

J. SCHMITZ.
MAIL AND BAGGAGE CATCHER.
APPLICATION FILED JULY 25, 1908.

905,593.

Patented Dec. 1, 1908.

2 SHEETS—SHEET 1.

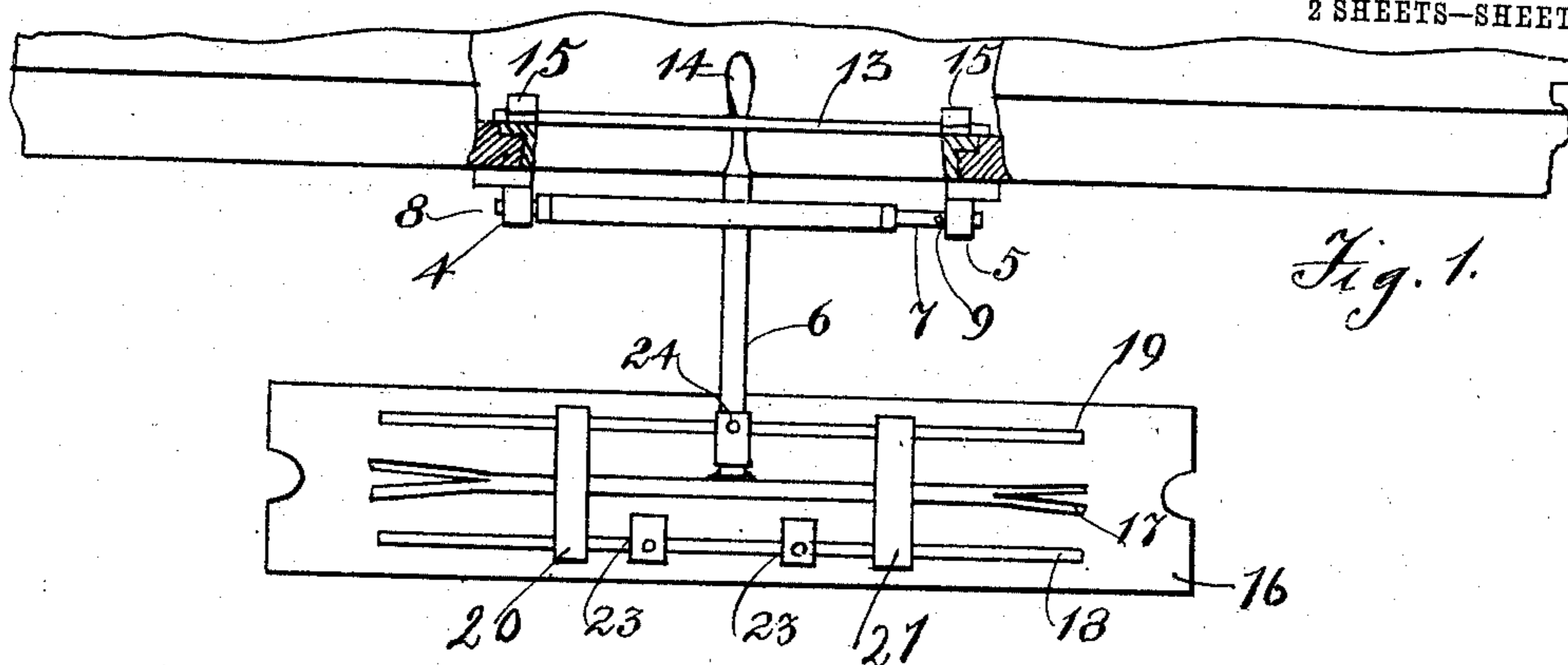


Fig. 1.

