

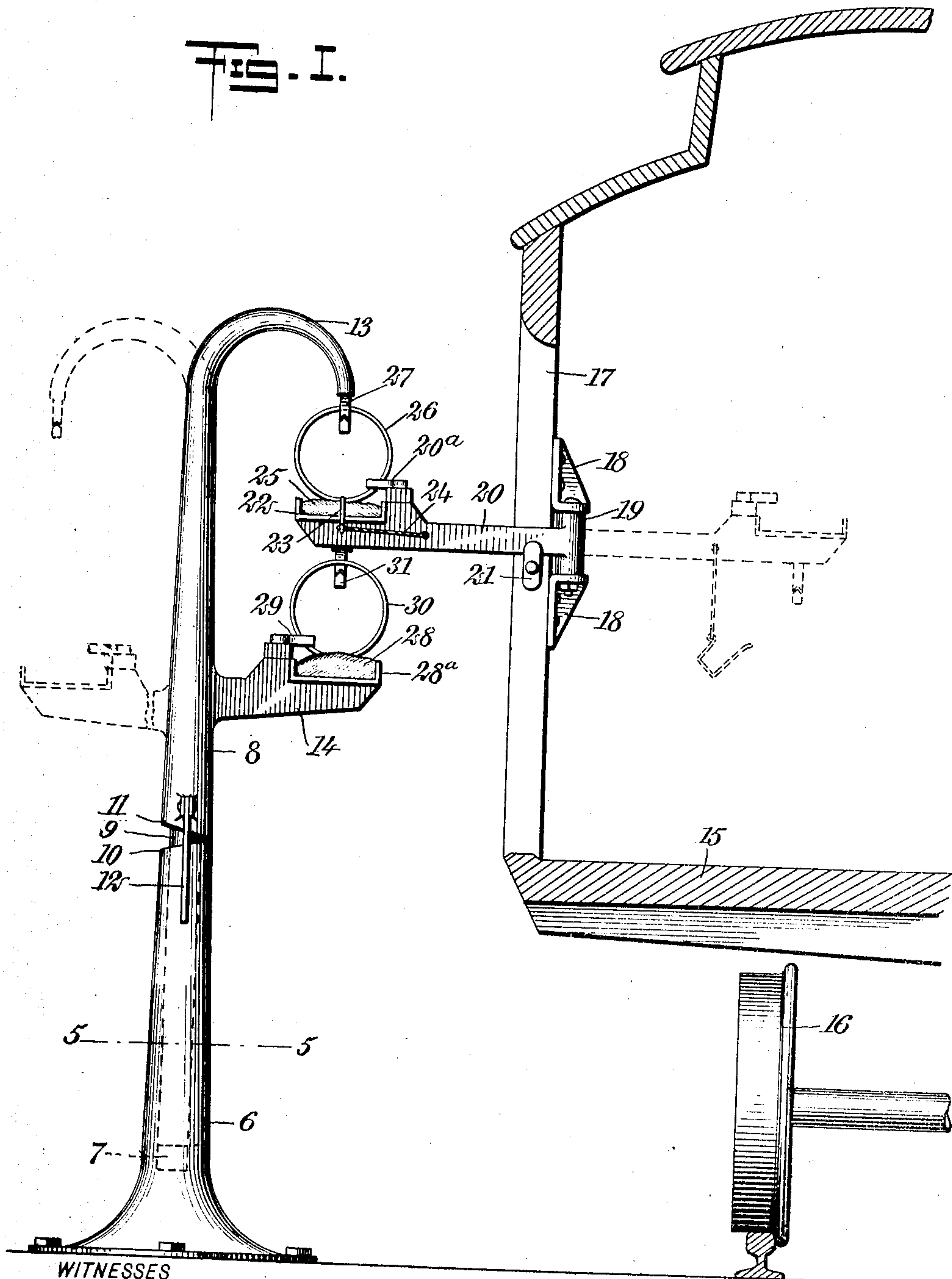
No. 892,803.

PATENTED JULY 7, 1908.

