

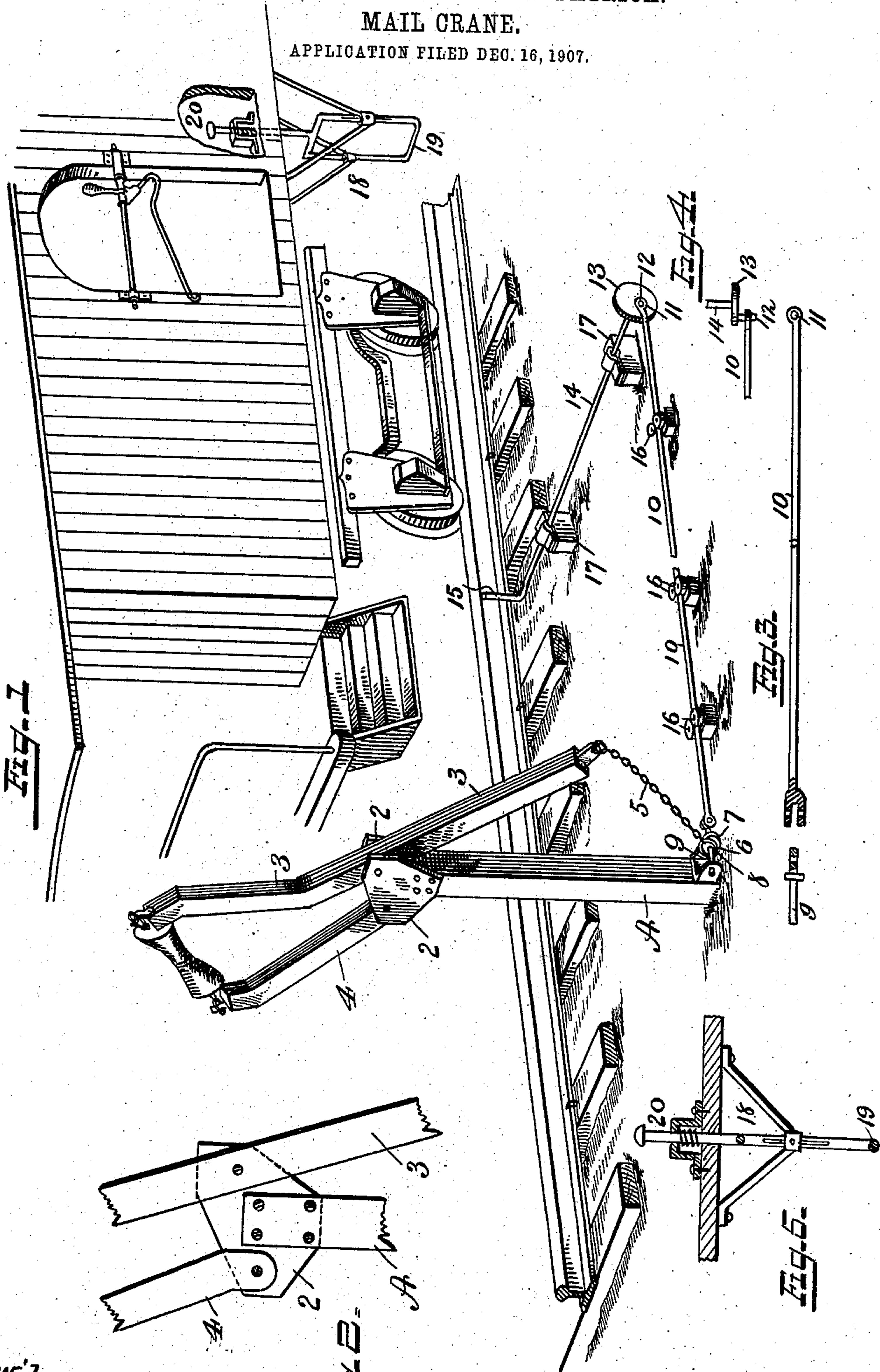
No. 894,735.

PATENTED JULY 28, 1908.

C. C. HAGMANN & J. C. FITZPATRICK.

MAIL CRANE.

APPLICATION FILED DEC. 16, 1907.



Witnesses:  
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# UNITED STATES PATENT OFFICE.

CHARLES C. HAGMANN AND JACOB C. FITZPATRICK, OF GREENVILLE, TEXAS.

## MAIL-CRANE.

No. 894,735.

Specification of Letters Patent.

Patented July 28, 1908.

Application filed December 16, 1907. Serial No. 406,667.

