

No. 667,345.

Patented Feb. 5, 1901.

G. W. SEBASTIAN.

MEANS FOR CATCHING AND DELIVERING MAIL BAGS OR POUCHES.

(Application filed June 9, 1900.)

(No Model.)

2 Sheets—Sheet 1.

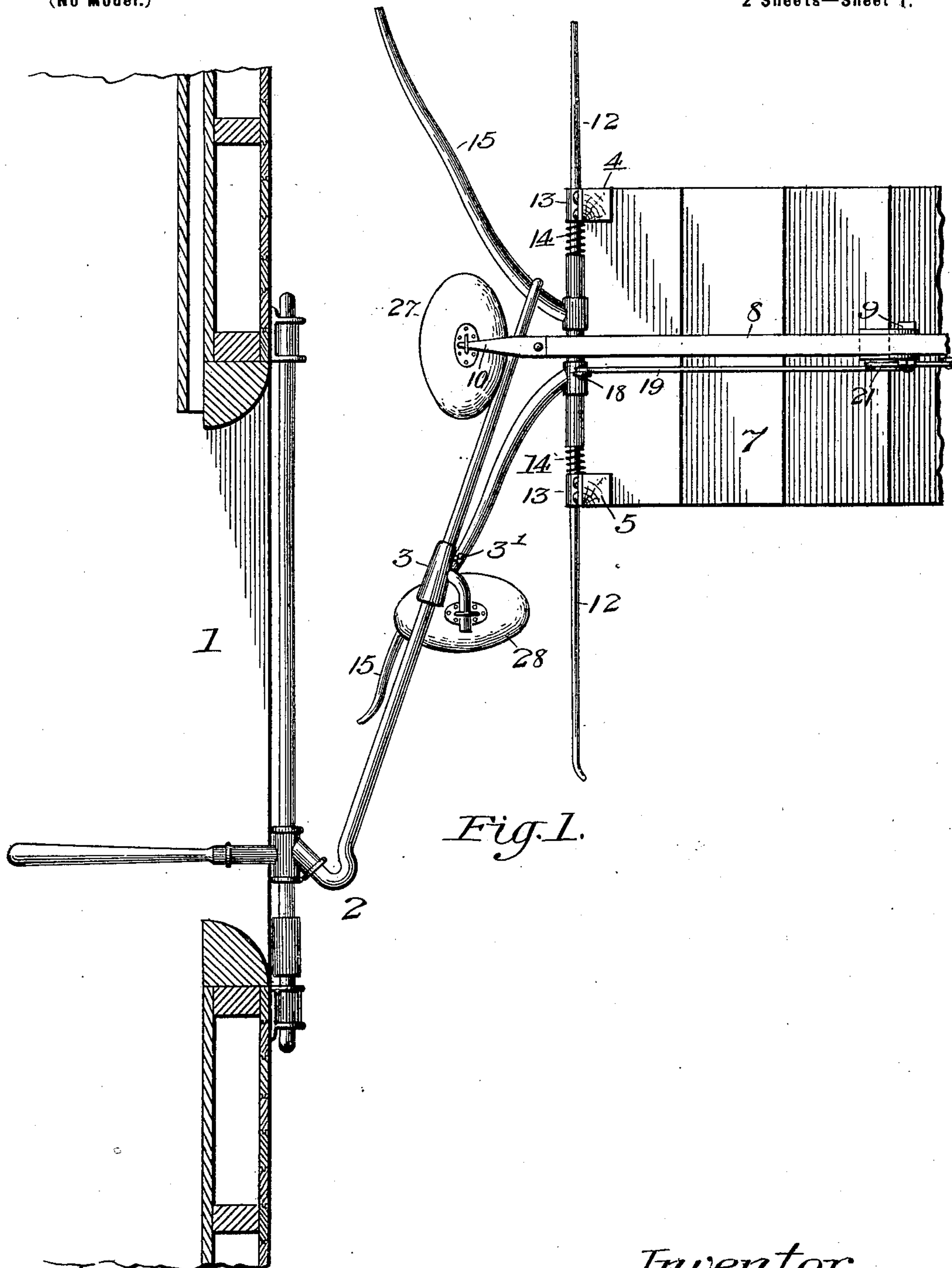


Fig. 1.

