

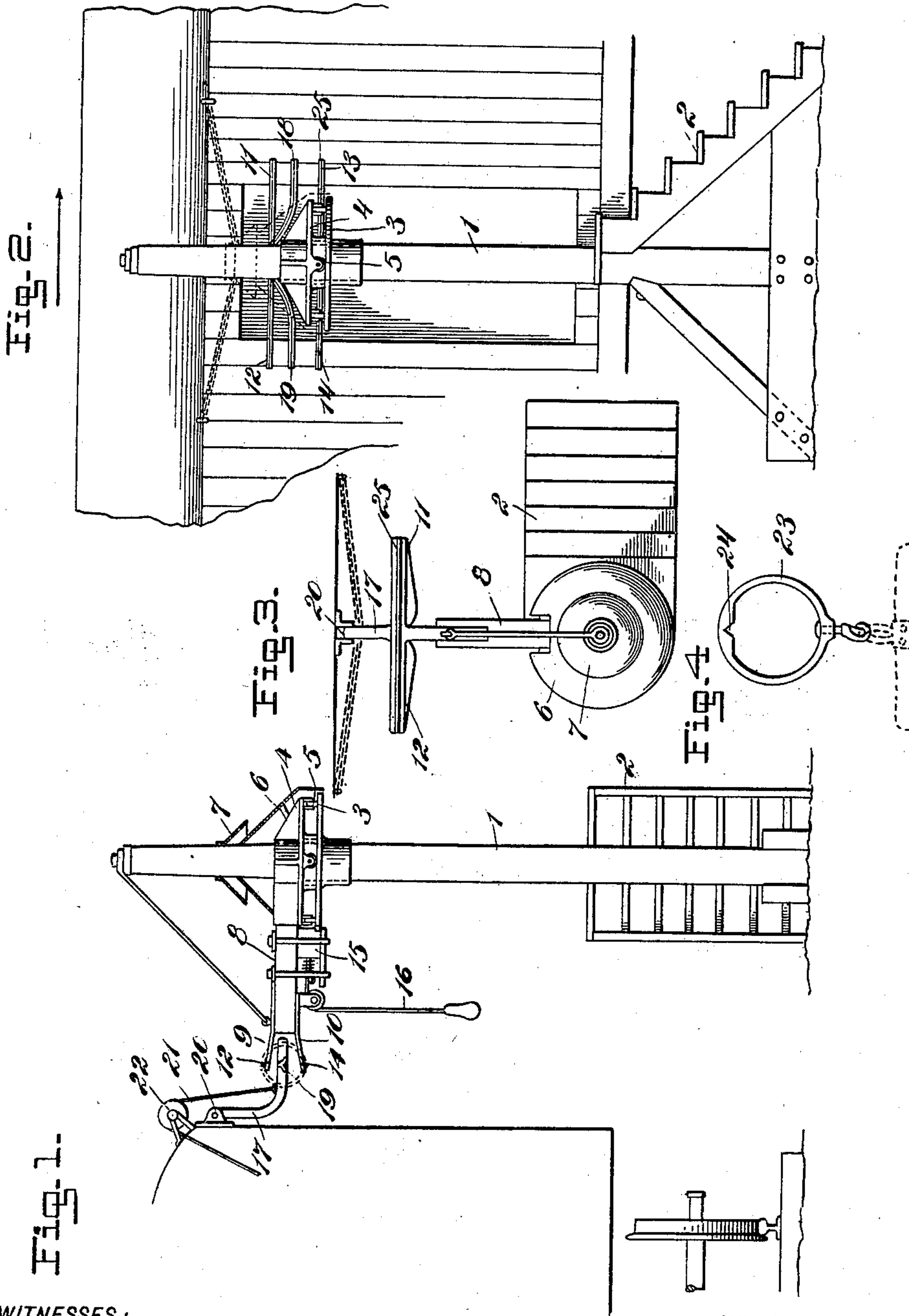
No. 666,101.

Patented Jan. 15, 1901.

F. C. KILBY.  
MAIL CATCHING AND DELIVERING FRAME.

(Application filed Oct. 30, 1900.)

(No Model.)



WITNESSES:

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# UNITED STATES PATENT OFFICE.

FRANCIS C. KILBY, OF RICHMOND, MISSOURI, ASSIGNOR OF ONE-HALF TO  
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## MAIL CATCHING AND DELIVERING FRAME.

SPECIFICATION forming part of Letters Patent No. 666,101, dated January 15, 1901.

Application filed October 30, 1900. Serial No. 34,928. (No model.)

