

No. 756,498.

PATENTED APR. 5, 1904.

W. A. HORRALL.  
MAIL BAG CATCHER.

APPLICATION FILED JAN. 14, 1904.

NO MODEL.

2 SHEETS—SHEET 1.

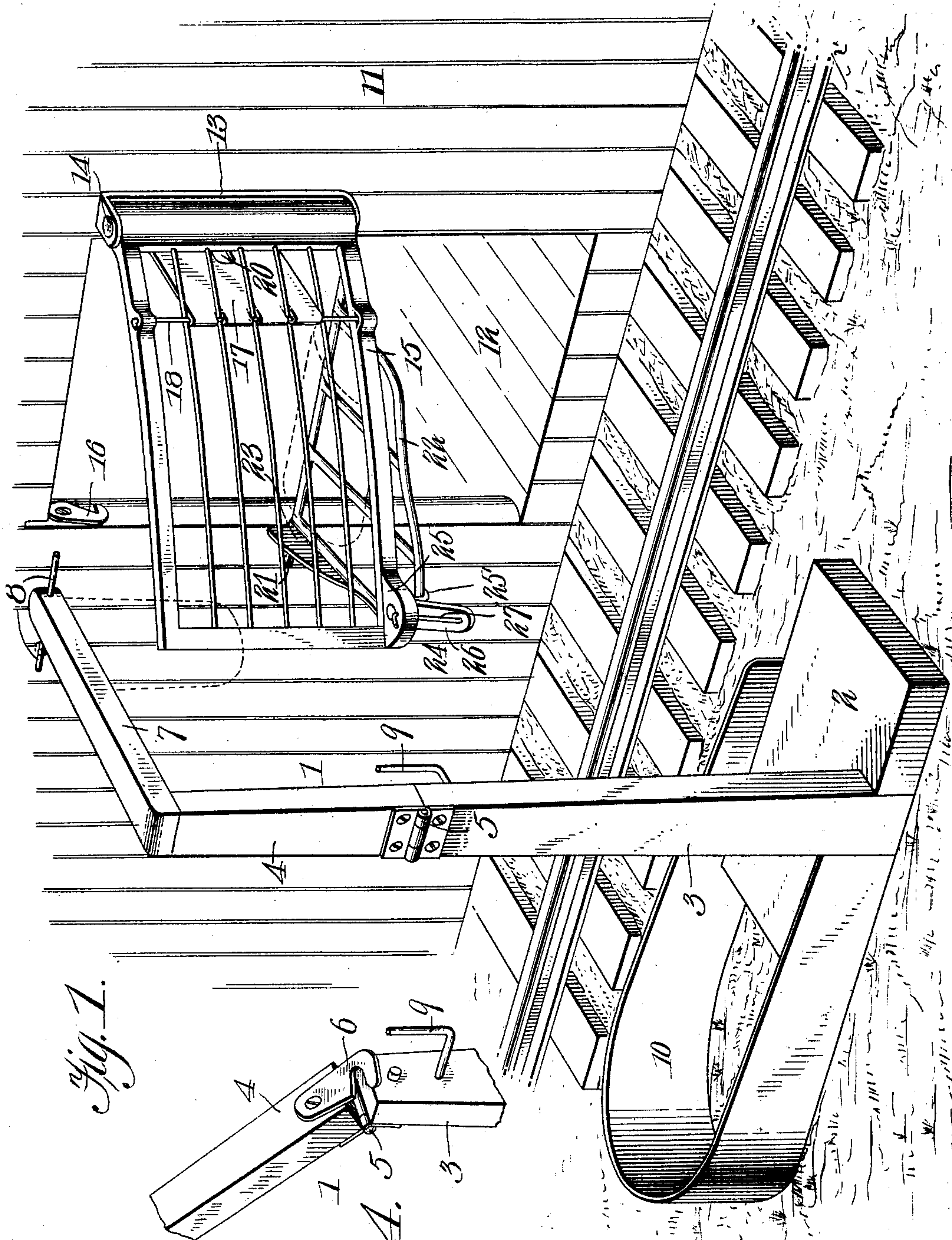


Fig. 1.

Fig. 4.

