

(No Model.)

2 Sheets—Sheet 1.

W. BURKS.

DEVICE FOR CATCHING AND DELIVERING MAIL BAGS.

No. 448,709.

Patented Mar. 24, 1891.

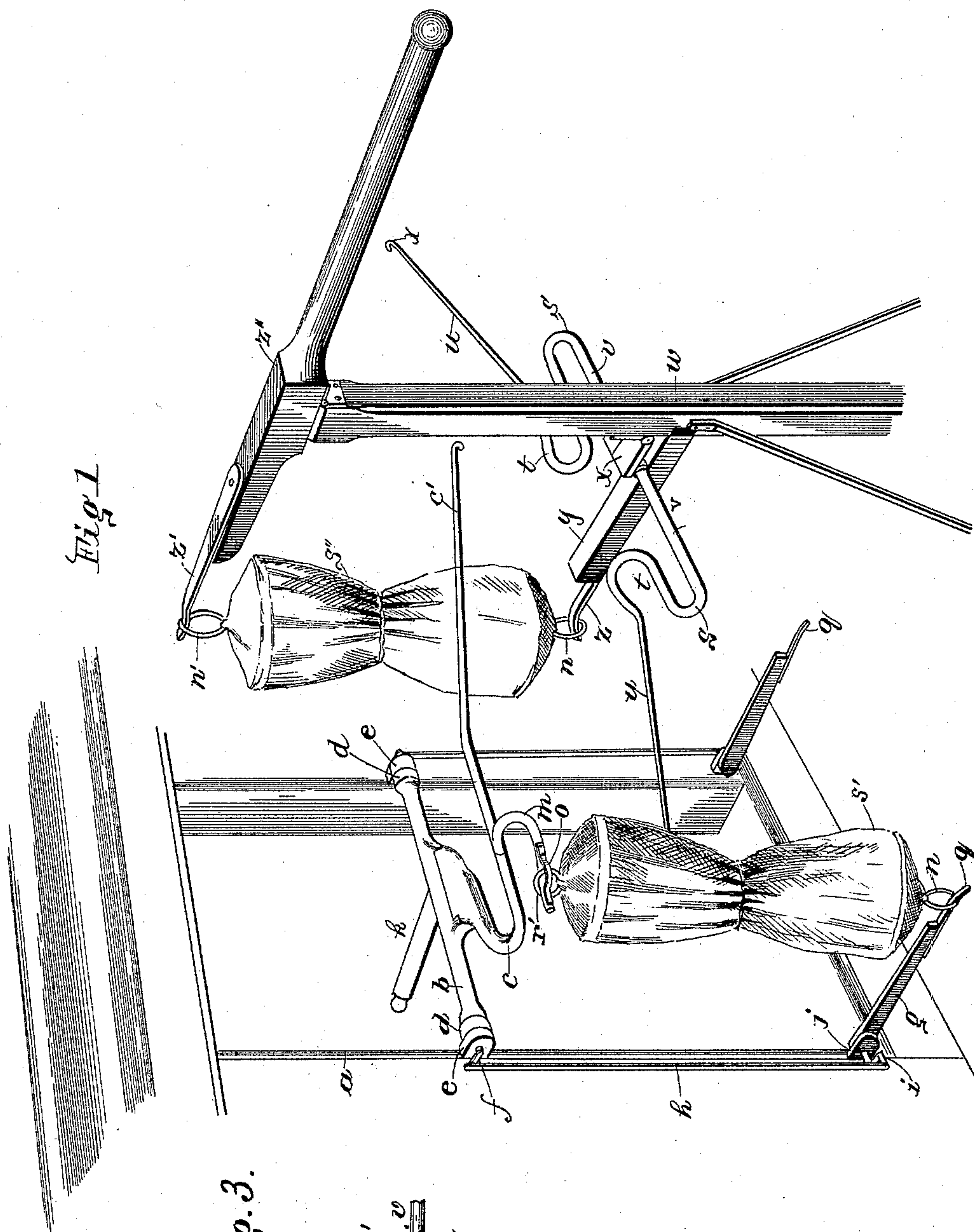
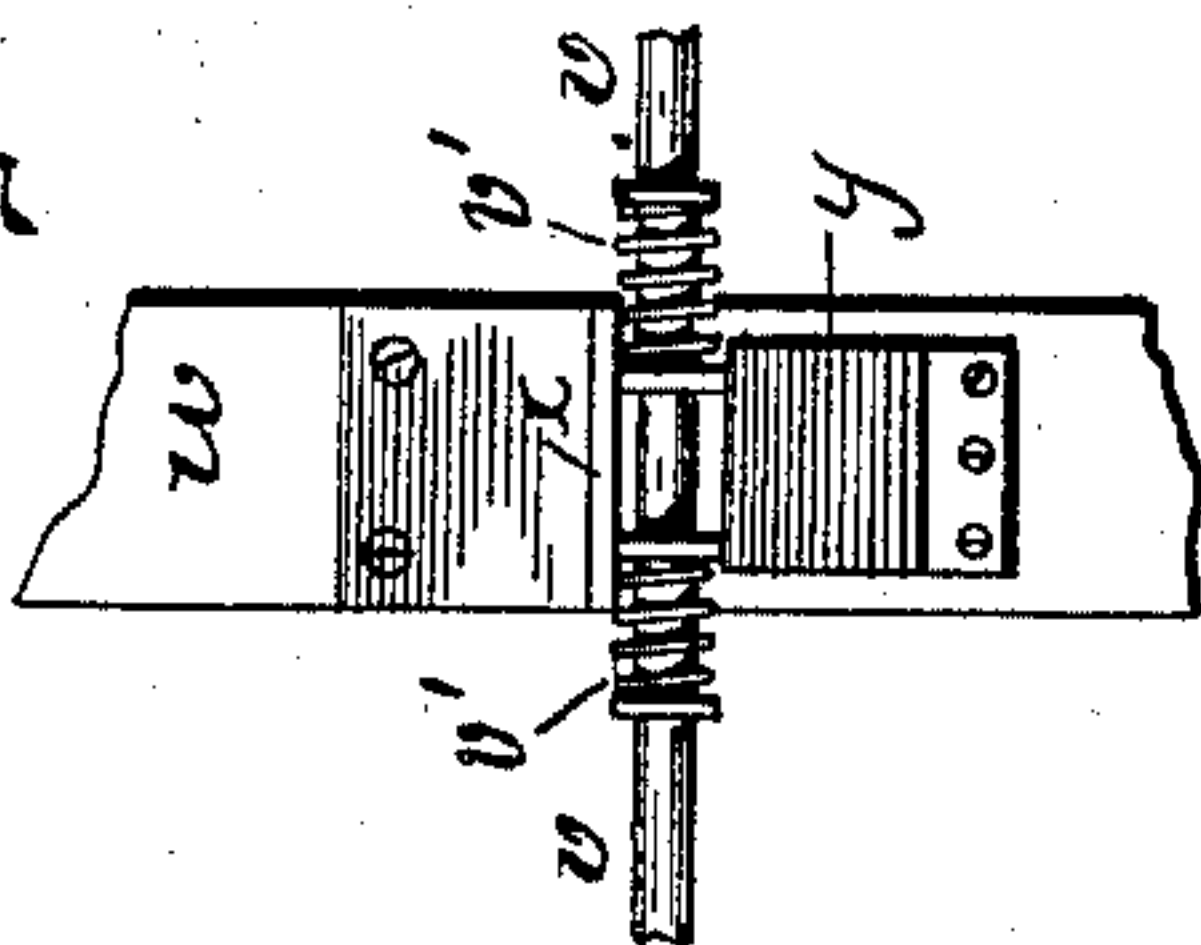


