No. 874,234. PATENTED DEC. 17, 1907.

J. W. PEPPLE.

MAIL POUCH CATCHER.

APPLICATION FILED AUG. 12, 1907.

Fig. 1.

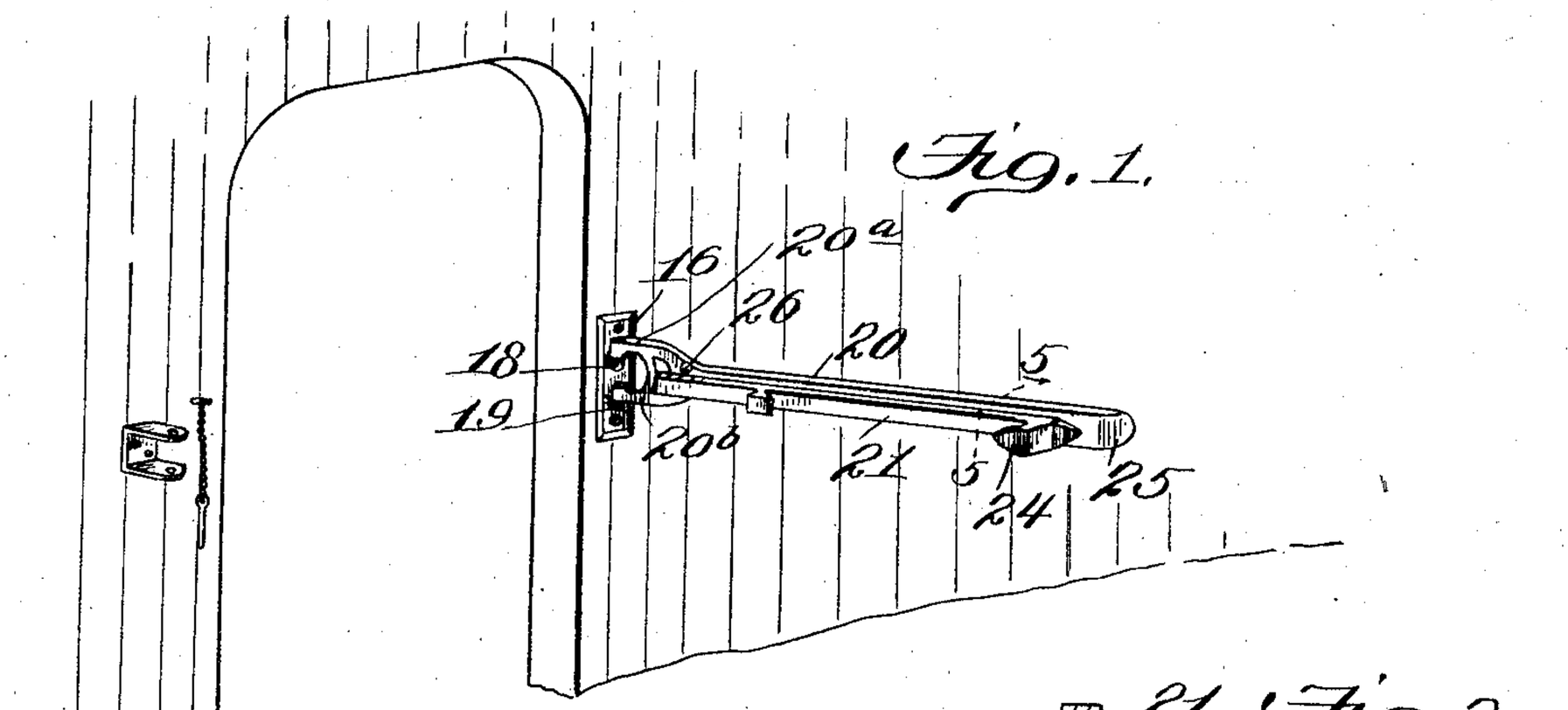


Fig. 2.

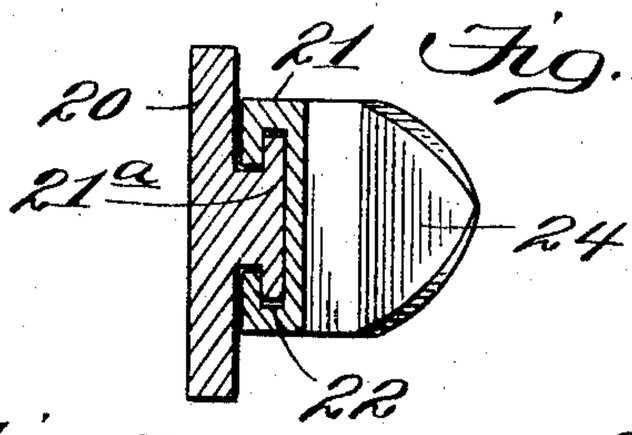


Fig. 3.

Fig. 4.