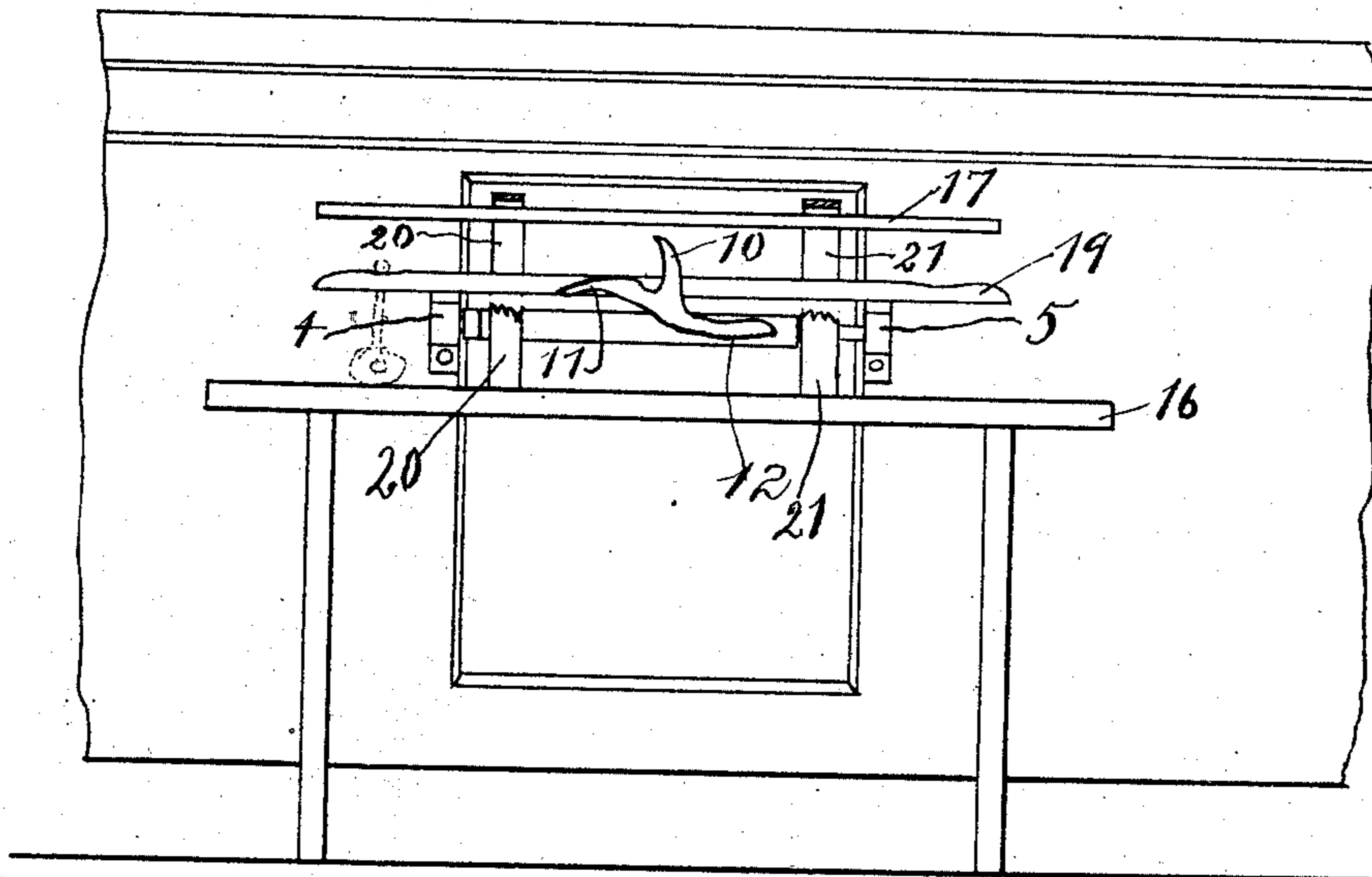


Fig. 2.

