

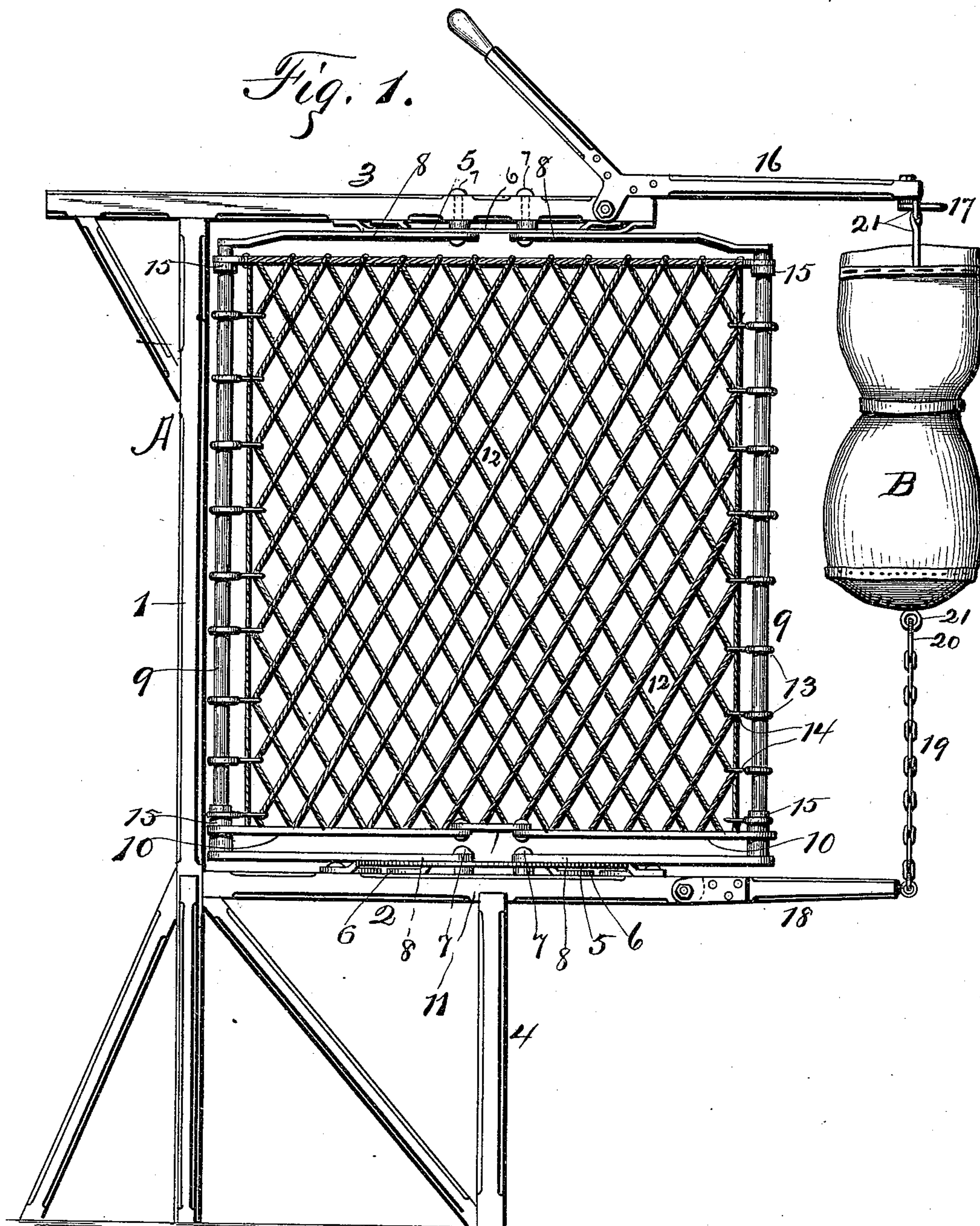
(No Model.)

2 Sheets—Sheet 1.

C. B. WINSOR & G. W. CUMMINGS.  
MAIL BAG CATCHER.

No. 447,094.

Patented Feb. 24, 1891.



WITNESSES:

*E. V. Ames*  
*C. M. Titus*

*Clinton B. Winsor & George W. Cummings* INVENTORS.  
BY  
*Smith & Denison* their ATTORNEYS.