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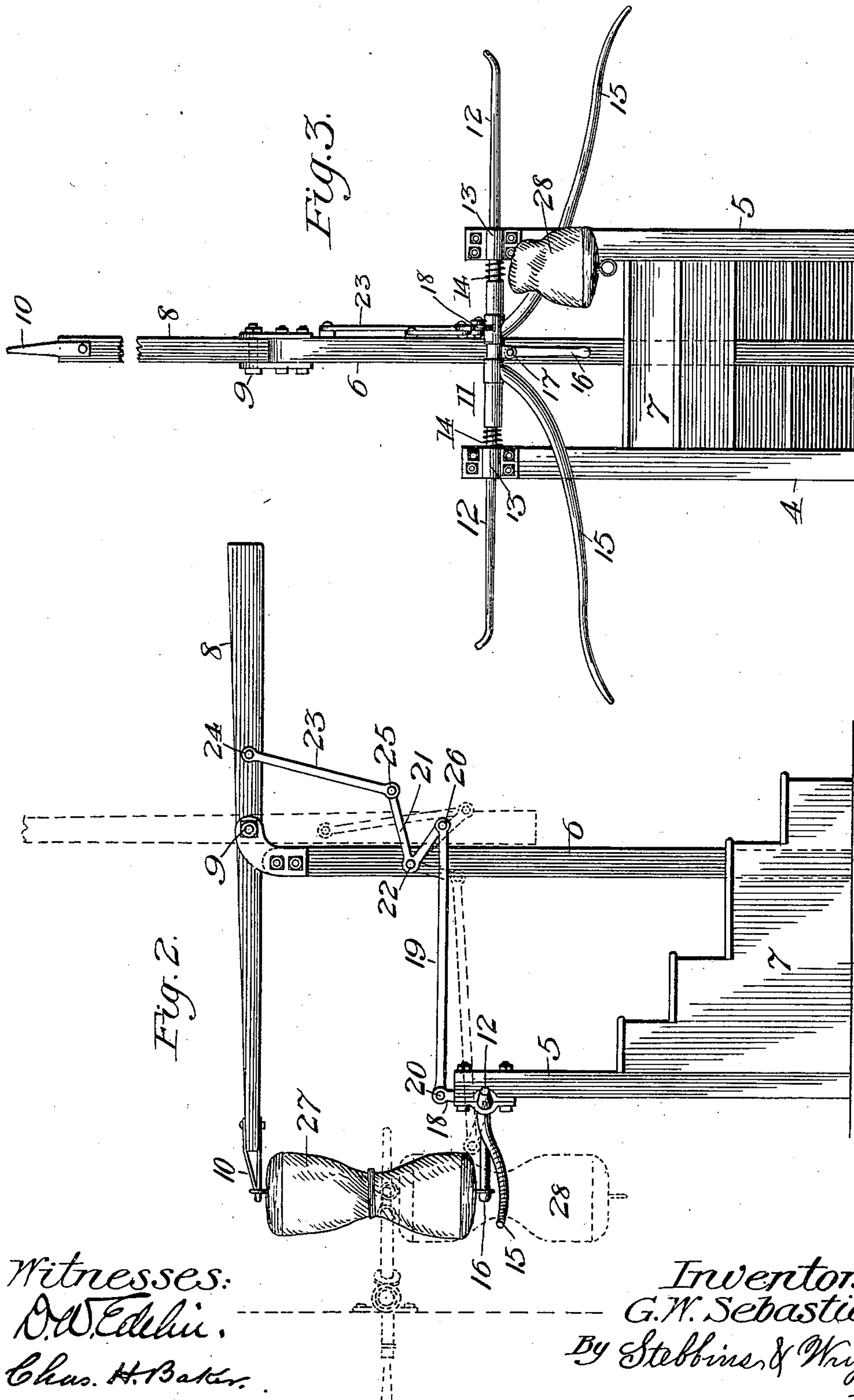
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# UNITED STATES PATENT OFFICE.

GEORGE W. SEBASTIAN, OF ASHLAND, KENTUCKY, ASSIGNOR OF ONE-HALF  
TO H. C. BOUGHTON, OF SAME PLACE.

## MEANS FOR CATCHING AND DELIVERING MAIL BAGS OR POUCHES.

SPECIFICATION forming part of Letters Patent No. 667,345, dated February 5, 1901.

Application filed June 9, 1900. Serial No. 19,719. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE W. SEBASTIAN, a citizen of the United States, residing at Ashland, in the county of Boyd and State of Kentucky, have invented certain new and useful Improvements in Means for Catching and Delivering Mail Bags or Pouches, of which the following is a specification.

The main object of my invention is to improve by certain additions, constructions, and modifications the well-known mail-bag catcher and crane so as to adapt them for delivering mail-bags, as well as for performing their present function of picking them up while the train is in motion.

My invention consists in combining with the catcher means for supporting the bag to be delivered and with the crane means for receiving the same.

It further consists in certain novelties of construction and combinations and arrangements of parts hereinafter set forth, and specified in the claims.

The accompanying drawings illustrate an example of the physical embodiment of my invention constructed according to the best mode I have so far devised for the application of the principle.

Figure 1 is a plan view showing a section of a postal car with the catcher in the position it occupies when a mail-bag is about to be picked up and another to be delivered and the crane and receiver also in their proper relative positions. Fig. 2 is a view of Fig. 1 in side elevation, showing the car and catcher in dotted lines. Fig. 3 is a front elevation view of the crane and receiver as they appear when seen from the track after a bag has been picked up and another delivered.

Referring to the several figures of the drawings, the numeral 1 designates a section of an ordinary postal car and one of the side doors thereof; 2, a catcher of a well-known type and in common use; 3, a casting having a support for a mail-bag secured to the arm or fork of the catcher by a set-screw 3', as shown.

