

No. 847,661.

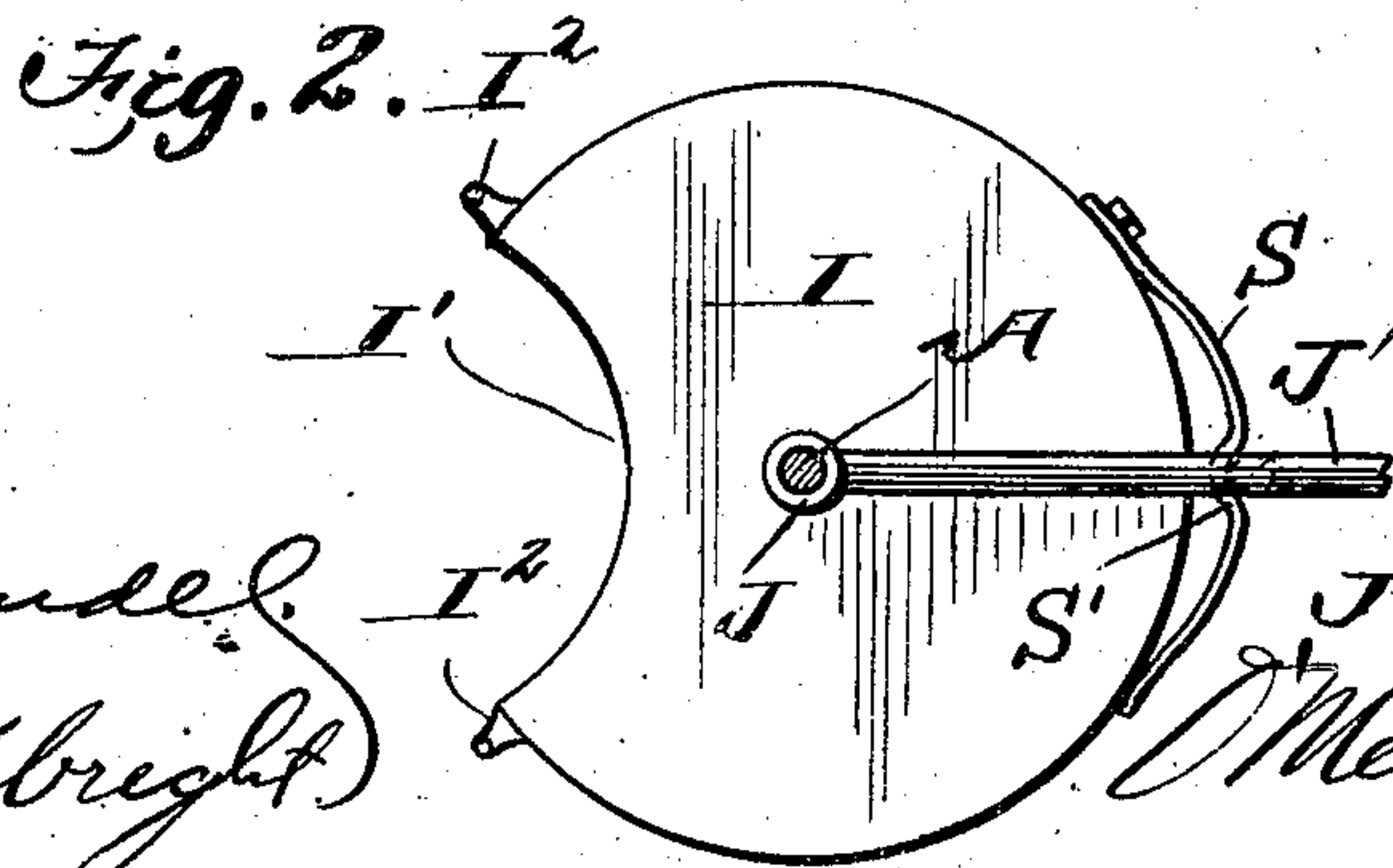
