C. D. EVERETT.

MAIL BAG RECEIVER FOR RAILWAY STATIONS OR CARS.

No. 50,698. Patented Oct. 31, 1865.

Fig. 1.

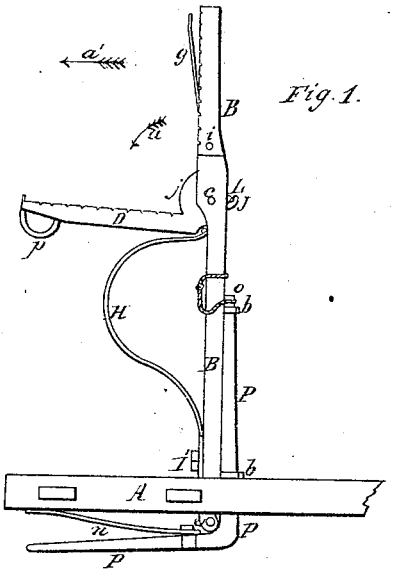


Fig. 4.

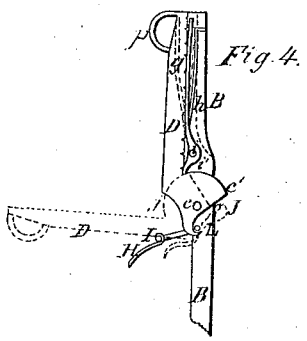


Fig. 2.

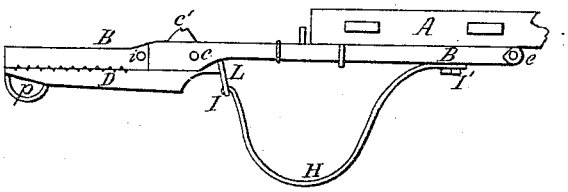
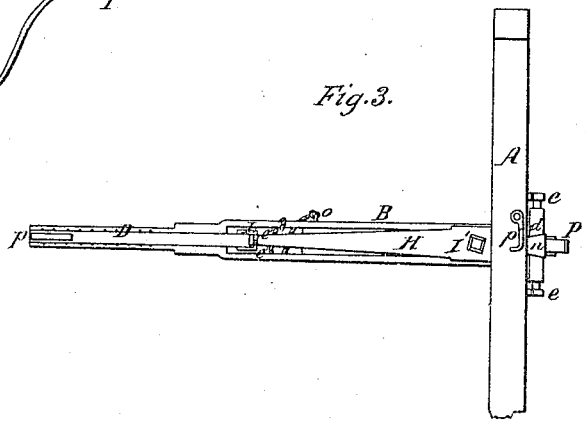


Fig. 3.



Witnesses

W. A. Bunnage

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UNITED STATES PATENT OFFICE.

CHARLES D. EVERETT, OF CLEVELAND, OHIO.

IMPROVED RAILWAY MAIL-BAG RECEIVER.

Specification forming part of Letters Patent No. **50,698**, dated October 31, 1865.

To all whom it may concern:

Be it known that I, C. D. EVERETT, of Cleveland, in the county of Cuyahoga and State of Ohio, have invented certain new and useful Improvements in a Mail-Bag Receiver and Deliverer for Railway Stations and Cars; and I do hereby declare that the following is a full and complete description of the construction and operation of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figures 1 and 2 are top views of the receiver in different positions, with a part of the frame of the car-door with which it is connected. Fig. 3 is a side view of the same. Fig. 4 is a sectional view.

Like letters of reference refer to like parts in the different views.

My improvement relates to an automatic arrangement of devices connected to the frame or door of a mail-car, forming a receiver that is swung out at right angles to the car for the purpose of clasping or taking hold of the mail-bag, whereby it is secured and brought into the car while the train is in motion.

A represents a part of the frame of the car-door with which the receiver is connected.

The receiver consists of an arm, B, which is hinged at one end by a shaft, *d*, to eyes *e* secured in the frame, that support it, and by which it can be turned in and out from the car.

To the arm B at *c* is pivoted an arm, D. The inner end of this arm is curved round, as shown and indicated by lines *j* in Fig. 4.

c' is a notch at the outer end of the curve, and J is a hook formed at the inner end of the arm, on which is hooked a link, L, that connects the arm to a spring, H, or its equivalent, there being a hook, I, on the end of the spring for this purpose, on which the other end of the link is placed. The spring H is secured at I' to the side of the arm B. The arm B is slotted out, as at *e'*, in a suitable manner to receive the inner end of the arm D, where it is pivoted to it. The outer end of the arm B, from where the arm D is connected with it, is grooved or cut out, as shown in Fig. 4, in which there is arranged a lever, *g*, that is pivoted at *i* to the arm, and the inner end of the arm is formed into a catch, *i'*, that catches into the notch *c'* in the curve *j* of the arm.