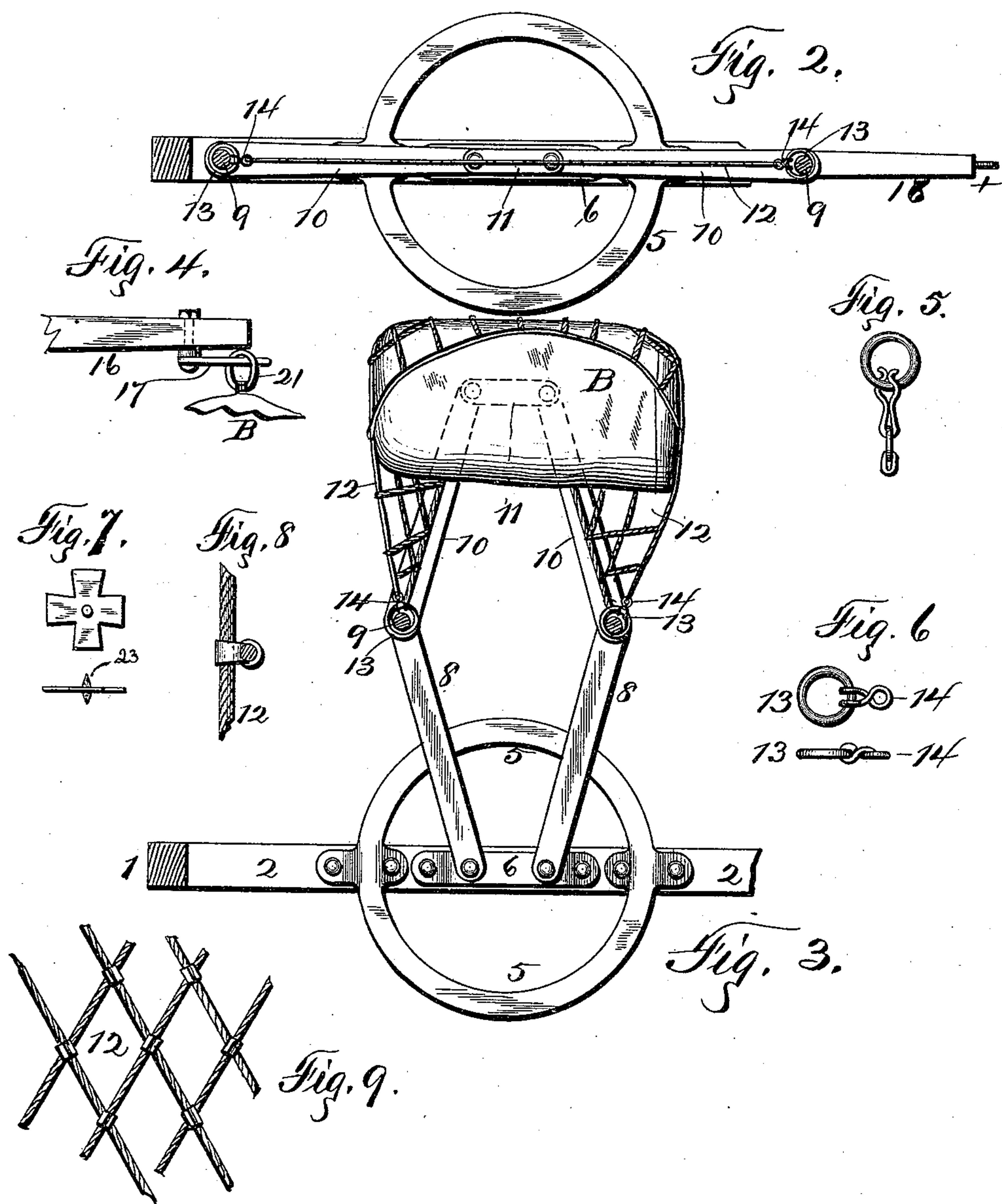
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C. B. WINSOR & G. W. CUMMINGS.  
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WITNESSES:

E. V. Mack  
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Hinton B. Winsor INVENTOR  
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# UNITED STATES PATENT OFFICE.

CLINTON B. WINSOR AND GEORGE W. CUMMINGS, OF JAMESTOWN, NEW YORK.

## MAIL-BAG CATCHER.

SPECIFICATION forming part of Letters Patent No. 447,094, dated February 24, 1891.

Application filed June 26, 1890. Serial No. 356,759. (No model.)

*To all whom it may concern:*

Be it known that we, CLINTON B. WINSOR and GEORGE W. CUMMINGS, of Jamestown, in the county of Chautauqua, in the State of New York, have invented new and useful Improvements in Mail-Bag Catchers, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

Our invention relates to apparatuses for catching mail-bags when thrown from a train in motion.

