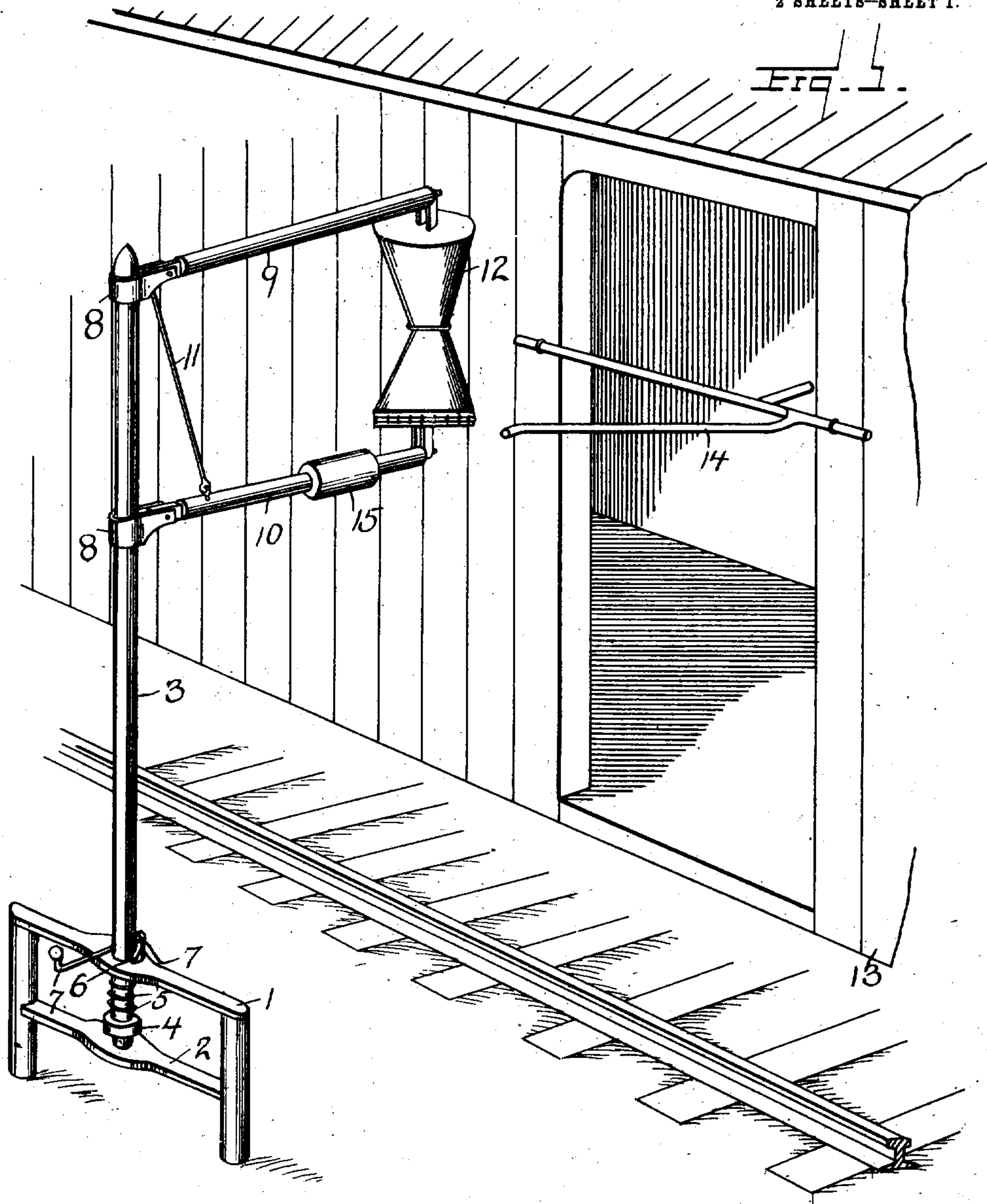


F. I. BROWN.
MAIL BAG DELIVERER.
APPLICATION FILED AUG. 18, 1910.

989,563.

Patented Apr. 18, 1911.

2 SHEETS-SHEET 1.



WITNESSES.