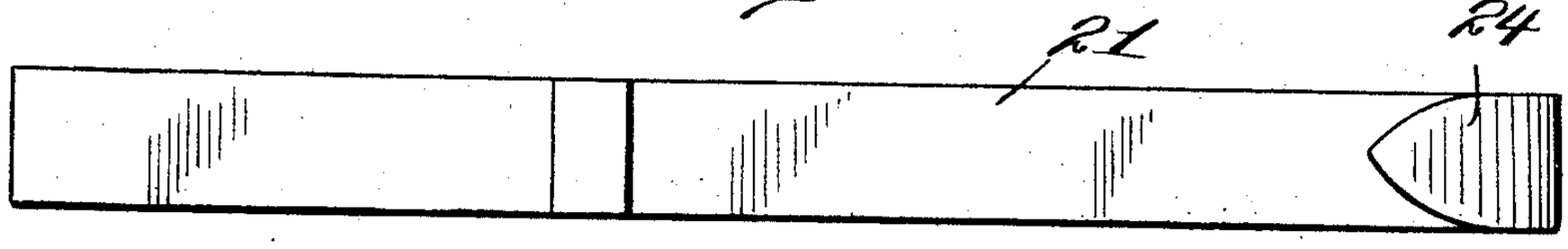
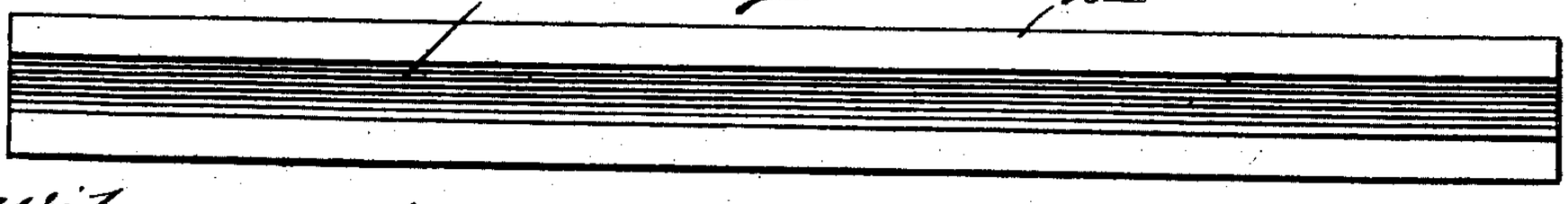


Fig. 5.



Witnesses:

C. D. Kesler

James L. Norris, Jr.

Inventor

John W. Pepple

By James L. Norris.

Atty

UNITED STATES PATENT OFFICE.

JOHN W. PEPPLE, OF HILLSBORO, TEXAS.

MAIL-POUCH CATCHER.

No. 874,234. Specification of Letters Patent. Patented Dec. 17, 1907.

Application filed August 12, 1907. Serial No. 388,188.

To all whom it may concern:

Be it known that I, JOHN W. PEPPLE, a citizen of the United States, residing at Hillsboro, in the county of Hill and State of Texas, have invented new and useful Improvements in Mail-Pouch Catchers, of which the following is a specification.

This invention relates to mail pouch catchers, and one of the objects thereof is to provide a catcher which shall be simple in construction, strong, durable, efficient in its use, comparatively inexpensive and readily set up.

Another object of the invention is to provide the catcher of such length as to permit of the crane being positioned four or five feet, or a greater distance, from the side of the track so there will be no liability of any of the train crew being injured by the crane or the pouch as would be the case if the crane and pouch were arranged in close proximity to the side of the track; and, further to provide the catcher with means which will permit, after the pouch has been caught, to be shifted towards the car so that it can be conveniently grasped by the postal clerk and drawn within the car.

With the foregoing and other objects in view, the invention consists of the novel construction, combination and arrangement of parts hereinafter more specifically described and illustrated in the accompanying drawings, wherein is shown the preferred embodiment of the invention; but it is to be understood that changes, variations or modifications can be resorted to which come within the scope of the claims hereunto appended.

In describing the invention in detail reference is had to the accompanying drawings, wherein like reference characters denote corresponding parts throughout the several views, and in which—

Figure 1 is a perspective view of the catcher showing the same attached to the door frame of a car, the latter being broken away. Fig. 2 is a section on line 5—5 of Fig. 4. Fig. 3 is a perspective view of the catcher arm. Fig. 4 is a front, and Fig. 5 a rear view of a pouch-shifting arm.

The catcher embodies a supporting plate 16 which is secured to the door frame in the manner as shown by hold-fast devices extending through the opening 17. The plate 16 is formed with outwardly extending apertured lugs 18, 19 which are suitably spaced apart. The reference character 20 denotes a catcher arm which is hinged to the lugs 18, 19 and provision for the hinging of the arms 20 is had by providing such arm with a bifurcated end to form the extensions 20^a and 20^b. The extension 20^a is provided with a pin, not shown, which is mounted in the apertured lug 18, the extension 20^a being seated upon the lug 18. The extension 20^b is mounted upon the lug 19 and through such extension and such lug a pintle 20^c extends. The catcher arm 20 is hinged to the plate 16 in such a manner that the necessary clearance will be had when swinging the arm 20 towards and away from the car.

