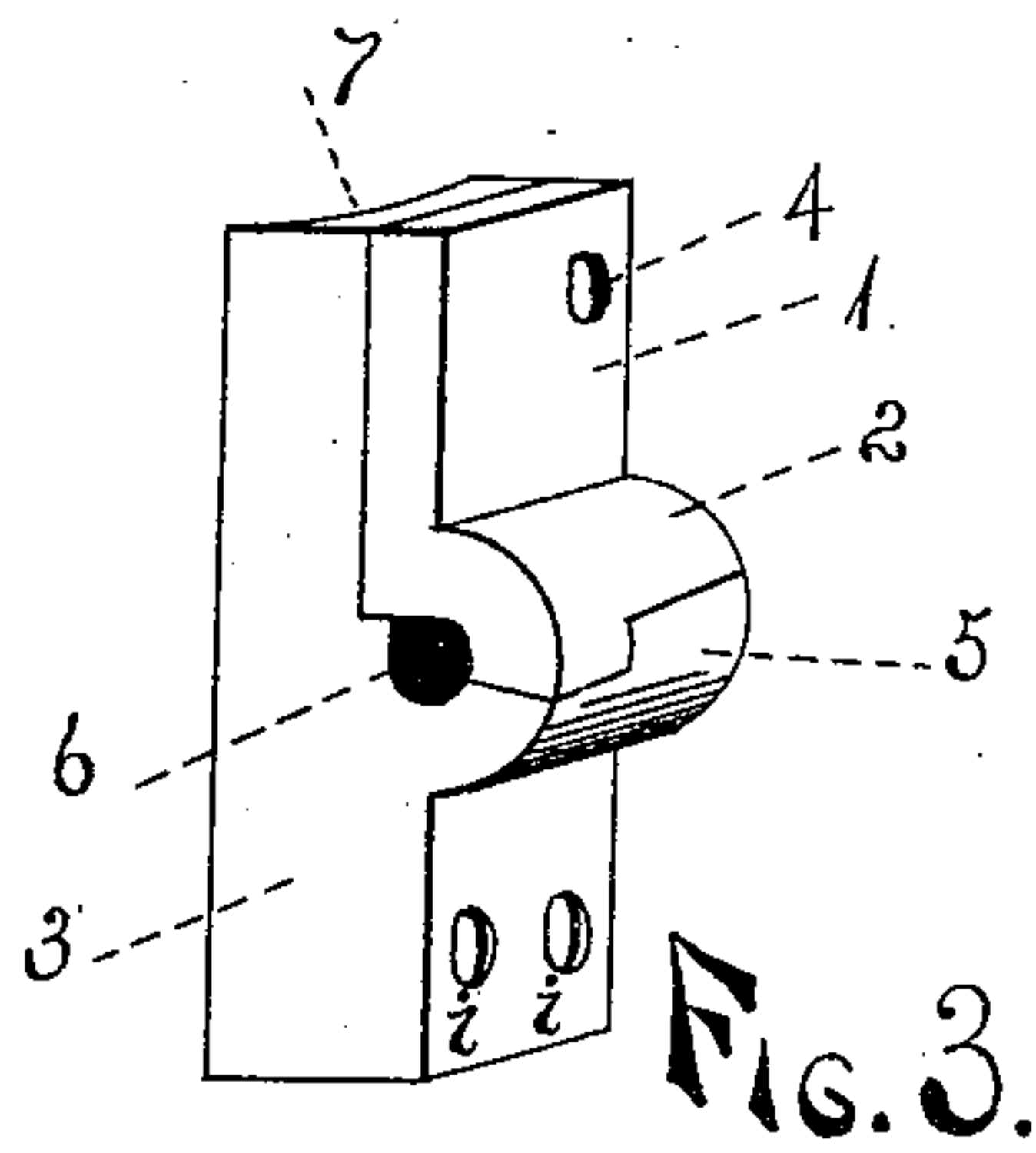