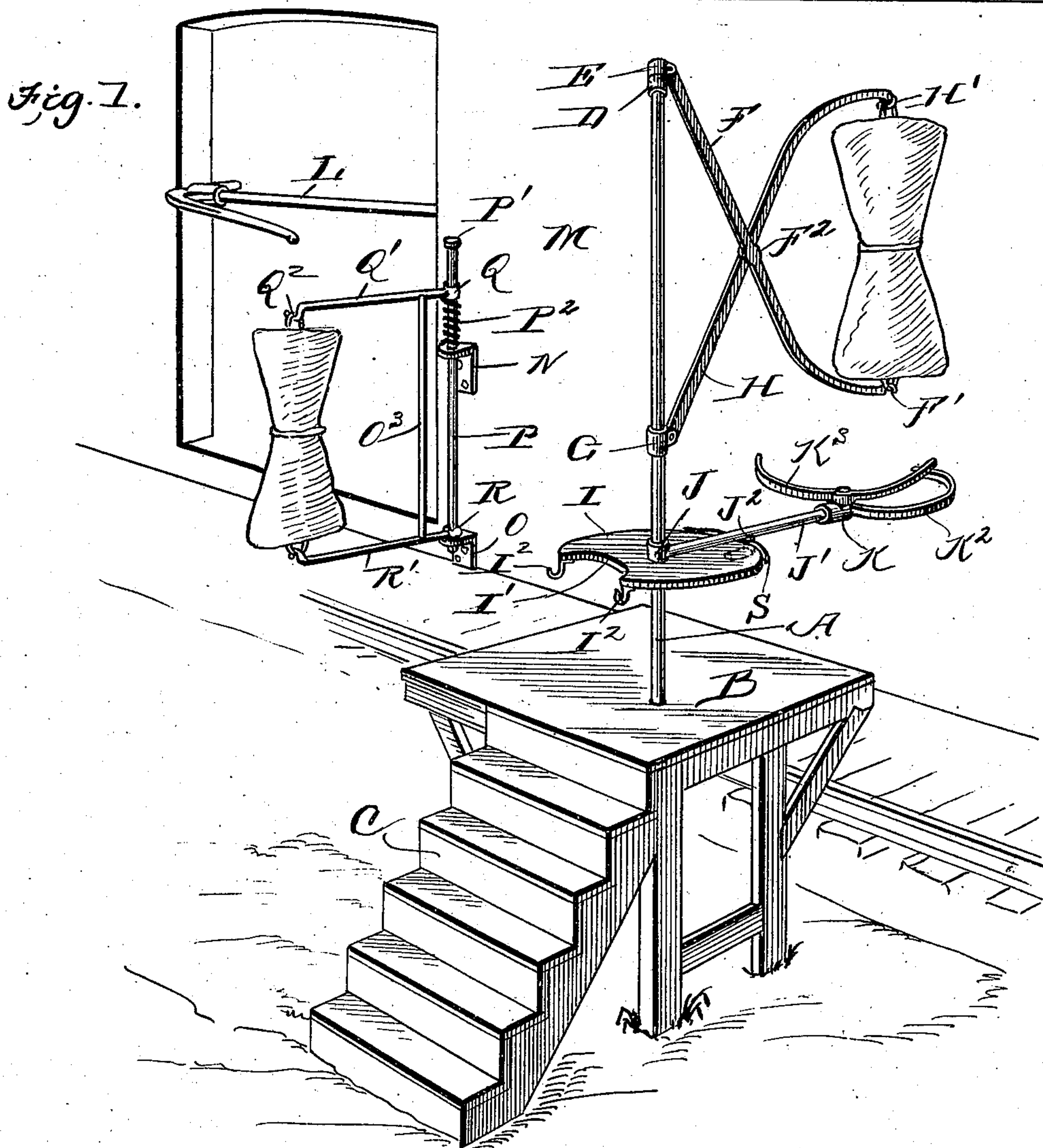
PATENTED MAR. 19, 1907.