Fig. 3.



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J. B. Owens.

Inventor
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his Attorney.

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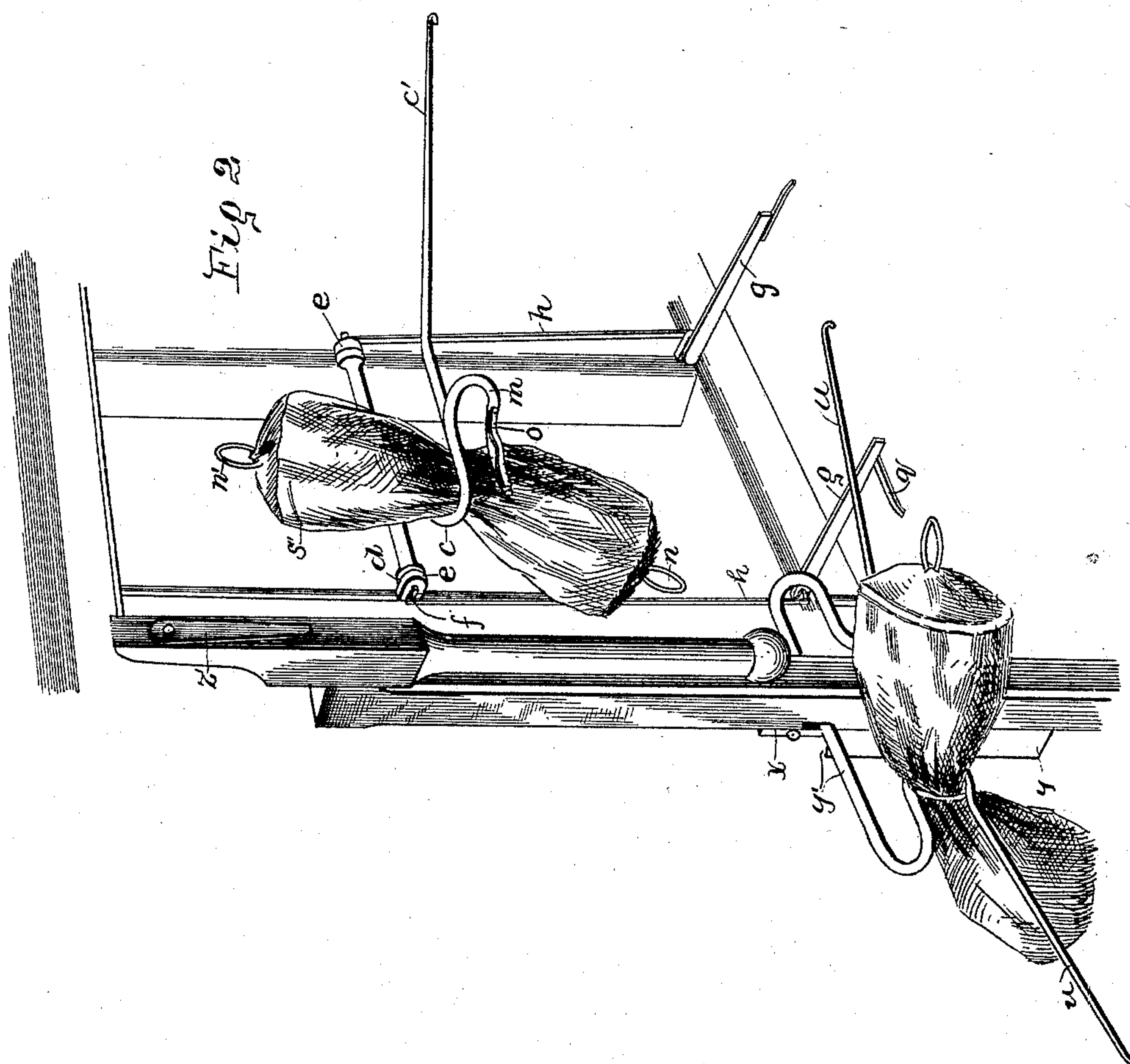
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UNITED STATES PATENT OFFICE.

WALTER BURKS, OF LYNCHBURG, VIRGINIA, ASSIGNOR OF TWO-THIRDS TO WM. T. GOODE, OF SAME PLACE, AND WM. A. MOORE, OF CHARLOTTESVILLE, VIRGINIA.

DEVICE FOR CATCHING AND DELIVERING MAIL-BAGS.

SPECIFICATION forming part of Letters Patent No. 448,709, dated March 24, 1891.

Application filed July 5, 1890. Serial No. 357,867. (No model.)

To all whom it may concern:

Be it known that I, WALTER BURKS, a citizen of the United States, residing at Lynchburg, in the county of Campbell and State of Virginia, have invented certain new and useful Improvements in Devices for Catching and Delivering Mail-Bags; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention has reference to an improved device for catching and delivering mail-bags, and my purpose is to provide a more simple, effective, and practical construction than those heretofore in use.

With this end in view my invention consists in the peculiarities of construction and combinations of parts more fully described hereinafter, and pointed out in the claim.