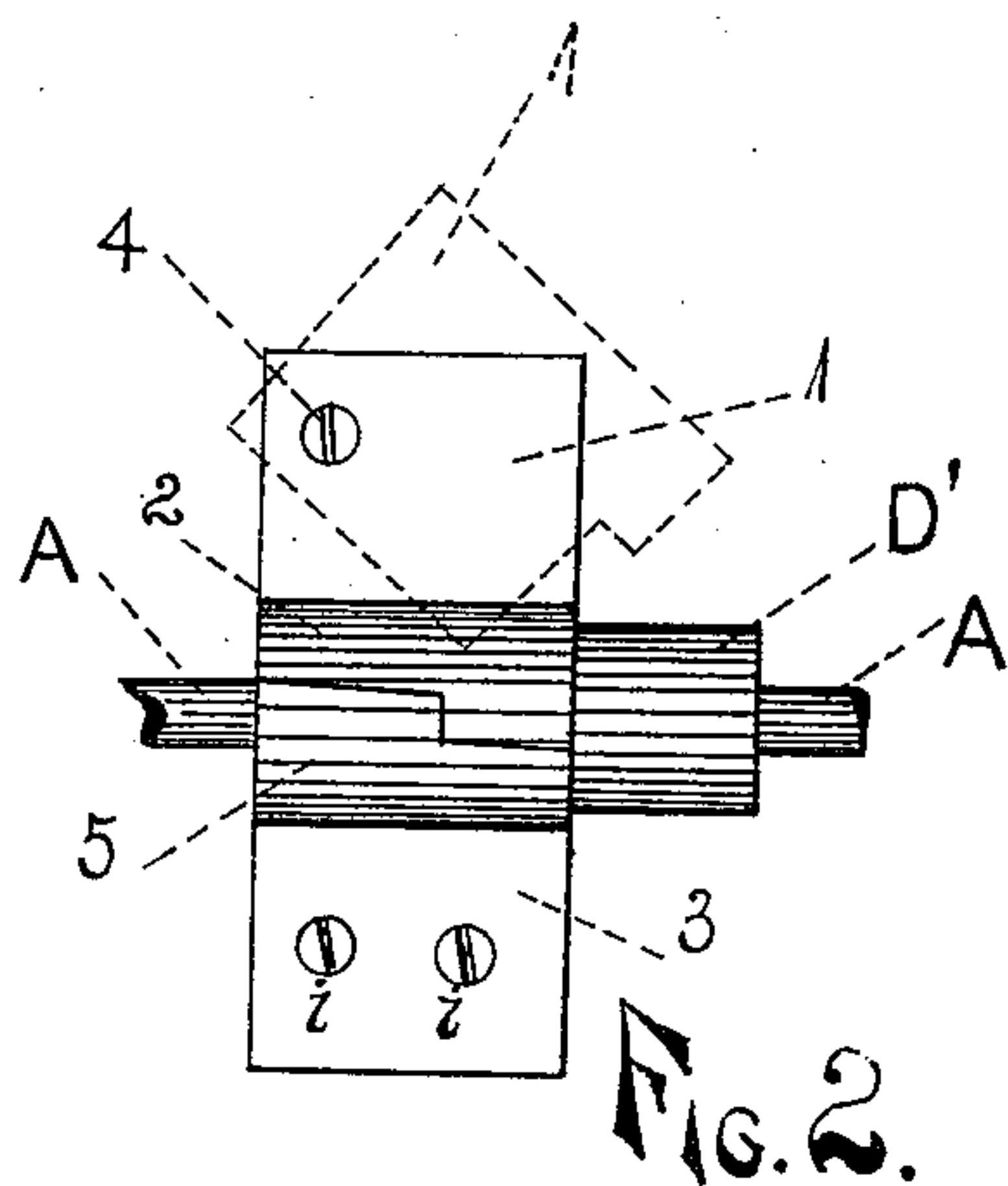