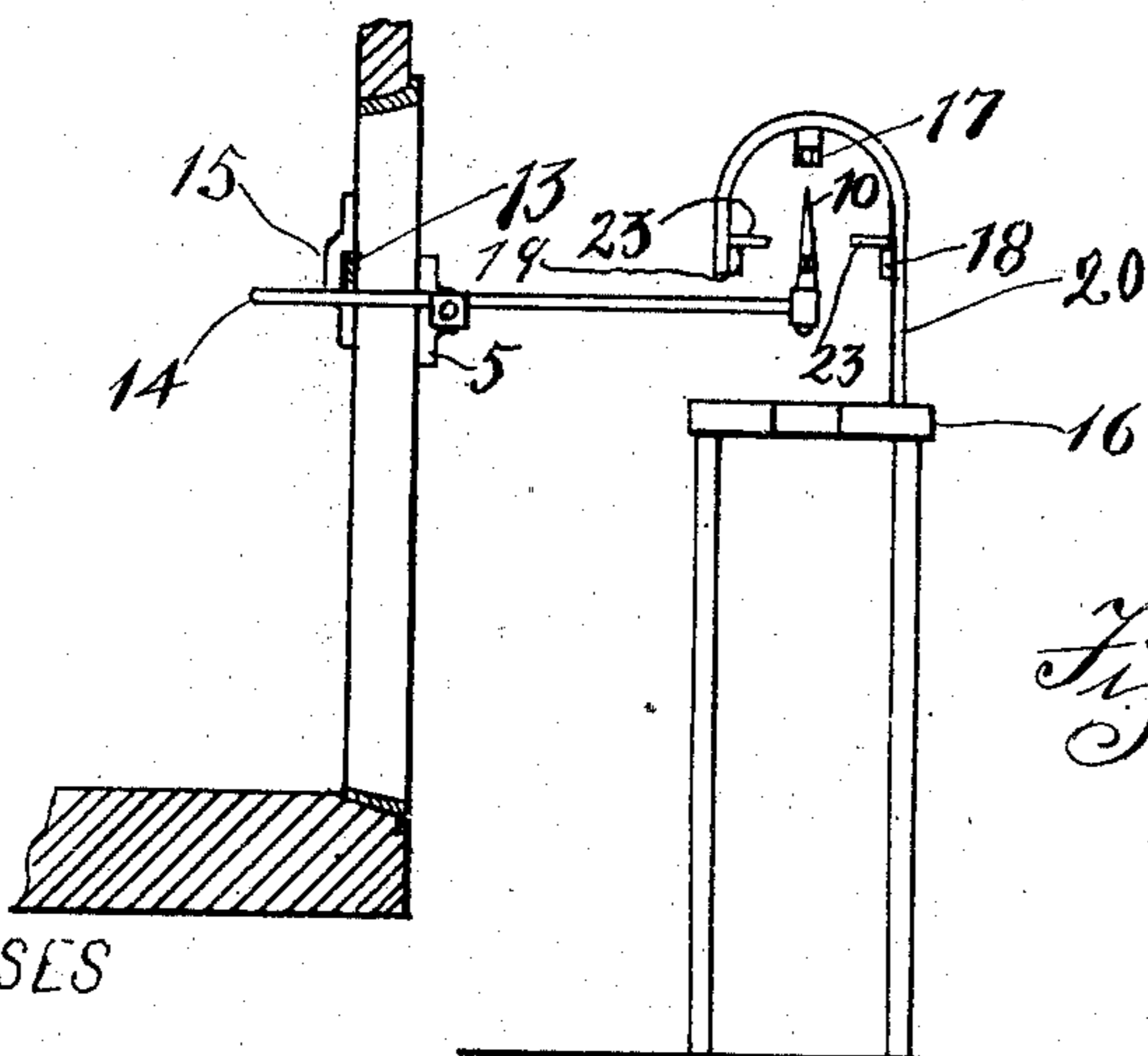


Fig. 3.