Witnesses

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*J. J. Emore*

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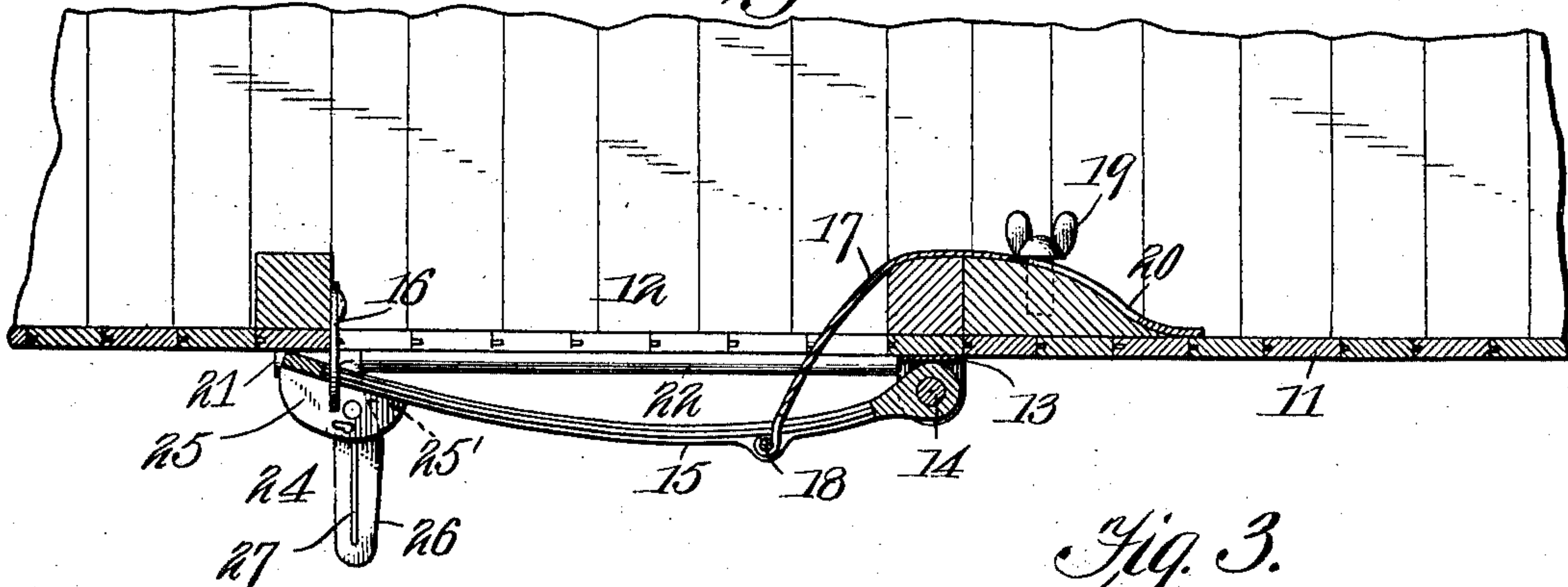
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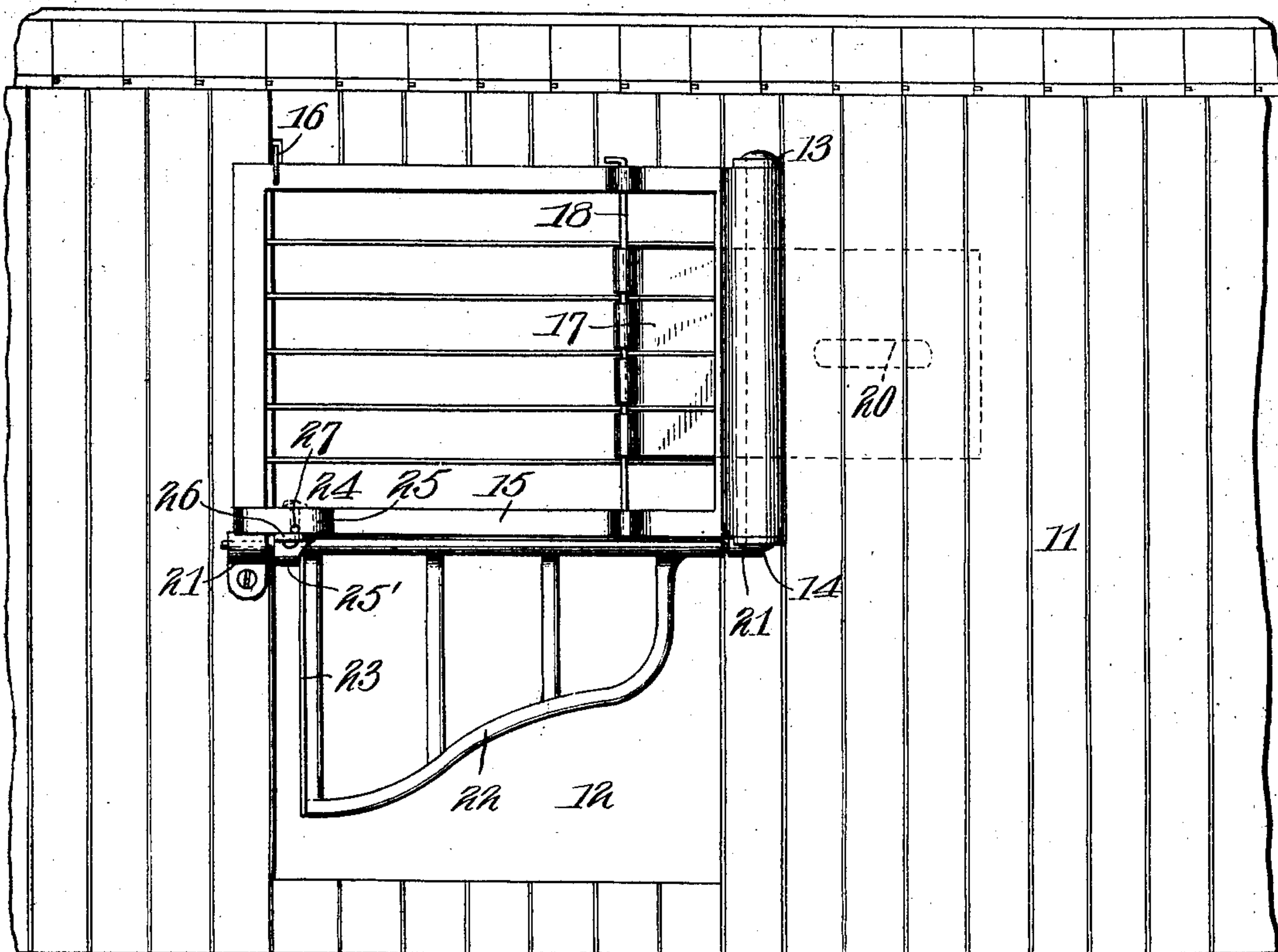
NO MODEL.