J. BUBB.
MAIL BAG CATCHER AND DELIVERER.

APPLICATION FILED MAR. 11, 1908.

2 SHEETS—SHEET 1.



WITNESSES

G. Robert Thomas
Walton Harrison

INVENTOR

Jacob Bubb

BY *Munn & Co*

ATTORNEYS

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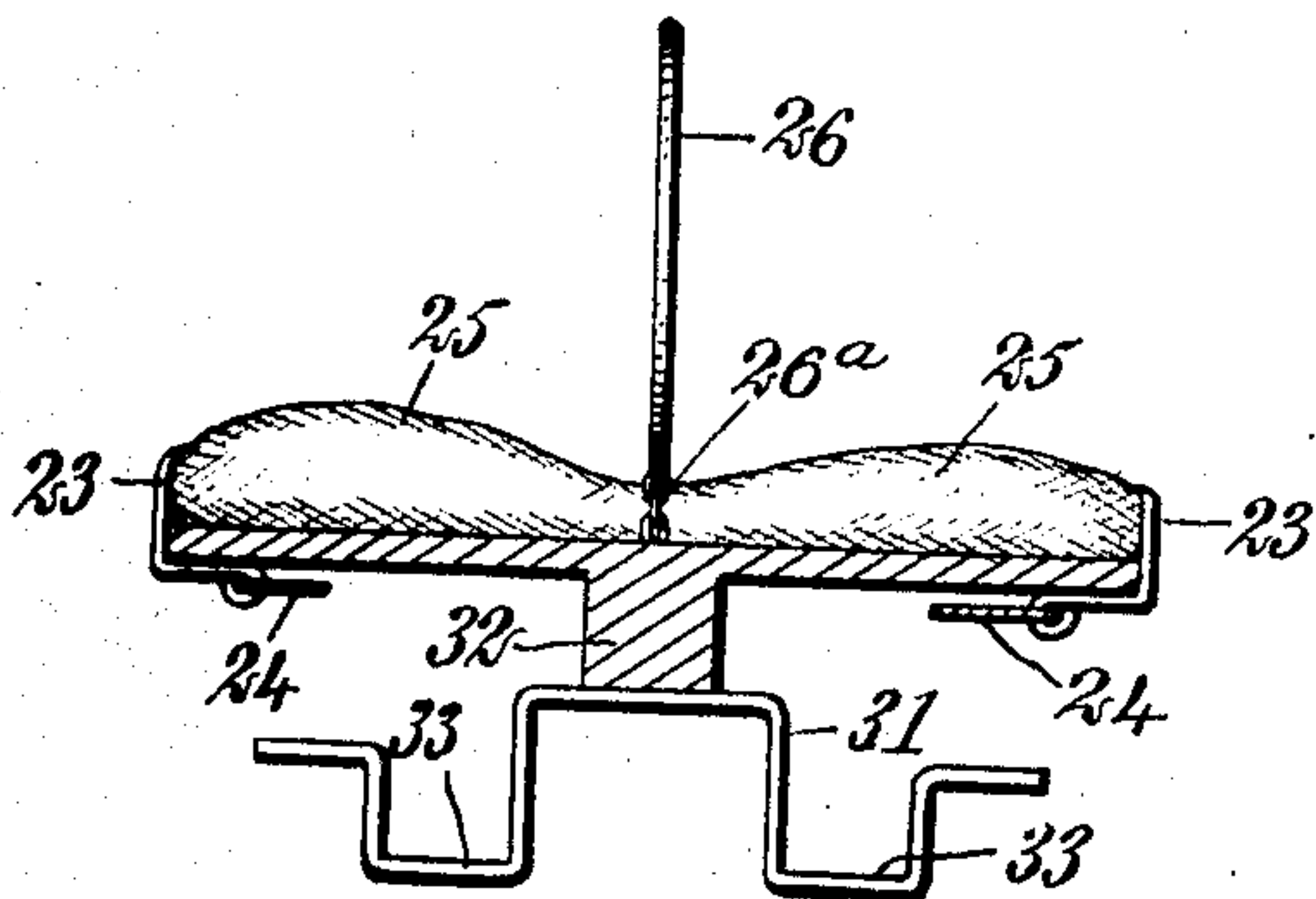
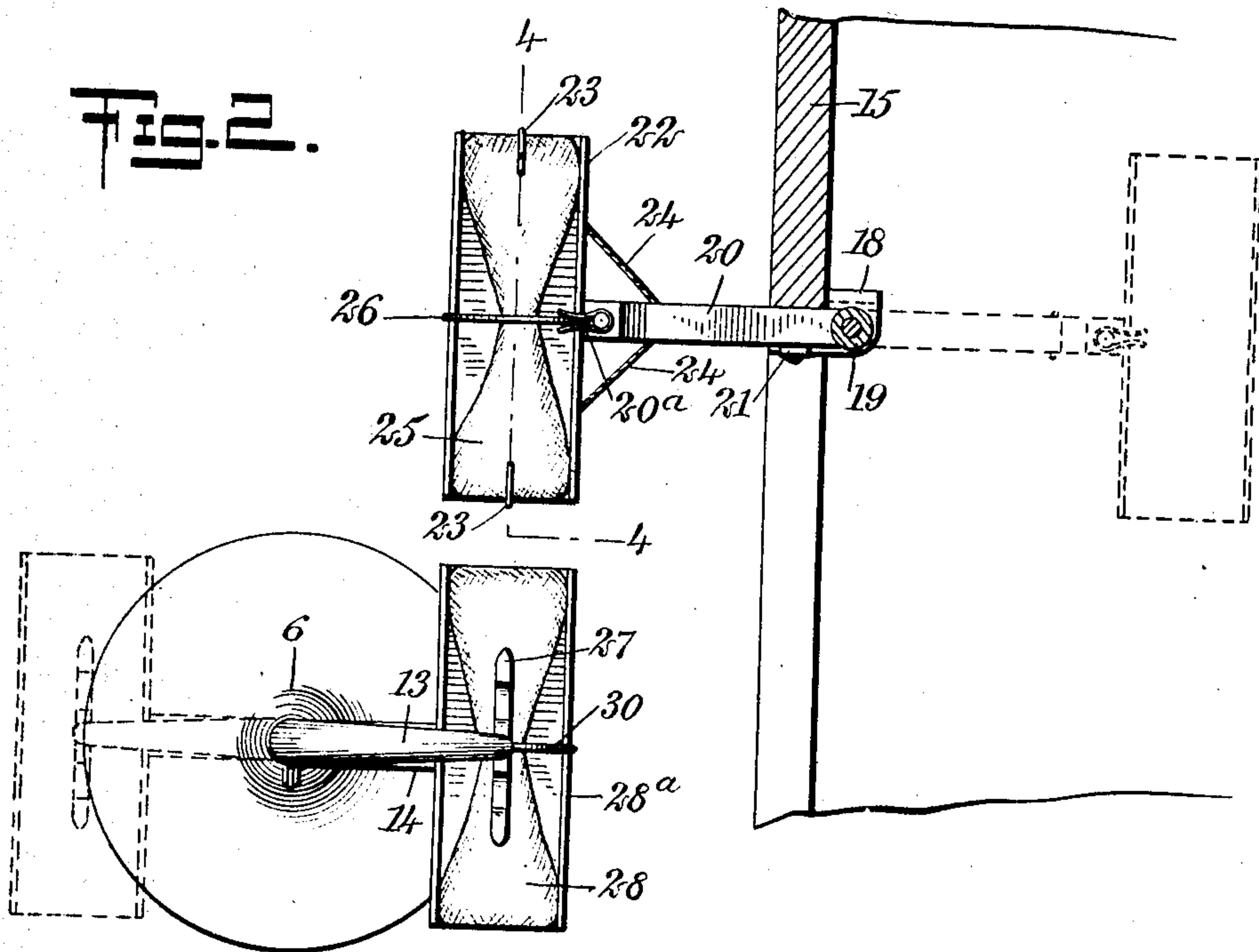


Fig. 4.