WITNESSES

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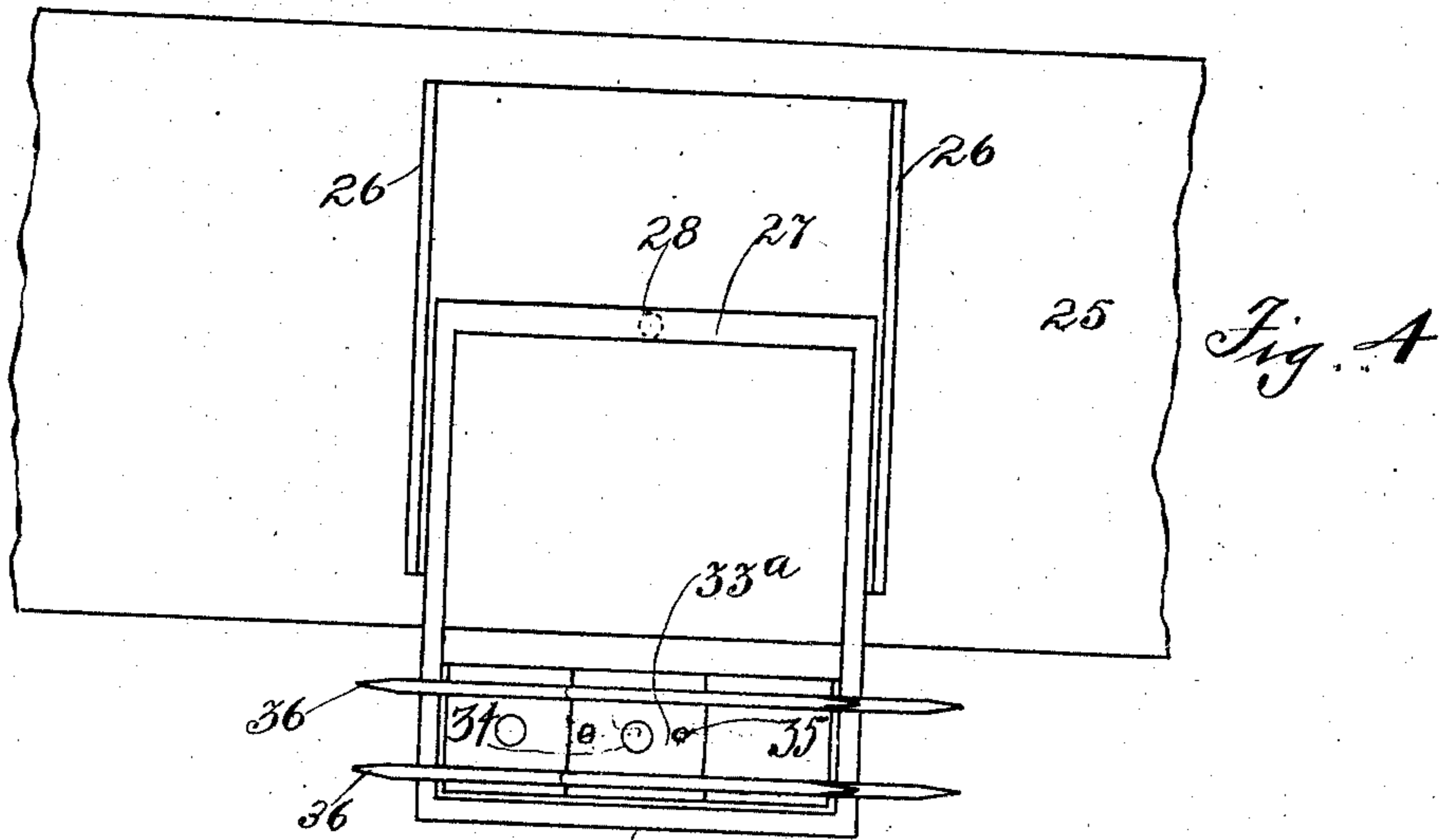


