

*J. P. Dodge,*  
*Mail Bag Fastener.*  
*No. 111,521.      Patented Feb. 7. 1891.*

FIG 1

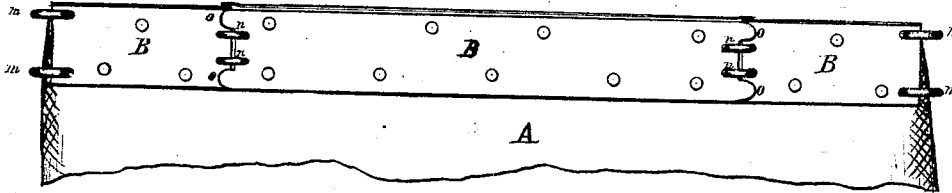


FIG 2

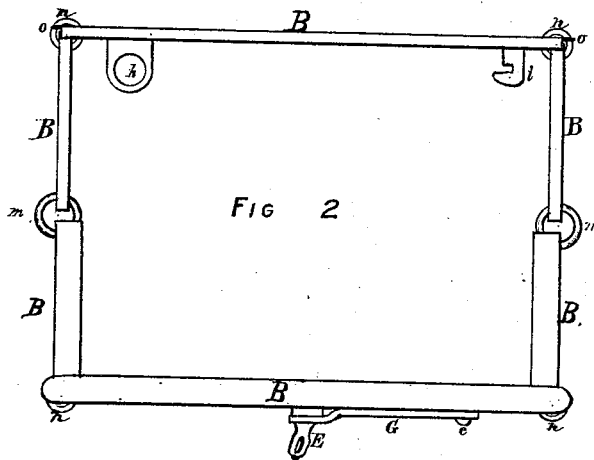
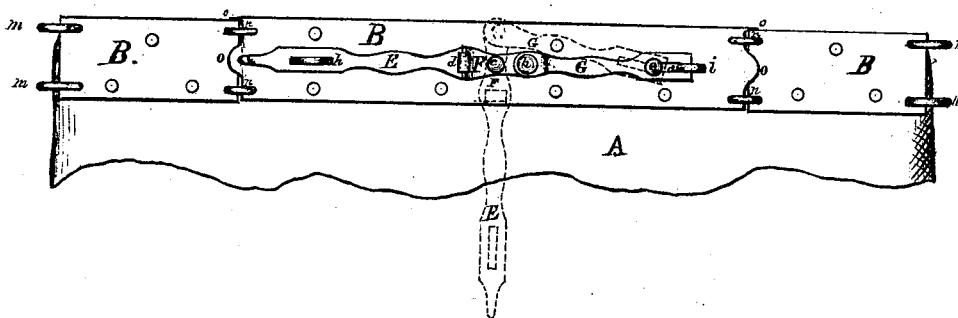


FIG 3



*Geo. S. Luntz*  
*James Moxon* } WITNESSES

*J. Franklin Dodge*  
 INVENTOR

# United States Patent Office.

D. FRANKLIN DODGE, OF LOWVILLE, NEW YORK.

Letters Patent No. 111,521, dated February 7, 1871; antedated January 28, 1871.

## IMPROVEMENT IN MAIL-BAG FASTENINGS.

The Schedule referred to in these Letters Patent and making part of the same.

I, D. FRANKLIN DODGE, of Lowville, in the county of Lewis and State of New York, have invented certain Improvements in Mail-Bag Fastenings, of which the following is a specification.

The nature and object of my invention are to construct a fastening for mail-bags, which, when open, shall furnish the best aperture for the reception of mail matter from the receptacles in which it is placed when sorted; which can be shut and locked instantly, an important object on all mail-cars; and when closed, to fasten the mouth of the mail-bag firmly and securely.

In the accompanying drawing—

Figure 1 represents a back view of the frame of the fastening and a portion of the mail-bag.

Figure 3, a front view of the same.

Figure 2, a top view of the fastening, when the same is fully open, and showing the shape of the mouth of the bag when ready to receive mail matter.

The same letters of reference represent the same parts in all the figures.

In the accompanying drawing—

A represents the upper portion of a mail-bag.

B, the frame of my improved fastening, which I construct of metal, generally iron or steel, inclosing the mouth of the bag, to the edges of which it is, by its lower edge, firmly riveted, and at its upper edge bent inward at right angles in such a manner that when the bag is shut they will overlap each other.

This frame, when closed, is jointed at each end by means of the rings *m m* passing through suitable holes in each side of the frame, and each side of the frame is also jointed in the same manner by the rings *n n*, at a distance from each end equal to about one-fourth the entire length of one side.

The joints above mentioned cause the mouth of the bag, when opened, to assume the shape shown by the frame in fig. 2, which is the best for the reception and discharge of mail-matter.

*o o* represent one or more lips, projecting from each end of the middle piece of each side of the frame a little over onto the outside of the piece jointed to it, in order to give a certain rigidity to the frame, and assist in holding those parts of the frame in place.

*i* represents a catch, firmly fastened to the inside of the back middle piece of the frame, near one end thereof, as shown in fig. 2, which, when the bag is closed, reaches through a slot in the corresponding end of the front middle piece, and receives the end of the bolt G, as shown in fig. 3.

*h* represents a staple, fastened in a similar manner to the inside of the back middle piece, near the other end thereof, as shown in fig. 2, which, when the bag is closed, reaches through a similar slot in the corresponding end of the front middle piece, and will also reach through a similar slot in the hasp E, when in place, as shown in fig. 3, far enough to receive the link of the padlock used for locking the bag.

In fig. 3—

E represents a hasp;

F, a lever; and

G, a bolt; combined as follows:

The lever F is fastened at its center to the frame B by the pivot *c*, about which it can be turned. The hasp E is hinged at *d* to one end of the lever F in such manner as to allow the hasp to be lifted off the staple *h*, and the bolt G is at one end fastened by a hinge to the other arm of the lever F at *b*, in such manner as to allow the parts to be placed in the position shown by the dotted lines.

The other end of the bolt G is supported and guided by the headed pin *e*, passing through a slot therein, and fastened to the frame B.

When the hasp-lever and bolt above described are in the position shown in fig. 3, the mouth of the bag is held firmly and securely closed by the end of the bolt G in the catch *i*, and by the link of the padlock through the staple H, and also by the rigidity of the frame B.

To open the bag after removing the padlock, it is only necessary to lift the hasp off from the staple, and place it in the position shown by the dotted lines in fig. 3, when the end of the bolt will be drawn out of the catch, and the mouth of the bag can be opened into the shape shown in fig. 2, and to close the bag, the operation is simply reversed.

This can be done almost instantaneously, and much time and labor saved, which, practically, is of great importance upon mail-cars, especially when the stations are frequent.

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

The combination of a jointed frame, B, hasp E, jointed lever F, bolt G, staple *h*, and catch *i*, constructed and arranged substantially as above described.

D. FRANKLIN DODGE.

Witnesses:

GEO. D. COWLES,  
JAMES NOXON.