Slidably connected to one face of the hinged arm 20 is a pouch shifting member 21 which is of less width and of less length than the arm 20 and is attached to the arm 20 through the medium of a tongue and groove connection. As shown the tongue is indicated by the reference character 21^a and forms a part of the arm 20. The groove is designated by the reference character 22 and is formed in the inner face of the member 21. The tongue and groove connection between the arm 20 and member 21 is in the form of a dove-tail. The position of the lugs 18 and 19 with respect to each other is such as to form a space through which the member 21 can pass when shifting the pouch from the outer end of the arm 20. The outward movement of the shiftable member 21 is arrested by a stop 22^a provided on the arm 20 near the outer end thereof.

To enable the member 21 to engage the pouch so as to carry the pouch inwardly when the member 21 is shifted towards the car, said member 21 is formed of a hook-shaped end 24 and to prevent the pouch from catching or hanging on the outer end of the arm 20 when the pouch is struck by the catcher and the top half of the pouch falls over the catcher, the outer end of the arm 20 is flattened as at 25. A handle 26 is provided for the catcher. Said handle is secured to the arm 20. The handle 26 is adapted to be grasped by the postal clerk during the act of catching the pouch to offer the necessary resistance and said action will prevent the catcher with the pouch rebounding so as to strike the side of the car and injure the mail in the pouch.

It will be assumed that the pouch is suspended by the crane in a manner as shown in Fig. 1. The catcher coming in contact with the pouch will dislodge it, the catcher strik-

ing the pouch at the center, the pouch doubling over the outer end of the catcher and at one side of the hooked end of the member 21. Before the pouch is struck by the catcher the handle is grasped by the postal clerk so as to prevent the catcher rebounding and striking the side of the car with the pouch. After the pouch has been caught the postal clerk shifts the member 21 towards him, which will carry the pouch therewith and this action will be had until the pouch is moved to a position where it can be conveniently grasped by the postal clerk. The pouch is then removed and the member returned to the position shown in Fig. 1.

When the catcher is in its inoperative position the free end thereof is adapted to engage in a suitable casting 27 secured to the opposite side of the door frame and such an arrangement of the catcher will act as a bar extending across the door-way to prevent the occupant of the car from falling out.

Although the catcher arm 20 and shifting member 21 are shown flat, yet the arm or member can be cylindrical in contour and furthermore the groove can be formed in the arm 20 and the tongue form part of the member 21. As such construction is obvious it is thought unnecessary to show it.

It will be evident from the manner in which the catcher is set up that it can be shifted so as to provide to catch a pouch in accordance with which direction the train is going. The shifting can be had by removing the pintle 20^c and reversing the arm 20. Or the bracket 16 can be so set up as to be readily detached from one side of the door frame and secured to the other side of the door frame. As this construction is obvious it is thought unnecessary to show it.

What I claim is—

1. A mail pouch catcher comprising a swinging arm, a handle carried thereby, and a pouch-shifting arm slidably connected to the catcher arm and having its outer end provided with a hook.

2. A mail pouch catcher comprising a swinging catcher arm, a mail pouch shiftable member having a hook at one end, and a tongue and groove connection between the catcher arm and the said member.

3. A mail pouch catcher comprising a swinging catcher arm, a mail pouch shiftable member having a hook at one end, a tongue and groove connection between the catcher arm and the said member, means carried by the said arm for limiting the shifting movement of said member in one direction.

4. A mail pouch catcher comprising a swinging catcher arm, a mail pouch shiftable member having a hook at one end, a tongue and groove connection between the catcher arm and the said member, and a handle connected to said catcher arm.

5. A mail pouch catcher comprising a swinging catcher arm, a mail pouch shiftable member having a hook at one end, a tongue and groove connection between the catcher arm and the said member, means carried by the said arm for limiting the shifting movement of said member in one direction, and a handle attached to the catcher arm.

6. A mail pouch catcher comprising a swinging catcher arm, means for connecting the arm to a car, a mail pouch shifting member having a hook-shaped end, and means for slidably connecting the said member to said arm.

7. A mail pouch catcher comprising a swinging catcher arm, means for connecting the arm to a car, a mail pouch shifting member having a hook-shaped end, and a tongue and groove connection between the arm and said member, said tongue and groove connection permitting of the member shifting upon the arm.

8. A mail pouch catcher comprising a swinging catcher arm, means for connecting the arm to a car, a mail pouch shifting member having a hook-shaped end, means for slidably connecting the said member to said arm, and a stop for limiting the movement of said member in one direction.

9. A mail pouch catcher comprising a swinging catcher arm, means for connecting the arm to a car, a mail pouch shifting member having a hook-shaped end, means for slidably connecting the said member to said arm, a stop for limiting the movement of said member in one direction, and a handle attached to said arm.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

JOHN W. PEPPLE.

Witnesses:
A. W. YOUNG,
FRED LOWREY.