Fig. 4

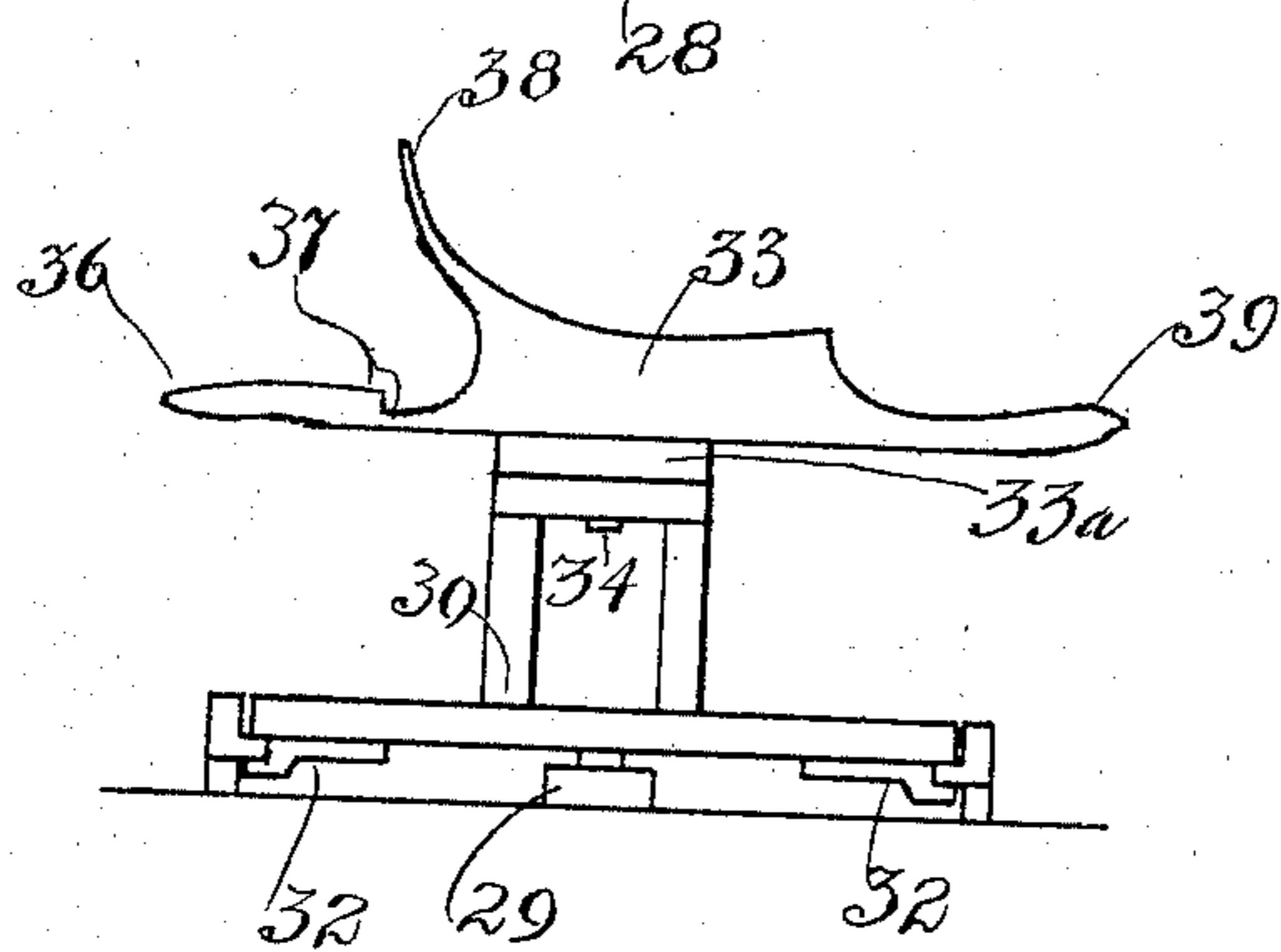


Fig. 5