In the accompanying drawings, Figure 1 represents a perspective view of my device just before the catching and delivering operation takes place; Fig. 2, a similar view just after it has occurred; Fig. 3, a detail view of the position of the hinged arm and catching-hooks upon the post.

The reference-letter *a* represents an ordinary mail-car, across the door of which is placed a horizontal bar *b*, provided with a reversible hook *c* and handle *K* of the well-known form. This bar has upon it the usual rubber cushions *d*, and is mounted in bearings *e* upon the opposite sides of the door, and its ends project beyond these bearings *e* and are each provided with an elbow-lever or similar device *f*, secured to turn with the rod, and in so turning raise and lower a pair of pivoted arms *g* through the medium of the connecting-rods *h* and levers *i*, the latter being fulcrumed in bearings *j*.

The mail-bag *s'* is suspended from the car for delivery between the pivoted arm *g*, which is located near the door-sill, and a rearwardly-extending hook *m* upon the catching-hook *c*. This hook *m* lies within the sweep of the guide-point *c'* of the catching-hook, thereby requiring no more room than the hook itself.

The hook *m* is provided with a spring clasp or catch *n*, which consists of a flat piece of

spring metal having a curve *o* made therein to receive the bag-ring *r'*. The free end of this catch bears against the hook and retains the ring, so that the bag will not be jarred or blown off while approaching the stationary catches *s*.

The arm *g* is provided with a pivoted hook or bar *q* to receive the lower ring *r*, whereby the bag is held in an upright position to be taken by one of the stationary receiving-hooks *s*, which will now be described.

The above-described attachments for the car are shown as the preferred form; but as I do not claim the same any well-known adapted form may be substituted.

The novel parts of my invention will now be described.

s s are twin receiving-hooks formed precisely alike to catch the bag from either direction, and they consist of a straight bar *v*, of metal, having a goose-neck *t*, from which diverges the guiding-point *u*. They are connected to a vertical post or standard *w* by means of the hinge *x*, which permits them to rise and fall. An arm *y* is hinged to the post just below the point where the bar is hinged, and it has upon its free end a hinged or pivoted hook *z* to receive the lower ring *n* of the mail-bag *s'*.

The upper end of the bag is supported upon a pivoted hook *z'* upon the short arm of the hinged arm or lever *z''*. This arm is arranged in the usual manner, being hinged to the rear edge of the top of the post, so that its heavier portion will drop back in the well-known way to the position shown in Fig. 2, and so that it can be brought to a horizontal position when the mail-bag is in place to be taken by the catches upon the car, as in Fig. 1.

The arm *y* is so hinged that the end *y'*, which is fastened to the post, will come in contact with the straight portion *v* of the receiving-hooks *s* whenever an effort is made to raise it without raising and setting said hooks. This construction is provided to interfere with and prevent the operator from inadvertently hanging a bag without setting the hooks in position to take the bag from the train. The connecting-arm *v* is provided with a cushion-spring *v'* to ease the shock of the

bag as it is taken from the train. The lower leaf of the hinge x , while being so arranged as to interfere with the raising of the bar v , also permits the hooks to rest upon the upper
5 surface of the arm y and hold them in the proper adjustment to take the bag from the car.

The mechanism attached to the post at the station is operated by tilting the top lever
10 forward in horizontal position, as seen in Fig. 1, and attaching the upper ring of the bag to the pivoted hook or arm z' , then lifting the hooks and bringing arm y to a horizontal position and slipping the lower hook n over the
15 pivoted hook z upon the hanging arm.

If the operator should attempt to raise the hanging arm y without first lifting the hooks to their proper adjustment, then the inner end y' of the arm will come in contact with
20 the bar v and prevent them from upward movement, as previously mentioned.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a catching and delivering device for mail- 25 bags, the combination of a post or standard provided with a lever and with an arm hinged to said post below said lever, bag-holding devices upon the free end of the arm and upon the short arm of the lever, and a pair of re- 30 ceiving-hooks hinged to the post between said lever and arm in such juxtaposition as to interfere with raising the arm when the latter is down and to rest upon it when up, in the manner and for the purpose substantially as 35 described.

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

WALTER BURKS.

Witnesses:

JNO. M. PAYNE,
A. R. LONG.