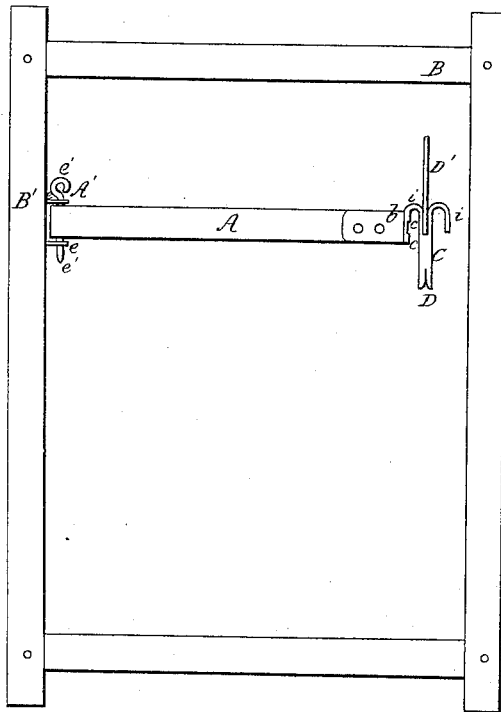


C. D. EVERETT.  
Mail-Bag Catcher.

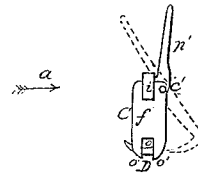
No. 51,162.

Patented Nov. 28, 1865.

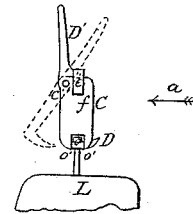
*Fig. 1.*



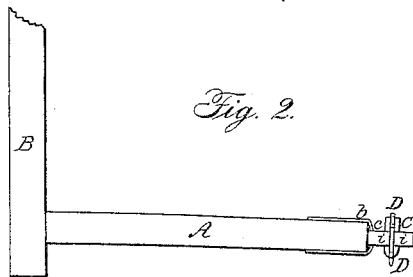
*Fig. 3.*



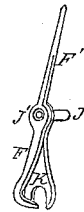
*Fig. 4.*



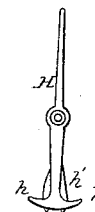
*Fig. 2.*



*Fig. 5.*



*Fig. 6.*



Witnesses:

W. H. Burnings  
A. W. M. Clelland

Inventor.

Chas. D. Everett.

# UNITED STATES PATENT OFFICE.

CHARLES D. EVERETT, OF CLEVELAND, OHIO.

IMPROVED METHOD OF DELIVERING MAILS AND PACKAGES FROM RAILROAD-CARS WHILE IN MOTION.

Specification forming part of Letters Patent No. **51,162**, dated November 28, 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 an Apparatus for Delivering Mail-Bags, Express-Packages, &c., from Railroad-Cars when in Motion; 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—

Figure 1 is a side view of the deliverer, with the door-frame of a car, with which it is connected. Fig. 2 is a top view with the arm extended outside of the car. Figs. 3 and 4 are views of the deliverer detached. Figs. 5 and 6 will be referred to in the description.

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

My improvement relates to an apparatus or arrangement of devices connected to a car, whereby the mail-bag or packages of any kind can readily be discharged or delivered while the car is in motion, as will be described.

In Fig. 1, A represents an arm pivoted or hung at A' to the door-frame B of a car, so that it can be swung round at right angles to the car, as shown in Fig. 2. This arm is connected to the car by means of eyelets or lugs *e*, fastened in the frame, through which a pin, *e'*, passes, that extends through the end of the arm A', placed between them, as represented.

At the outer end of the arm there is a plate, *b*, that fits onto the end and sides, where it is secured by screws, as shown in Fig. 1. The end of this plate is formed into loops *c*, to which is attached a hanger, C, that consists of a plate formed into a case with sides *f*, (seen in Figs. 3 and 4,) one end of which is closed, as seen in Fig. 1, and the other end is open, to receive the lever-hook D D', that moves between the sides, and is pivoted to them at *c'* midway from each end, the upper end being the lever, and the hook is formed at the lower end, shaped as shown, and indicated by the dotted lines in Figs. 3 and 4.

The middle of the upper part of the sides *f* is turned or bent over, forming hooks *i*, one of which is inserted in the loops *c*, connecting the hanger to the arm. The lower part of the sides of the hanger is cut out, as at *o*, making

a space for the handle of the mail-bag or bail of the package when placed on the hook, as noted by the red lines in Fig. 4. The ends *o'*, extending down on each side, will prevent it from slipping off until the hook passes from between them. The hanger C may be modified in its construction. Instead of there being two, there may be but one side extending down; then it will be similar to K. (Seen in Fig. 5.)

The manner in which this discharger as constructed operates is as follows: The hanger C, or its equivalent, is connected to the end of the arm A, as before stated, and the mail-bag or package hung on the hook D. The bag or package thus suspended retains the lever-hook in a vertical position, as shown in the figures. The arm is then swung round—so as to project from the side of the car—in the position seen in Fig. 2, when the upper end or lever, D', of the hook will come against a pin or stop arranged for this purpose, and as it strikes against it the hook will be turned up into the position indicated by the dotted lines, when the bag or package will slide off and be delivered without the train stopping. When the train is moving in the direction noted by the arrow *a* in Fig. 3, the lever-hook or its equivalent, coming in contact with the stop, will be turned into the position indicated, and when the train is going in the opposite direction, as noted by the arrow *a'* in Fig. 4, or if the arm is swung out on the other side of the car, the hanger C must be turned round, which is readily done, (there being a hook, *i*, on each side,) when the lever-hook will be turned as indicated by the dotted lines in Fig. 4, allowing the package to drop, as before stated, when the arm is brought round into the car.

The lever-hook and its connections can be constructed and arranged in many different ways for accomplishing the same purpose without changing the nature of the invention.

In Fig. 5, F F' represent a lever-hook, pivoted or hung on a stud, J, at J', which stud can be inserted in the end of the arm A; and K is a guide secured to the stud that extends down on one side, cut out at the lower end, like the sides *f*, for the same purpose.

In Fig. 6, H *h* is the lever-hook, hung about the center on a pin, at the lower end of which there are hooks *h* on each side, as represented,

so that the bag can be suspended on either side, according to the direction in which the train is going. A hook of this kind need not be turned; only place the package on the right side. *W* is the guide.

This apparatus may be attached to my improvement for receiving mail-bags, &c., for which I filed application July 8, 1865, thereby combining the two devices for receiving and discharging mail-bags, packages, &c.

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

1. Delivering mail-bags, packages, &c., from railroad-cars when in motion automatically, substantially as set forth.

2. The adjustable lever-hook D D', hanger C, and arm A, or their equivalents, when arranged and operating substantially as and for the purpose specified.

CHAS. D. EVERETT.

Witnesses:

W. H. BURRIDGE,

A. W. McCLELLAND.