2 SHEETS—SHEET 2.

*Fig. 2.*



*Fig. 3.*



Witnesses

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# UNITED STATES PATENT OFFICE.

WILLIAM A. HORRALL, OF INDIANAPOLIS, INDIANA, ASSIGNOR OF ONE-HALF TO CHARLES M. HAMMOND AND JOHN B. PASQUIER, OF INDIANAPOLIS, INDIANA.

## MAIL-BAG CATCHER.

SPECIFICATION forming part of Letters Patent No. 756,498, dated April 5, 1904.

Application filed January 14, 1904. Serial No. 189,038. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM A. HORRALL, a citizen of the United States, residing at Indianapolis, in the county of Marion and State of Indiana, have invented a new and useful Mail-Bag Catcher, of which the following is a specification.

My invention relates to mail-bag catching and delivering devices such as are employed for transferring mail to and from mail-cars and stations along the line of the railroad, and has for its objects to produce a comparatively simple inexpensive device of this character which will efficiently perform its functions and one in which the track-frame may when desired be readily swung to an unobstructing position.

With these and other objects in view the invention comprises the novel features of construction and combination of parts more fully hereinafter described.

In the accompanying drawings, Figure 1 is a perspective view showing my improved device complete and illustrating the position of the parts when in the act of transferring the mail. Fig. 2 is a top sectional plan of a portion of a car, showing the bag receiving and delivering members in folded position. Fig. 3 is a side elevation of the same. Fig. 4 is a detail perspective view.

Referring to the drawings, 1 designates my improved crane in the form of a vertical post or standard attached at its lower end to and sustained by a base 2 adjacent to the line of the railroad, said standard being composed of a lower primary section 3 and an upper secondary section 4, hinged or otherwise pivoted to the primary section, as at 5, and adapted to be secured in operative position by means of a pivoted latch 6.

Attached to the upper end of the standard 1 is a horizontal bag-sustaining arm 7, projecting outward toward the railway and having at its outer end oppositely-extending bag-receiving members or fingers 8, while projecting outward from the front face of the standard at a point beneath and suitably remote

from the arm 7 is a stop or abutment 9, preferably of the form herein shown.