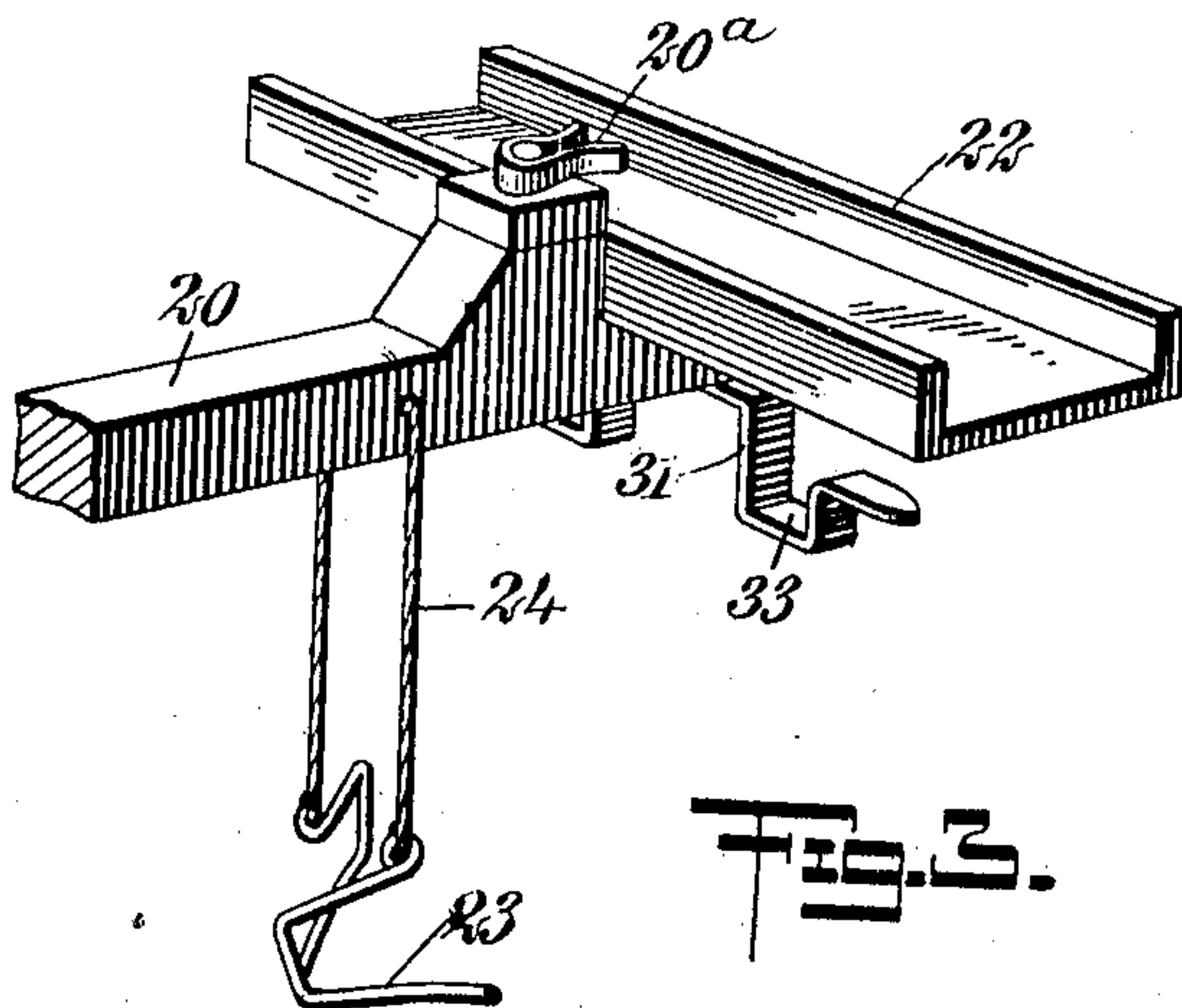


Fig. 5.