H. F. Roy & Co.
M. P. McKee

INVENTOR

Frank J. Brown

BY

Geo. W. Adams

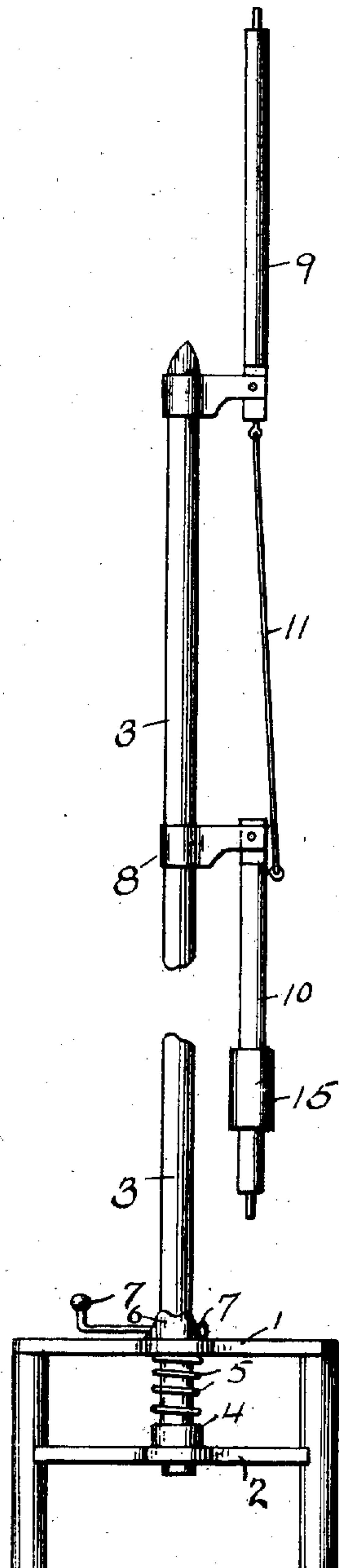
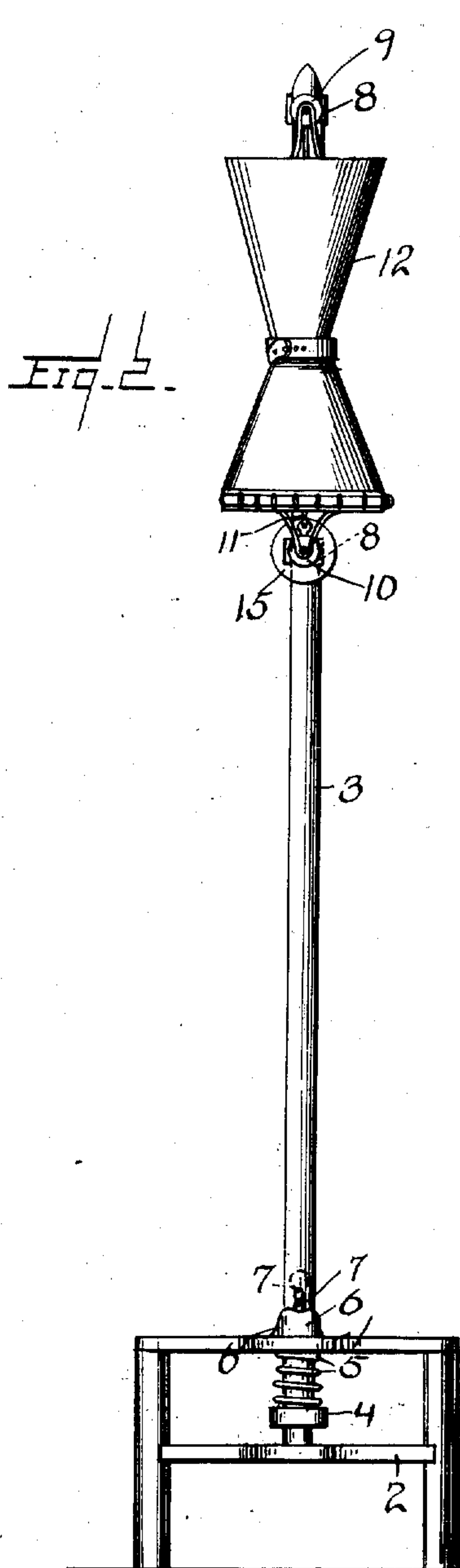
Attorney

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UNITED STATES PATENT OFFICE.