J. L. GASH.

REVERSIBLE MAIL BAG CATCHER AND DELIVERER.

APPLICATION FILED MAY 26, 1906.

2 SHEETS-SHEET 1.



Witnesses

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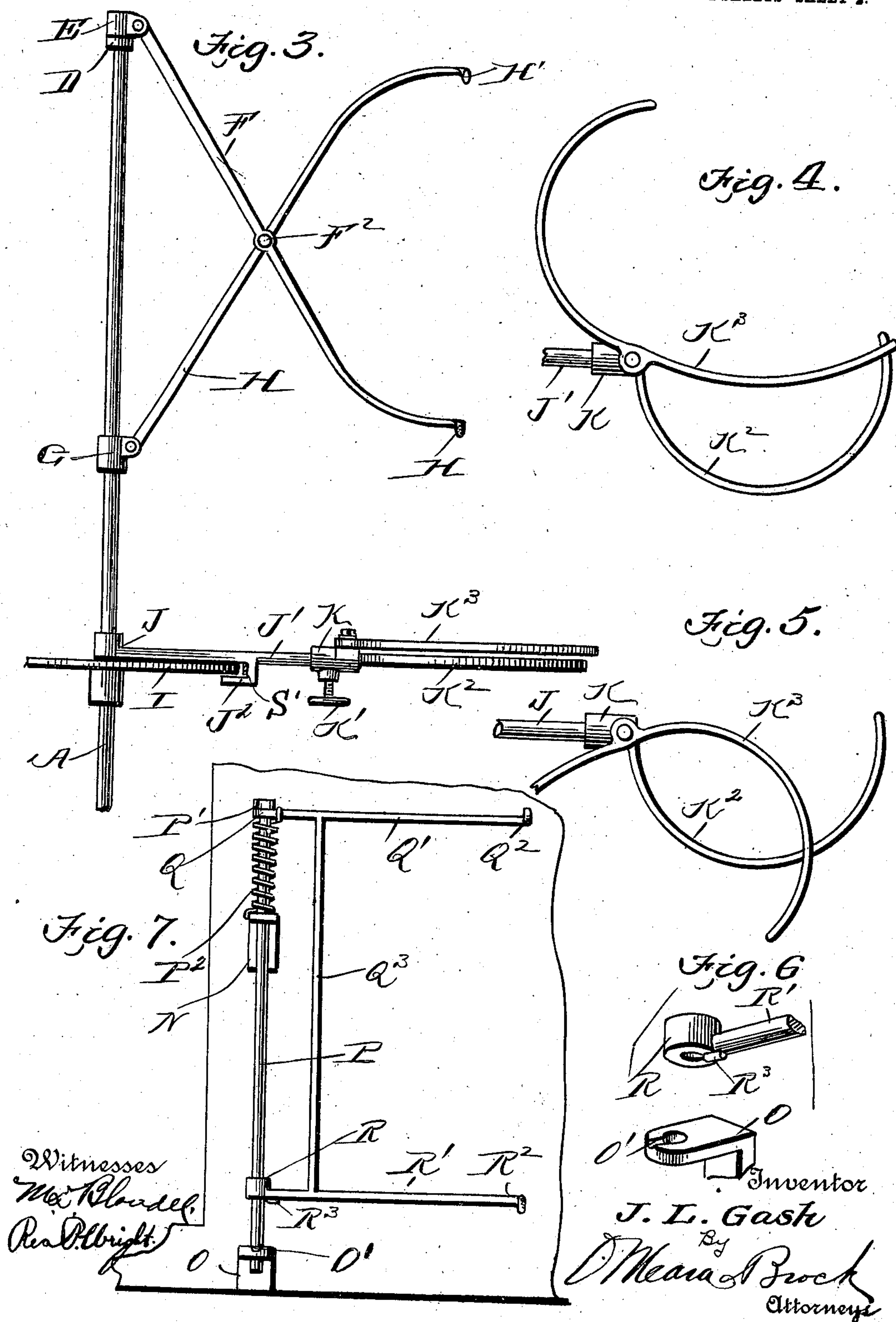
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2 SHEETS—SHEET 2.



UNITED STATES PATENT OFFICE.

JOHN LEWIS GASH, OF ELMER, MISSOURI.

REVERSIBLE MAIL-BAG CATCHER AND DELIVERER.

No. 847,661.

Specification of Letters Patent.

Patented March 19, 1907.

Application filed May 26, 1906. Serial No. 318,874.

To all whom it may concern:

Be it known that I, JOHN LEWIS GASH, a citizen of the United States, residing at Elmer, in the county of Macon and State of Missouri, have invented a new and useful Improvement in Reversible Mail-Bag Catchers and Deliverers, of which the following is a specification.

This invention relates to mail-bag catchers and deliverers, and more particularly to reversible mail-catchers, the object being to provide a catcher so constructed that it can be reversed, so that it can be operated when the train is going in either direction.

Another object of my invention is to provide a mail catcher and deliverer which is very simple and cheap in construction and one which is very effective in use.

Another object of my invention is to so control the deliverer adapted to be attached to the car that the weight of the bag will securely lock the deliverer at right angles to the car.

With these objects in view the invention consists of the novel features of construction, combination, and arrangement of parts hereinafter fully described, and pointed out in the claims.

In the drawings forming a part of this specification, Figure 1 is a perspective view of my improved mail-bag catcher and deliverer, showing the parts arranged beside the track with a mail-bag suspended ready to be caught and the parts attached to the car showing a mail-bag suspended ready to be caught. Fig. 2 is a detail plan view. Fig. 3 is a side elevational view of my improved track, mail-bag catcher and deliverer. Fig. 4 is a detail plan view of the track catcher, showing the arms in position to receive the bag. Fig. 5 is a detail plan view of the track catcher, showing the arms closed. Fig. 6 is a detail perspective view of the locking means of the car deliverer-arms. Fig. 7 is a side view of the car deliverer swung against the side of the car out of use.