4 and 5 are posts of the crane.

6 is a post located in the rear of posts 4 and 5 and at a suitable distance therefrom.

7 represents steps by which to reach the long arm of the crane.

8 is the upper and long arm of the crane; 9, a bolt by which the arm is pivoted to the top of the post 6 in any well-known way; 10, a pivoted support for the bag at its upper end; 11, a forked mail-bag receiver; 12, a rod or bar constituting arms of the receiver.

13 represents bearings by which the rod 12 is journaled to the posts 4 and 5, as indicated.

14 represents springs interposed between an enlarged central part of the rod 12 and the posts, the function of these springs being to take the blow which may be imparted when a mail-bag is delivered to the receiver.

15 represents the curved and outwardly-projecting arms of the forked receiver secured to the rod.

16 is the lower arm of the crane; 17, a pin by which the lower arm is pivoted to the rod 12 in a horizontal plane when the receiver is in use; 18, a rigid arm secured to the rod of the receiver; 19, a connecting-rod; 20, a pivot-pin; 21, an angular lever; 22, a pin by which the lever is pivoted to the post 6 in any convenient position.

23 is a connecting-rod; 24, a pivot-pin; 25, a pivot-pin; 26, another pivot-pin; 27, a mail-bag supported by the upper and lower arms of the crane and in position to be picked up, and 28 is a mail-bag supported on the catcher in position to be delivered.

The mode of operation is as follows: The two bags or pouches being in the positions indicated by Figs. 1 and 2 and the postal car moving in the direction of the arrow, the curved arm or fork 15 of the receiver will engage the bag 28 and detach it from the casting on the catcher, the arm of the catcher immediately thereafter will engage the bag 27 and pick it up, and, finally, the upper arm of the crane being free to rotate or rock after the bag 27 is removed will take the position shown in dotted lines, Fig. 2, and by means of the lever mechanism uniting it with the receiver rotate the latter through an arc of approximately ninety degrees to the position shown in Fig. 3, where the delivered bag 28 is held, as clearly indicated.

From the foregoing description it will be



seen that I have by certain additions and modifications in the construction of the crane and by the addition of a single element to the catcher provided means for the safe and effective delivery of a mail-bag from a postal car.

It is of course to be understood that in the practical application of my invention some parts or elements may be omitted and many modifications and changes be introduced without constituting a substantial departure in principle.

Having thus described my invention, what I claim is—

1. The combination in a device for catching and delivering mail-bags, of a catcher provided with means for supporting a bag to be delivered; a crane; a receiver having a journaled rod, 12, and lever mechanism uniting the upper arm of the crane and the rod, 12, whereby the rod is rotated in unison with the movement of the upper arm.

2. The combination in a device for catching and delivering mail-bags, of a catcher provided with means for supporting a bag to be delivered; a crane; a receiver having curved arms 15 15, and a journaled rod 12 with ends projecting beyond the posts 4 and 5; and lever mechanism pivoted to the rod 12, the post 6, and the arm 8; in substance as set forth.

3. The combination in a device for catching and delivering mail-bags, of a catcher provided with means for supporting a bag to be delivered; a journaled receiver having an arm 18; an angle-lever 21 pivoted to post 6; and rods uniting the angle-lever and arm 18 and the long arm of the crane.

4. The combination in a device for catching and delivering mail-bags, of a catcher provided with means for supporting a bag to be delivered; a journaled receiver carrying a lower arm 16; a crane; and lever mechanism uniting the upper arm 8 of the crane, the

post 6 and the receiver, for positively causing the upper arm 8 and the receiver to move simultaneously.

5. The combination in a device for catching and delivering mail-bags, of a catcher provided with a casting having a support for a mail-bag, said casting being secured by a set-screw; a crane having an arm 8; a journaled receiver 11, having a rod 12, curved arms 15, a pivoted arm 16, and an arm 18; and lever mechanism uniting the arm 18, and the upper arm 8 of the crane.

6. The combination in a device for catching and delivering mail-bags, of a catcher provided with means for supporting a bag to be delivered; a crane having an upper arm 8; a receiver 11, having an arm 12 journaled to posts 4 and 5; springs 14; a post 6; and lever mechanism uniting the arm 8, the post 6, and the receiver.

7. The combination in a device for catching and delivering mail-bags, of a catcher provided with means for supporting a bag to be delivered; a receiver 11, having an arm 18; an upper arm 8, an angular lever 21 pivoted to post 6; and rods 19, 23, pivoted to angular lever 21, the arm 18, and to the arm 8; as set forth.

8. In a device for catching and delivering mail-bags, the combination of a catcher provided with means for supporting a bag; a post 6 supporting a pivoted arm 8; posts 4 and 5 located in front of the post 6, and having a journaled receiver 11; and lever mechanism uniting the arm 8, the post 6, and the receiver 11; as set forth.

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

GEORGE W. SEBASTIAN.

Witnesses:

SCOVELL E. BAGLEY,  
M. T. NEWMAN.