Underneath the lever is a spring, *h*, attached to the arm at the outer end, and the inner end presses up against the lever so as to hold the catch *i'* in the notch *c'* of the arm, as shown and indicated by the dotted lines in Fig. 4. As the arm D is drawn out in the direction of the arrow *a* in Fig. 1 the catch moves round on the curve *j* until it comes to the notch *c'*, when it will spring into the notch and the outer end of the lever will project out beyond the side of the arm, as represented in Fig. 1.

P is an angular brace for holding the receiver in place as it is swung out for the bag. It is formed in one piece, and one part is put through loops *b* on the side of the arm B, and is secured by a pin, *o*, or its equivalent through the end, or by any other suitable device; and to the outer part or end of the brace is attached a spring, *n*, that is between it and the frame on the inside of the car, a hook, *p'*, being adjusted on this end of the brace to keep it in place. By means of the spring *n* the action of the receiver is rendered more elastic, and prevents the jarring by the arm coming against the bag that would be produced if the brace were rigidly attached.

The manner of adjusting the receiver to obtain the mail at railway-stations when the car is in motion is as follows: The receiver is so connected to the frame of the car or door by the shaft *d* and eyes *e*, as before described, or in any other suitable manner, that it can be swung out at right angles to the car, as in Fig. 1, the arms B and D being first opened by drawing back the arm D by the hand-piece *p* into the position shown in Fig. 1 and indicated in Fig. 4, where it is securely held by the spring and lever. When the receiver thus adjusted is swung out the brace P is put in place on the side of the main arm B and inside of the car, holding the receiver in that position. Now, as the train moves in the direction of the arrow *a'* in Fig. 1, the mail-bag being suspended or hung out at the station on a straight pin that will present no obstruction to its being removed, the outer end of the arm B comes against the bag with so much force that the lever *g* is pressed in at the outer end, which disengages the catch *i'* from the arm D, when the spring H will cause the arm D to clasp at once upon the bag, holding it fast. Then by removing the brace *p* the receiver with the bag can be brought round into the car and the bag

taken out. The current of wind produced by the motion of the train would of itself cause the bag to swing round into the car. By this arrangement the bag is automatically taken from the mail-stations on the railway and brought into the car without stopping the train.

It is well known what difficulties attend obtaining the mail at many stations where the cars do not stop. The person reaching out the arm and hand to receive the bag often receives such a jar, and requires such a straining of the body, being quite laborious, and the mail may be missed altogether, which difficulties will be entirely removed by the receiver.

The receiver can be changed from one side of the car to the other, according to the direction in which the train is running, by having eyes *e* or the same connections on each side of the door or frame of the car, into which the receiver can be readily adjusted.

By means of the spring-brace P the receiver is relieved of the jar and strain that would otherwise be produced upon it by the concussion of the arm and bag.

The arms B and D of the clasp are corrugated or notched on the inner sides where they come together, so as to take better hold on the bag; and these arms, too, can be of any desired form or configuration. They might be made in the shape of hooks or prongs curved so as to cross or overlap each other at the outer ends, clasping round the bag, and closed or brought together by a spring or its equivalent.

The receiver in all its parts, as constructed and arranged, is susceptible of various modifications without changing the nature of the invention. The receiver could be connected to the car so as to slide out in place of being swung round; and the end of the brace P on the side of the arm B might be made round, so that the brace, in place of being withdrawn, could be turned round so as to release the receiver, which, perhaps, would be more convenient. This apparatus is applicable also to receiving certain kinds of express-packages in the same manner that it obtains the mail.

What I claim as my improvement, and desire to secure by Letters Patent, is—

1. Pivoting the arms B and D together and hinging the same to the side or door-frame of the car, substantially as and for the purpose specified.

2. Automatically taking off from mail-stations on railroads the mail-bag and conveying the same to the mail-car while the train is in motion, substantially as set forth.

3. The arms B and D, the spring H, the lever *g*, and spring *h*, or their equivalents, arranged substantially as and for the purpose described.

4. The brace P and spring *n*, in combination with the arms B and D, substantially as and for the purpose set forth.

CHAS. D. EVERETT.

Witnesses:

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