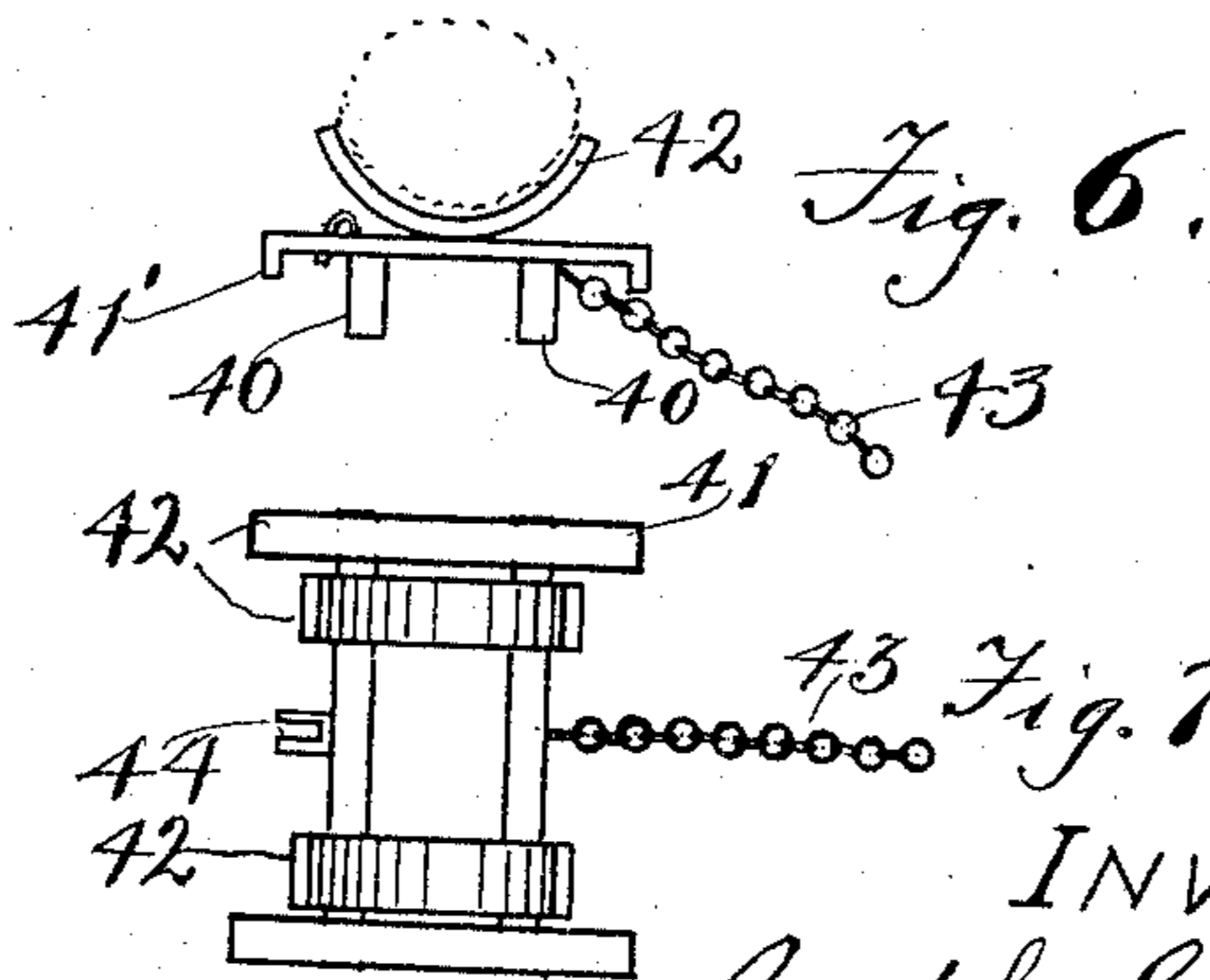


Fig. 6.