In the drawings, A indicates a hollow metal post adapted to be secured in the ground to one side of the track surrounded by a platform B, provided with steps C. A collar D is formed on the post adjacent its upper end on which rests a sleeve E, mounted on the post and provided with apertured ears in which one end of a curved arm F is pivoted, which is provided with a hooked end F' and a central enlarged apertured portion

F². A sleeve G is mounted on the post provided with apertured ears in which a similar curved arm H is pivoted, having a hooked end H' and an enlarged apertured portion H², adapted to be pivotally connected to the enlarged portion F² of the arm F by a bolt, and between this arm the mail-bag is adapted to be suspended.

Secured to the post A above the platform B is a disk I, provided with a cut-out portion I', having downwardly-projecting lugs I² adjacent its edge, forming stops. A sleeve J is mounted on the post A above the disk I, provided with an arm J', adapted to rest on the disk, having a hook J² projecting under the disk adapted to engage the lug I² when swung around and prevent the same from going too far. A bowed spring S is secured to the edge of the disk opposite the cut-out portion, having a depression S' formed therein midway its length, in which the hook J² is adapted to fit and securely hold the arm J' out in position to catch a bag. Mounted on the end of the arm J is a socket K, adjustably secured thereon by a thumb-screw K' and provided with a bowed arm K² at its end. A bowed arm K³ is pivotally mounted on the socket, adapted to be engaged by the bag and securely hold the bag between the arms. It will be readily seen that the socket carrying the arms can be removed and reversed, so that the catcher can be used for trains going in either direction.

An ordinary catcher L is mounted in the door of the car M, adapted to catch the bag suspended between the arms F and H of my improved deliverer. Secured to the side of the car adjacent the door is a pair of apertured brackets N and O, in which a vertical shaft P, having a head P', is mounted, on which is mounted a pair of sleeves Q and R, provided with arms Q' R', having hooked ends Q² R² and connected together by a bar Q³. A coil-spring P² surrounds the shaft between the bracket N and sleeve Q, adapted to hold the arms up and against the side of the car. The bracket O is provided with a recess O', adapted to receive a lug R³, formed on the arm R', where a bag is placed between the arms, and securely hold the arms at right angles to the side of the car, the weight of the bag overcoming the tension of the spring.

From the foregoing description it will be readily seen that I have provided a very novel catcher and deliverer so constructed that the track catcher can be easily and

quickly reversed and one which will grasp the bag from the deliverer on the car and securely hold the same.

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

1. In a mail-bag catcher and deliverer, the combination with a post provided with a longitudinally-swinging arm, of a socket provided with a catcher mounted on said arm, and means for securing said socket on said arm, for the purpose described.

2. In a mail-bag catcher and deliverer, the combination with a post having a disk secured thereon, provided with stops, of an arm mounted on said post provided with a hook adapted to engage said stops, and a reversible catcher mounted on said arm, for the purpose described.

3. In a device of the kind described, the combination with a post having a disk secured thereon provided with downwardly-projecting lugs, of an arm mounted on said post provided with a hook extending under said disk a socket mounted on said arm provided with a bowed arm, a bowed arm pivoted on said socket and means for securing said socket on said arm for the purpose described.

4. In a device of the kind described, the combination with a post, of sleeves mounted on said post provided with arms pivoted together midway their length, having hooked ends, for the purpose described.

5. In a mail-bag catcher and deliverer, the combination with a vertical slidable and rotatable shaft mounted in brackets on the side of the car, of spring-actuated arms provided with hooked ends mounted on said shaft, and means for locking said arms at right angles to said car, for the purpose described.

6. In a mail-bag catcher and deliverer, the combination with apertured brackets secured to the side of the car, of a headed shaft mounted in said brackets, sleeves mounted on said shaft provided with arms having hooked ends connected together, a coil-spring surrounding said shaft between the upper bracket and the upper sleeve, one end being against said bracket, and the other against said arm, a recess formed in the upper edge of the lower bracket and a lug formed on the lower arm adapted to be held therein by the weight of the bag, for the purpose described.

7. In a mail-bag catcher and deliverer the combination with a post having a disk secured thereon, a bowed spring secured on the edge of the disk provided with depression, an arm pivoted on said post provided with a catcher and a hook carried by said arm adapted to fit in the depression of the bowed spring for the purpose described.

JOHN LEWIS GASH.

Witnesses:

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