Attached to one end of the base 2 adjacent to the standard 1 is a receptacle 10, preferably composed of sheet metal, this receptacle being designed in practice to receive the mail-bags delivered from a passing car, as herein-after explained.

The mail-car 11 conventionally shown herein is provided through its side wall with the usual doorway 12, to the frame of which at one side and adjacent to its upper end there is attached a vertically-disposed bracket 13, having at its opposite ends suitable horizontal ears, between which there is pivoted on a vertical bolt or pintle 14 a bag-catching member 15, preferably in the form of a latticework frame of the form herein shown and adapted to extend across the upper portion of the doorway upon the outer side of the latter. This member or frame, which in practice may be swung on its pivot from closed to open position, may be secured in its closed or inactive position by means of a latch 16, pivoted to the door-frame or maintained in its open active position by means of a slotted guide-plate 17, pivoted at its outer end to the frame by means of a rod or pintle 18 and engaged at its inner end by a turn-button 19, extending through the slot 20 in the plate. In practice the plate 17, which is preferably composed of spring metal, serves to limit the outward swinging of the frame and to sustain the shocks incident to the receiving of a bag by the latter and may be locked against movement by means of the turn-button for fixing the frame in its receiving position.

Extending horizontally across the doorway 12, directly beneath the bag-catching member 15 and journaled at its ends in suitable bearings 21, is a bag-delivering member or frame 22, preferably of the form herein shown and adapted to swing upward on its pivot to constitute a horizontal outwardly-extending bag-supporting platform disposed directly beneath the frame 15. This member 22,



which is provided at its outer end with a bag-retaining shield or flange 23, is designed to be locked in its active or bag-sustaining position by means of a latching and tripping member or lever 24, pivoted to a bearing 25, provided upon the lower outer end of the frame 15. This lever has an angularly-bent inwardly-projecting finger 25, which engages the forward outer corner of the frame 22, and a horizontal arm 26, which in practice extends into the path of the stop or abutment 9, the lever 24 being maintained in active position by a spring 27.

In operation, supposing the parts to be in the position illustrated in Fig. 1, with the receiving and delivering frames locked in active position, and the car to be advancing in the direction indicated by the arrow, the outer end of the arm or lever 26 will come into contact with the abutment 9, thereby releasing the frame 22 and causing the delivery of the mail-bag therefrom into the receptacle 10. Simultaneously with the delivery of the bag by frame 22 a bag suspended from arm 7 will strike upon the inner face of frame 15 and be deflected by the latter through the doorway 12 and into the car. After the car has passed the station the frame 15 is swung inward to closed position and secured by the latch 16, while the latch 6 is manipulated for releasing section 4 of the standard, thereby permitting said section to be turned or folded backward to an inoperative unobstructing position.

From the foregoing it is apparent that I produce a simple inexpensive device which in practice will admirably perform its functions to the attainment of the ends in view; but it is to be understood that I do not limit myself to the precise details herein set forth, inasmuch as minor changes may be made without departing from the spirit of the invention.

Having thus described the invention, what is claimed is—

1. In a device of the class described, the combination with a car and its doorway, of a bag-catching member pivoted adjacent to the lat-

ter to swing in a horizontal plane, a slotted guide-plate connected with the member, and a locking device engaging the guide-plate for securing the latter against movement.

2. In a device of the class described, the combination with a car and its doorway, of a bag-catching member pivoted adjacent to the latter to swing in a horizontal plane, a pivoted bag-delivering member adapted to swing to a position beneath the catching member, and a latching device carried by one of the parts for engagement with the other.

3. In a device of the class described, the combination with a car and its doorway, of a bag-catching member pivoted adjacent to the latter to swing in a horizontal plane, a vertically-swinging bag-delivering member pivoted beneath the catching member, a latching member carried by one of the parts for engaging the other, and an abutment sustained adjacent to the railway for operating the latching-lever.

4. In a device of the class described, the combination with a car and its doorway, of a bag-catching member pivoted adjacent to the latter to swing in a horizontal plane, means for limiting the outward movement of said member, a vertically-swinging bag-delivering member pivoted beneath the catching member, a latching-lever carried by one of the parts for engaging the other, and an abutment sustained adjacent to the railway for operating the latching-lever.

5. In a device of the class described, the combination with a standard comprising a pair of pivoted sections, of a bag-supporting arm carried by the upper section, said section being adapted to fold backward upon the lower section, and means for locking the sections in operative position.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

WILLIAM A. HORRALL,

Witnesses:

CHARLES PASQUIER,  
JOSEPH BALSLEY.