FRANK I. BROWN, OF GLASGOW, MONTANA.

MAIL-BAG DELIVERER.

989,563.

Specification of Letters Patent.

Patented Apr. 18, 1911.

Application filed August 18, 1910. Serial No. 577,782.

To all whom it may concern:

Be it known that I, FRANK I. BROWN, a citizen of the United States, residing at Glasgow, in the county of Valley and State of Montana, have invented certain new and useful Improvements in Mail-Bag Deliverers, of which the following is a specification.

This invention relates to means for delivering mail bags to rapidly moving trains and is intended to be placed at post office stations along the line of railways, to effect a quick yet positive delivery of mail bags to moving trains without necessitating the slowing up of the train receiving same.

A further object of this invention is to provide means for causing the arms that support the mail bags in a receiving position to fly apart and parallel the post simultaneously with the delivery of the bag, thereby clearing the track of the projecting arms for the safety of passing trains.

A still further object is to provide means whereby the post will be caused to revolve in its frame one quarter of its circumference, or until the brackets in which the arms are pivoted shall have paralleled the frame, immediately upon the delivery of the bag to the car, for the further purpose of safety in case of the failure of the upper portion.

This invention is illustrated in the accompanying drawings wherein like numerals of reference indicate corresponding parts throughout the several views, and while it is shown in its preferred form in the illustrations, still it will be evident that different forms may be employed to meet various conditons, and minor details of construction may be resorted to without departing from the spirit of the invention, hence I do not limit myself to the exact construction herein shown but reserve the right to make such alterations, modifications and changes as may from time to time be found expedient.

Figure 1, illustrates the device in side elevation, showing the receiving car in perspective. Fig. 2, is a front elevation with the mail bag attached. Fig. 3, is a front elevation with the arms thrown, showing the position that the device assumes after the delivery of the bag.

Referring to the drawings, the numeral 1, denotes a frame in which is secured a shelf 2. A post 3, extends through the top of the said frame 1, and then a short dis-

tance through shelf 2, and is held in release position by a stop block 4. A spring 5, encircles the lower extremity of said post 3, and is interposed between the stop block 4, and the top member of the frame 1. A stationary cam 6, formed with a notched center and tapering sides is provided and mounted on the top member of the frame 1, a pin 7, extends through the center of the post 3, and is adapted to rest in the notch in the said locking member 6, when the device is in position for the delivery of the bag, as shown in Fig. 1. Brackets 8, 8, are provided and mounted on the post 3, in which arms 9, and 10, are pivoted.

11, is a connecting rod so adjusted as to cause the arm 9, to fly upward as the arm 10, drops downward when the mail bag 12, shall have been removed therefrom.

A mail car 13, is shown to the door of which is secured a receiving device 14.

In operation the mail bag 12, is mounted in position on the arms 9, and 10, the weight 15, holding bag in proper tension; then post 13, is swung around until the pin 7, fits into the notch in the member 6. The spring 5, operates to hold the post in a normally fixed position until the momentum of the moving train when it receives the bag shifts the post to one side, thereby forcing the pin 7, from the notch and slightly past the center of the member 6. The weight of the post united with the action of the spring 5, operates to cause the pin 7, to slide down the inclined portion of the member 6, thereby causing the post to make a quarter of a revolution and causing the extended arms to parallel the frame. As soon as the bag is released from the arms the weight 15, forces the arm 10, downward, thereby causing the arm 9, to fly upward by virtue of the connecting rod 11.

Having described my invention, that which I claim and desire to protect by Letters Patent is,—

In a device of the character described, comprising a frame, a post mounted for radial and vertical oscillation in said frame, parallel arms pivotally mounted on said post and adapted to hold a mail bag, a rod pivoted to said arms and connecting same and adapted to cause the arms to separate in opposite directions, a weight mounted on one of said arms, a locking member comprising a semi-circular band having tapering sides and a notched center mounted on

5 said frame, a pin adapted to penetrate the center of said post and normally resting in the said notched center of said locking member and also adapted to slide down the tapering sides of the said locking member when the said mail bag has been released, a spring mounted on the lower end of said post within said frame adapted to hold the post in

a normally fixed position and to assist the vertical oscillation of the said post. 10

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

FRANK I. BROWN.

Witnesses:

GEORGE E. HURD,
LULA A. TAYLOR.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