Our object is to produce an apparatus to catch and hold a mail-bag, keeping it off from the ground, and preventing the injury of people at a railroad station by being struck by a flying bag thrown from a train in rapid motion, as well also to protect the bags and save them from the wear and scratching and tearing by the planking, earth, and stones, such apparatus comprising a netting mounted upon a frame, the sides of which are adapted to be swung backward and inward by the collapsing of the netting, converting the netting into a bag.

Our invention consists in the several novel features of construction hereinafter described, and which are specifically set forth in the claims hereto annexed.

It is constructed as follows, reference being had to the accompanying drawings, in which—

Figure 1 is a front elevation of the apparatus set up ready for use. Fig. 2 is a horizontal transverse section. Fig. 3 is a top plan of the netting collapsed to form a bag holding a mail-pouch, the top bars of the frame and main support being removed. Fig. 4 is a detail of the arm and ring carrying the upper end of the mail-pouch which is to be caught up by the catcher on the car. Fig. 5 is a like view of the ring and spring-jaw holding the lower end. Fig. 6 shows a top plan and a side elevation of the devices used to connect the edge of the netting to the side bars of the frame. Fig. 7 shows a top plan and side elevation of the blank for the fastening used at the intersection of the ropes of the netting. Fig. 8 is a side elevation of the same bent around intersecting ropes. Fig. 9

is a plan of a piece of the netting, showing the connections.

A is the supporting-frame, comprising a standard 1, lower arm 2, and upper arm 3, with suitable braces and an auxiliary lower post 4. Upon the top of the lower arm and the lower side of the upper arm we secure a circle 5. Within this circle and along each arm we secure an arching spring 6. Bolts 7, inserted through each arm, each spring, and loosely through the inner ends of the bars 8, regulate the tension of each spring against said bars. Vertical standards 9 are pivotally mounted in the outer ends of the bars 8. Adjacent to the lower ends of the standards we secure horizontal rods 10, the inner ends of which are pivotally connected by a link 11. The netting 12 is connected at the sides to the standards by the rings 13, fitting loosely over them, and by the eye-hooks 14, tied to the netting and hooking into the rings. Shoulders or collars 15 on the standards near each end hold the netting distended vertically, and the lower end of the net is secured to the rods 10 and link 11, so as to form a bag, as hereinafter described. Upon the upper arm near its outer end we hinge the bar 16, provided on its outer end with a swinging rod 17, and upon the outer end of the lower arm we hinge the bar 18, provided on its outer end with an eye in which one end of the chain 19 is fastened, the other end being provided with a spring-jaw 20.

B is a mail-pouch provided at each end with a ring 21, one of which fits over the rod 17, and the other engages with the spring-jaw when the chain and lower arm are raised, as shown in Fig. 1.

When the apparatus is set up, as shown in Fig. 1, the net is distended, say, six feet square, and then, as the train approaches, the mail clerk throws the pouch to be dropped against the net, and then the momentum causes the net to collapse or double up, drawing the sides of the frame backward and inward and creating a bag in the net, as shown in Fig. 3, in which the pouch lies until removed.

It will be seen that this pouch-catcher can

be operated from either side, and that a pouch-bag can be caught by the train at the same time another is thrown off.

To secure the intersection of the ropes or  
5 cords of the net, we employ a fastening consisting of a blank of substantially the form shown in Fig. 7 and provided with the point 22 and the pointed spurs 23 on both sides, and when two opposite points are folded over one  
10 rope embedding the spur into it and the other two points are folded over the other rope, forcing that spur into the rope, and then both ropes are held firmly against slipping.

What we claim as our invention, and desire  
15 to secure by Letters Patent, is—

1. A mail-pouch catcher comprising a net, a frame upon which it is distended, consisting of sectional top and bottom bars secured upon vertical sides pivotally mounted in the  
20 lower frame-bars, and means for supporting the frame.

2. A mail-pouch catcher comprising a net,

a supporting-frame consisting of sectional top and bottom bars secured upon vertical sides pivotally mounted in the lower frame-  
25 bars, friction-springs bearing against the upper and lower frame-bars, and means for supporting the frame.

3. A mail-pouch catcher comprising a net, a supporting-frame consisting of sectional  
30 top and bottom bars secured upon vertical sides pivotally mounted in the lower frame-bars, springs bearing frictionally against the upper and lower frame-bars, circles mounted above and below and in engagement with the  
35 upper and lower frame-bars, respectively, and means for supporting the frame.

In witness whereof we have hereunto set our hands this 10th day of June, 1890.

CLINTON B. WINSOR.

GEORGE W. CUMMINGS.

Witnesses:

HOWARD P. DENISON,  
E. V. MACK.