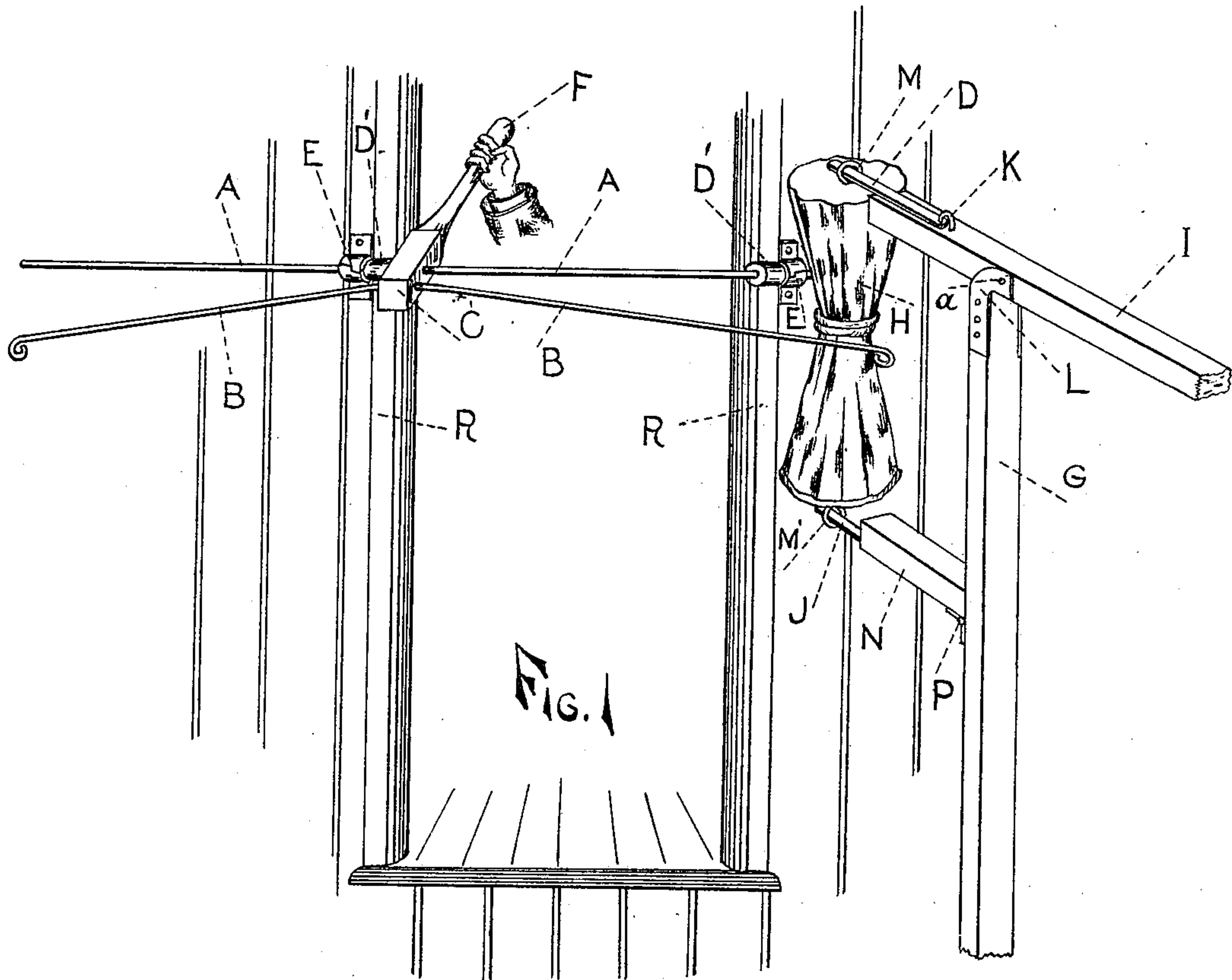


