination of a support, arms hinged thereto, a rod hinged to the extremities of the arms, means temporarily locking said rod-suspending arms in projected position; a receiver rotatably and slidably mounted on said rod, and provided with arms adapted to catch a suspended mail-bag; said receiver provided with a spring-controlled latch having a rounded end, and said rod provided with a longitudinal groove, having an inclined terminus, for the purpose specified; said arms hingedly supporting the rod, and being adapted to be collapsed by the impact of the receiver with the mail-bag which it catches.

5. In a railway mail-bag receiving device, the combination of a support, arms hinged thereto, a rod hinged to the extremities of the arms, means temporarily locking said rod-suspending arms in projected position;

5 a receiver rotatably and slidably mounted
on said rod, and provided with arms adapted
to catch a suspended mail-bag; means on
the rod and the receiver by which the
latter may be secured in projecting position,
said means adapted to release the receiver
and permit it to drop by the sliding of the
receiver along the rod; a bumper on the
rod for the receiver to strike against; said
10 arms hingedly supporting the rod, and
being adapted to be collapsed by the impact
of the receiver with the mail-bag which it
catches.

6. In a railway mail-bag receiving device,
15 the combination of a support, arms hinged
thereto, a rod hinged to the extremities of
the arms, means temporarily locking said
rod-suspending arms in projected position;
a receiver rotatably and slidably mounted
20 on said rod, and provided with arms adapted
to catch a suspended mail-bag; said receiver
provided with a spring-controlled latch hav-

ing a rounded end, and said rod provided
with a longitudinal groove, having an in-
clined terminus, for the purpose specified; a 25
bumper on the rod for the receiver to strike
against; said arms hingedly supporting the
rod, and being adapted to be collapsed by
the impact of the receiver with the mail-
bag which it catches. 30

7. In a railway mail-bag receiving device,
the combination of a support, arms hinged
thereto, a rod hinged to the extremities of
the arms, means temporarily locking said
rod-suspending arms in projected position; 35
a receiver mounted on said rod; said arms
hingedly supporting the rod, and being
adapted to be collapsed by the impact of the
receiver with the mail-bag which it catches.

WALTER G. PALMER.

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