*To all whom it may concern:*

Be it known that I, FRANCIS C. KILBY, a citizen of the United States, and a resident of Richmond, in the county of Ray and State of Missouri, have invented a new and Improved Mail Catching and Delivering Frame, of which the following is a full, clear, and exact description.

This invention relates to improvements in devices for catching mail-bags at a station from a passing train and for delivering mail-bags to the passing train; and the object is to provide a device of this character that shall be simple in construction and not liable to get out of order.

I will describe a mail catching and delivering frame embodying my invention and then point out the novel features in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of a mail-bag catching and delivering frame embodying my invention. Fig. 2 is an elevation at right angles to Fig. 1. Fig. 3 is a plan view, and Fig. 4 shows a catching-ring designed to be attached to a mail-bag.

Referring to the drawings, 1 designates a post designed to be arranged at or near a station, and connecting with the lower portion of the post are steps 2. Rigidly attached to the post at a proper height is a circular plate 3, upon which a turn-table 4 is designed to rotate. This turn-table 4 has an opening through which the post 1 passes, and to reduce the friction to a minimum I provide said turn-table with rollers 5, which engage upon the plate 3. These parts 3 and 4 may be protected from rain or snow by means of a covering 6, attached to the turn-table. This covering 6 is made conical, and to prevent the entrance of rain or snow between its upper end and the post a hood 7 is attached to the post and extends over the upper end of said covering 6.

Extended outward from the turn-table is a bar 8, from the end of which, at the upper and lower sides, rods 9 10 extend. These rods 9 and 10 are slightly divergent, and extending

in opposite directions from the upper rod 9 are arms 11 12, and extending in opposite directions from the lower bar 10 are arms 13 14.

The turn-table is held in proper position for catching or delivering mail-bags by means of a spring-pressed latch or bolt 15, mounted to slide on the under side of the bar 8 and adapted to engage in a notch formed in the periphery of the plate 3. A notch may also be formed in said plate 3 to receive the bolt when the turn-table is rotated to bring the bag over the steps 2. A cord 16 connects with the locking-bolt, and upon a downward pull on this cord 16 the bolt will be removed from its locking engagement with the plate 3.

Carried by the mail-car is an angle-arm 17, designed to pass between the bars 9 and 10, as indicated in Fig. 1. This angle-arm 17 has oppositely-extended arms 18 and 19. The angle-arm 17 has swinging connection 20 with the car and when not in use may be drawn upward by means of a rope 21, attached to said arm and extended over a pulley 22 and into the car.

Designed to be attached to the mail-bag is a ring 23. This ring 23 at its upper portion and at the inner side has a notch 24, designed to receive a rib 25 on the top of the arm with which the ring is connected, it being understood that each of the arms is provided with a rib 25. The purpose of this is to hold the ring from turning relatively to the arm.

In operation, assuming the car to be moving in the direction indicated by the arrow in Fig. 2, the mail-bag to be delivered from the car is hung on the arm 19. Then as the mail-bag reaches the crane the arm 14, carried by the crane, will enter the ring 23, and as the car proceeds the arm 19 will pass within the ring, allowing the bag to drop and be suspended by the arm 14. If the bag is to be delivered to the car, it is to be supported by the arm 11. Then the arm 18, carried by the car, will enter the ring and remove it from said arm 11. When the car is moving in the opposite direction, the arrangement, of course, will be reversed.

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

1. A mail-bag catching and delivering de-



vice, comprising a post, a turn-table mounted on said post, upper and lower arms extended in opposite directions and supported by the turn-table, the said arms having ribs on the upper side, a ring having a notch to receive a rib, means for locking the turn-table as adjusted, and a bag-supporting arm adapted to be attached to a car, substantially as specified.

2. A mail-bag catching and delivering device, comprising a post, a plate attached to said post, a turn-table mounted to rotate axially of the post and bearing on said plate, a bar extended from the turn-table, rods extended forward from said bar at the upper and lower sides, arms extended in opposite directions from each of said rods, an angle-arm having swinging connection with a car, and arms extended in opposite directions from said angle-arm, substantially as specified.

3. A mail-bag catching and delivering device, comprising a post, a bar mounted to rotate axially of the post, rods attached to the upper and lower sides of said bar, arms extended in opposite directions from each of said rods, an angle-arm adapted for attachment to a car, arms extended in opposite directions from said angle-arm, all of said arms having ribs on their upper sides, and a ring adapted for engagement with the bag and having a notch to receive the rib of an arm, substantially as specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

FRANCIS C. KILBY.

Witnesses:

WILLIAM C. PATTON,  
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