*To all whom it may concern:*

Be it known that we, CHARLES C. HAGMANN and JACOB C. FITZPATRICK, citizens of the United States, residing at Greenville, in the county of Hunt and State of Texas, have invented certain new and useful Improvements in Mail-Cranes, of which the following is a specification.

Our invention relates to an improvement in mail cranes, and the object is to provide means whereby the mail after it has been placed in the sack and attached to the crane can be held away from the track until the train upon which the mail is to be delivered approaches, and having means whereby the mail clerk on the train can actuate said mechanism whereby the mail crane will place the sack in position to be caught by the hook or fork on the car.

The invention relates to certain novel features of construction and combinations of parts which will be hereinafter described and pointed out in the claims.

In the accompanying drawings Figure 1 is a view showing the mail sack in a position away from the track; Fig. 2 is a sectional view of the crane; Fig. 3 is a view of the connecting rods, and Figs. 4 and 5 are details.

A represents the main post of the crane, which is provided with plates 2, 2 which are secured thereto by any suitable means, and pivoted in the plates is a top arm 3, and on the other side of the plates on the side facing the track is another arm 4, which is pivoted in the plates, and at the ends of the arms 3 and 4 are means for holding the mail sack. At the outer end of the arm 3 a chain 5 is secured which has rings or enlarged links 6 at its lower end. At the base of the post a plate 7 is secured having an opening 8 therein in which is received a pin 9, which pin is pivotally connected to the rod 10, which extends parallel with the track for the desired distance, and at the end of the rod an opening 11 is formed, which is received on the pin 12 on an eccentric 13, which is connected to the shaft or rod 14 having one end bent at right angles thereto, as at 15. The rod 10 extends along the track over pulleys 16, 16, and extends for a distance which is regulated by the speed of the train which operates the crane to place the sack in position to be caught as the train approaches, and the rod or shaft 14 is supported upon posts having retaining blocks 17, 17.

A tripping mechanism 18 extends up through the floor of the car and is provided at its lower end with a bar 19 running transversely of the tripping mechanism, and a knob 20 is secured to the upper end to be operated by the foot of the mail clerk to force the bar 19 down so that it will come into contact with the end 15 of the shaft 14.

When the train is approaching the mail crane upon which the mail sack is secured, and it is desired to catch the sack by the fork on the side of the car passing, the mail clerk pushes the knob 20 downward, whereby the transverse bar 19 will strike the end 15 of the shaft 14, causing the eccentric 13 to rotate, drawing the rod 10 backward away from the post and releasing the ring 6 which is held by the pin 9, holding the mail sack in an upright position, but as the pin is withdrawn from the ring the top arm is released, allowing the sack to drop in position whereby it is caught by the fork on the car of the train. After the tripping mechanism has struck the end 15 of the shaft 14, causing the crane to be lowered in position, the clerk releases the knob causing the tripping mechanism to return to its normal position where it is out of the way and in no danger of striking objects along the track.

It is evident that slight changes might be resorted to in the form and arrangement of the several parts described without departing from the spirit and scope of our invention, and hence we do not wish to limit ourselves to the exact construction herein set forth, but:—

Having fully described our invention, what we claim as new and desire to secure by Letters Patent is:—

1. In a mail crane, the combination with arms, of a rod, means connecting one of the arms and rod, a shaft having an eccentric thereon to which the rod engages, and a tripping mechanism adapted to strike the shaft for releasing the crane.

2. In a mail crane, the combination with arms, of a rod, a shaft having an eccentric thereon connected to the rod, means for connecting the rod and crane holding the same out of position, and means adapted to strike the shaft whereby the crane is lowered to its normal position.

3. In a mail crane, the combination with arms, of a rod, means connecting the crane and rod whereby the crane is held out of position, a shaft having an eccentric thereon

engaging the rod, and a tripping mechanism adapted to strike the shaft for releasing the crane.

4. In a mail crane, the combination with  
5 arms, of a rod, flexible means connected to the crane adapted to engage the rod for holding the crane out of position, a shaft connected to the rod, and tripping means for actuating the shaft whereby the rod is operated thereby releasing the crane.  
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5. In a mail crane, the combination with arms, flexible means connected to the crane, of a rod adapted to engage the said means

for holding the crane out of position, a shaft having an eccentric thereon adapted to engage the rod, and tripping means adapted to operate the shaft whereby the crane is released. 15

In testimony whereof we affix our signatures in presence of two witnesses.

CHARLES C. HAGMANN.  
JACOB C. FITZPATRICK.

Witnesses:

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