To all whom it may concern:

Be it known that I, John Walsh, a citizen of the United States, residing at Great Falls, in the county of Cascade and State of Montana, have invented certain new and useful Improvements in Mail-Bag Interchanger, of which the following is a specification.

My invention relates to improvements in railway mail handling apparatus, and has for its primary object the provision of a mail interchanger adapted to interchange a plurality of mail bags between a station and a moving train which is simple in construction, cheap to manufacture and effective in operation.

The primary object of my invention is to provide a mail interchanging device whereby two or more mail bags may be delivered to and from a railway train when passing a station, means being provided at the station and on the train to receive the mail bags handled.

Another object of the invention is to provide mail bag holding and collecting means at a station and on a train adapted to carry to deliver and receive mail bags.

With the above and other objects in view my invention resides preferably in the construction, combination and arrangement of parts hereinafter set forth in the specification and illustrated in the accompanying drawings, in which,

Figure 1 is a side elevation of a section of a railway mail car showing my invention as associated therewith.

Fig. 2 is an end elevational view of the same.

Fig. 3 is a detail elevational view of the mail bag collector carried by the car, and

Fig. 4 is a detail fragmentary elevational view of a locking means used in connection with the mail bag holder carried by the car.

Similar reference characters designate similar parts throughout the various views of the drawings.

In the drawings, I have illustrated a railway mail car 1 having the usual door 2 in the side thereof. I provide means on the car for supporting one or more mail bags, said means comprising a rod 3 rotatably mounted in bearing brackets 4 carried on the opposite sides of the door 2 and adjacent the top thereof, said rod being provided with a laterally extending arm 5 having a depending portion 6 formed with a longitudinally extending bag holding arm 7. A suitable handle 8 is carried on the rod 3 and extends within the car whereby to facilitate the movement of the mail bag holder into operative position. A suitable lock for maintaining the holder in such position is provided which comprises a sliding bolt 9 mounted in a guide 10 adjacent one side of the door 2, said sliding bolt being adapted to engage the handle 8 and maintain the latter in the position shown in Figs. 1 and 2.

A mail bag receiver comprising a basket or the like 11 is carried by the car 1 and projects outwardly from the side thereof for a purpose which will hereinafter appear. I provide a mail bag collector on the car 1 which comprises a bracket arm 12 having a base 13 rigidly carried by the jamb of the door 2, said arm being formed to provide a U-shaped extremity 14 for a purpose which will hereinafter appear.

I provide mail bag supporting, collecting and receiving means at a station, said means embodying a standard 15 mounted in a suitable base 16 adjacent the railway track and spaced from the car a sufficient distance to allow the basket 11 to freely pass. The upper extremity of the standard 15 is provided with a U-shaped collector 17 arranged in the path of travel of the mail bag holding arm 7 and adapted to embrace the same as shown to advantage in Fig. 2. A mail bag receiving basket or the like 18 is mounted on the standard 15, as at 19, to receive mail bags delivered from the train. A mail bag holder is mounted on the standard 15 and comprises an arm 20 bolted or otherwise secured to said standard and provided with a longitudinally extending holding arm 22, said arm being disposed in the path of travel of the collector 14. The arm 20 is provided with an offset portion 23 to allow passage of the outermost arm of the U-shaped collector 14. The relative positions of the holder and collector are shown to advantage in Fig. 2, the collector being shown in dotted lines. A suitable bracing arm 24 serves to maintain the arm 20 rigid.

I provide a suitable platform 25 adjacent the standard 15 having steps 26 to facilitate placing of the mail bags in position for delivery. In operation, one or more mail bags A are placed on the holder 22 and one or more mail bags B placed on the holding arm 7. As the train passes the standard 15 the arm 7 carrying the bags B will pass between the arms of the U-shaped collector 17,
and the bags will be gathered and caused to drop into the receptacle 18. The collector 14 carried on the car operates in a similar manner and will cause the mail bags to be moved from the holder 22 and deposited in the receptacle 11.

In order to facilitate the removal of the mail bags from their respective holders I provide U-shaped members 27 carried by the mail bags and provided with transversely extending rods 28 which are adapted to support the bags on their respective holders. This construction allows the ready removal of the bag but will positively retain the bag on the holders against wind pressure.

From the above description taken in connection with the accompanying drawings it is thought that a clear and comprehensive understanding of the construction, operation and advantages of my invention may be readily gathered, and while I have shown and described the same as embodying a specific structure I desire that it be understood that I may make such changes therein which do not depart from the spirit and scope of the invention as claimed.

I claim:

A mail bag receiver including a standard, a bag receptacle on the standard, a pronged stripper above the receptacle adapted to remove the bag from a moving bag supporting arm whereby the bags may be received by the receptacle in an upstanding position, and a bag supporting arm on the standard below the bag receptacle adapted to hold bags for removal by a moving member.

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

JOHN WALSH.

Witnesses:

Geo. Raban,
A. L. Gesche.

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