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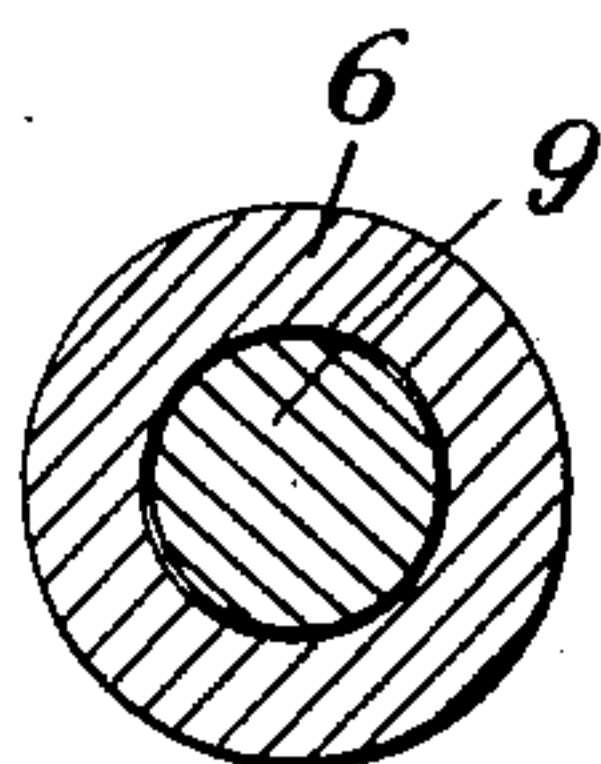


Fig. 6.

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UNITED STATES PATENT OFFICE.

JACOB BUBB, OF ESTABUTCHIE, MISSISSIPPI.

MAIL-BAG CATCHER AND DELIVERER.

No. 892,803.

Specification of Letters Patent.

Patented July 7, 1908.

Application filed March 11, 1908. Serial No. 420,387.

To all whom it may concern:

Be it known that I, JACOB BUBB, a citizen of the United States, and a resident of Estabutchie, in the county of Jones and State of Mississippi, have invented a new and Improved Mail-Bag Catcher and Deliverer, of which the following is a full, clear, and exact description.

My invention relates to the handling of mail bags, my more particular object being to provide a construction whereby mail bags may be readily delivered to or from a moving car.

My invention further relates to certain particular improvements whereby the general efficiency of such devices is greatly improved.

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 fragmentary section through a mail car showing in elevation the delivery arm reaching from the car, and showing further a post disposed adjacent to the track for temporarily receiving mail, either for delivery upon the car, or from the car to the station, the car appearing partly in section; Fig. 2 is substantially a plan view, this view showing how one mail bag is carried by the delivery arm of the car, and the other is mounted upon the stationary post, the parts occupying such position as will enable the bags to be practically exchanged as the car passes the post; Fig. 3 is an enlarged fragmentary perspective showing the outer end of the delivery arm carried by the mail car; Fig. 4 is an enlarged vertical section upon the line 4—4 of Fig. 2, showing the mail bag to be delivered from the moving car and the means for temporarily holding this mail bag in position to be readily discharged; and Fig. 5 is an enlarged section upon the line 5—5 of Fig. 1, showing the supporting pedestal forming a part of the post, and further showing the revoluble pin mounted within this pedestal and supporting the movable upper end of the post.

A pedestal 6 is provided with a cylindrical compartment 7 and has substantially the form of a tube, the outer surface of which tapers slightly toward the top. A body portion 8, like the pedestal 6, is made of metal. Connected rigidly with this body portion is a pin 9 which extends downwardly

into the compartment 7 and is free to turn therein. The pedestal 6 terminates at its upper end in a slanting face 10, and the lower end of the body portion 8 terminates in a slanting face 11. The body portion 8 is movable vertically a little distance and is provided with a handle 12 whereby it may be turned. Whenever the body portion 8 is turned, the inclined faces 11, 12 cause it to be raised or lowered slightly, as will be understood from Fig. 1. The normal position of the body portion 8 is indicated by dotted lines at the left of Fig. 1. The upper end 13 of the body portion 8 is curved. A bracket 14 integral with the body portion 8 projects directly therefrom in substantially the same vertical plane as the curved portion 13.