(No Model.)

F. K. DRAKE.
MAIL BAG CATCHER.

No. 304,509.

Patented Sept. 2, 1884.



WITNESSES:

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FRANCIS K. DRAKE, OF GRAND RAPIDS, MICHIGAN, ASSIGNOR OF TWO-THIRDS TO EDWIN S. PIERCE AND JOHN M. METHEANY, BOTH OF SAME PLACE.

MAIL-BAG CATCHER.

SPECIFICATION forming part of Letters Patent No. 304,509, dated September 2, 1884.

Application filed March 21, 1884. (No model.)

To all whom it may concern:

Be it known that I, FRANCIS K. DRAKE, a citizen of the United States, and residing at the city of Grand Rapids, in the State of Michigan, have invented a new and useful Improvement in Mail-Bag Catchers for Railroad Postal Cars, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to the construction of that class of mail-bag catchers which are secured to the door-posts at the side of the cars and seize the bags as the car passes without stopping the train or slackening the speed, the bag being suspended upon a crane at the side of the railroad-track.

Referring to the drawings, Figure 1 is an illustration, partly in perspective, showing my invention as applied and in operation. Figs. 2 and 3 are detached views showing the hinged catch or clamp by which the catcher is detachably secured to the door-posts.

A represents a straight steel rod of any suitable size, detachably secured to the outside of the door-posts R R, upon either side of the door, at a suitable height from the threshold, by the hinged catches or clamps E, which are securely bolted to said posts, said rod being movable laterally therein. About equidistant from either end of rod A is rigidly secured the iron block C, having the handle F.

D' D' are short rubber cylinders, through which rod A passes, and are placed upon either side of block C, and are movable upon rod A, and act as bumpers or cushions to deaden the force of the blow of block C upon clamps E E when the bag is caught, as hereinafter described. The rod B, having its ends curled as shown, is also rigidly secured near its center to the block C, parallel and near to rod A, leaving a sufficient space between the two rods, when thus secured to block C, to allow of the mail-bag being securely inclosed and held in the notch formed by rods A and B and block C. At a short distance upon either side of block C the rod B angles outward, forming an acute angle with rod A, and thus constituting the catching-arm of the de-

vice. It may taper from the middle toward the ends, if desired, for lightness of construction.

The clamps E E are in two parts, 1 and 3, Figs. 2 and 3, and are jointed together in such a manner that when closed they form the cylindrical socket 6, Fig. 3, in which plays the rod A. The upper part is held in place by a bolt, 4, upon which it may be revolved obliquely upward, as shown in Fig. 2 by dotted line, to open the socket when it is desired to detach the device from the car.

The mail-bag may be suspended at the side of the track by any suitable device, preferably, however, by the employment of a crane constructed as follows, (which is commonly in use upon railroads, and is situated at the side of the track at a suitable distance.) Said crane is also illustrated in the drawings, Fig. 1, and consists of the upright post G, having horizontal arm N and cross-piece I, hinged thereto by hinges L and P in such a manner that they will drop by their own weight and be out of the way of passing trains when not in use. Short bars D and J are secured to arms I and N by staples K, which admit of their being turned in either direction, and they are thrust through the rings M M' of the mail-bag H when the arms N and I are in a horizontal position, and hold said bag suspended in a position to be caught by my catcher as the train passes.

The method of operation of my improved device is quite fully shown by the drawings. The mail agent or operator stands at the door of the car, the bag being suspended as described. By grasping the handle F he may direct the end of the bar B between the bag H and the post G, and as the car passes B will draw bag H toward the car; the rings M M' will be detached from the pieces D and J; the bag will be propelled into the notch formed by the bars A and B and block C, and securely held until removed by the agent or operator at leisure. The bag being removed, the arms N and I will drop down by the sides of post G, out of the way of passing trains.

Having thus described my invention, what I

claim as new, and desire to secure by Letters Patent, is—

The combination, with the block C, having the rods A B secured thereto, of the clamps
5 E, secured to the sides of a car, and having rubber cylinders D for the rod A to move in from one cylinder to the other, and the clamps

provided with pivoted upper portions, 1, whereby the device is readily removed, as shown and described.

FRANCIS K. DRAKE.

Witnesses:

DENNIS L. ROGERS,
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