A car body is shown at 15 and is mounted upon wheels 16. The car door is shown at 17. Brackets 18 are mounted within the car and support a revoluble bearing sleeve 19. Mounted rigidly upon this bearing sleeve is an arm 20 which is free to swing and which may be temporarily held rigid in relation to the car body by aid of a latch 21. A pan 22 is mounted upon the arm 20. A pair of clips 23 are connected by cords 24 with the arm 20 and are adapted to engage a mail bag 25. The latter is placed in the pan 22 and secured by the clips 23 as will be understood from Fig. 4.

A ring 26 is connected by a chain 26^a with the mail bag 25. A hook 27 mounted upon the curved member 13 occupies such a position that as the car moves along the ring 26 may engage this hook. Another mail bag 28 is to be delivered to the operator upon the moving car. This mail bag rests in a pan 28^a which is mounted permanently upon the bracket 14. A spring clip 29 is mounted upon this bracket and engages a ring 30 which is connected with the mail bag 28. A hook 31 is mounted upon the under side of the arm 20 and is adapted to enter the ring 30 and pick up the mail bag 28.

The hook 31 is connected to the pan 22 by aid of a boss 32, as will be understood from Fig. 4. This hook 31 is a double hook provided with two stirrup-like portions 33 in either of which the ring 30 may rest. A spring clip 20^a in all respects similar to the spring clip 29 is mounted upon the arm 20 and is employed for temporarily holding the ring 26.

My device is used as follows: The station agent or other person in charge of the mail,

places the mail bag 28 upon the pan 28^a and secures the ring 30 in the spring clip 29. He then grasps the handle 12 and turns the body portion 8 from the position indicated by dotted lines at the left of Fig. 1, into the position indicated by full lines in that figure. The route agent upon the mail car places upon the pan 22 the mail bag 25, secures the ring 26 in the clip 20^a, swings the arm 20 outwardly through the car door and secures the arm temporarily in position by aid of the push button 21.

The ring 26 being upon a higher level than the ring 30 and being in the same vertical plane, as will be understood from Fig. 1, when the car passes the station the mail bag 25 is left hanging upon the hook 27 by aid of the ring 26, whereas, the mail bag 28 is removed from the pan 28^a and left hanging upon the hook 31 carried by the car. The operator upon the car now turns the button 21, swinging the arm 20 into the car and out of the way, and removes the mail bag 28 at his leisure. The motion of the train gives a slight pull upon the hook 27 and dislodges the body portion 8 which thereupon turns into its normal position indicated by dotted lines in Fig. 1.

The apparatus above described is suitable for both delivering mail to and receiving mail from the moving car, or in other words, for exchanging mail with the car. It may be used, however, for other purposes, and when intended to receive mail should be turned into the position indicated by full lines in Fig. 1.

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

1. A device of the character described,

comprising a swinging arm mounted upon a car, a pan connected with said swinging arm, spring clips for holding a mail bag upon said pan, and cords connecting said spring clips with said swinging arm, and a stationary member disposed adjacent to the path of travel of said car and provided with means for engaging said mail bag while said car is in motion.

2. The combination of brackets mounted upon a car, a sleeve journaled relatively to said brackets and provided with an arm, a button for holding said arm in a predetermined position, a pan mounted upon said arm, spring clips for holding a mail bag upon said pan, flexible cords connected with said spring clips and with said arm for allowing said spring clips to depend therefrom when not in use, and means for picking a mail bag from said pan while the car is in motion.

3. A device of the character described comprising a swinging arm mounted upon a car, a pan connected with said swinging arm, clips for holding a mail bag upon said pan, cords connecting said clips with said swinging arm, a hook mounted upon the under side of said swinging arm at a point below said pan, and a stationary member disposed adjacent to the path of travel of said car and provided with means for temporarily supporting a mail bag adjacent to the path of travel of said hook.

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

JACOB BUBB.

Witnesses:

J. M. WESSON,

W. R. MCGOWAN.