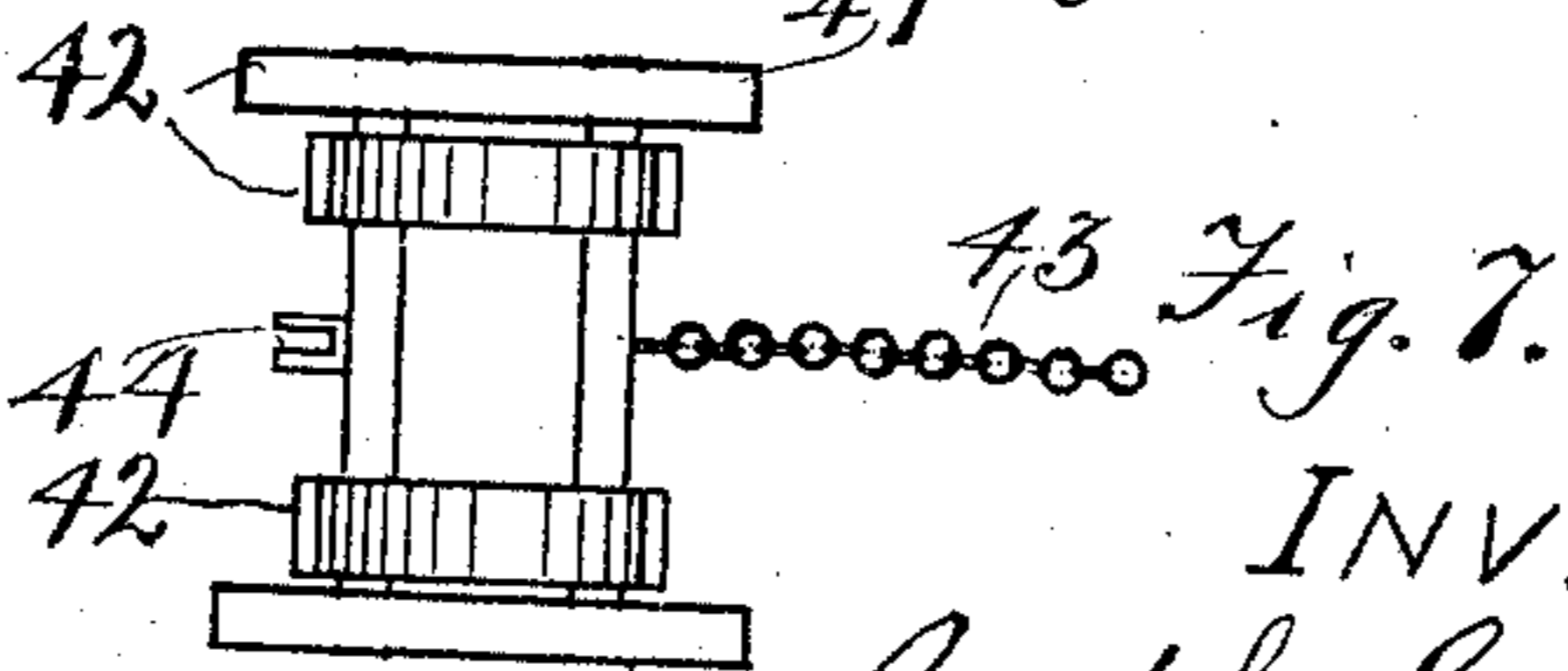


Fig. 7.

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UNITED STATES PATENT OFFICE.

JOSEPH SCHMITZ, OF SAN FRANCISCO, CALIFORNIA.

MAIL AND BAGGAGE CATCHER.

No. 905,593.

Specification of Letters Patent.

Patented Dec. 1, 1908.

Application filed July 25, 1908. Serial No. 445,391.

To all whom it may concern:

Be it known that I, JOSEPH SCHMITZ, a citizen of the United States, residing at San Francisco, in the county of San Francisco and State of California, have invented a new and useful Mail and Baggage Catcher, of which the following is a specification in such full and clear terms as will enable those skilled in the art to construct and use the same.

This invention relates to a device used for the purpose of catching mail bags from a stationary platform, and for the purpose of delivering bags to the same platform.

An object of the device is to make a catcher that will safely and surely catch and deliver the bags, and which will be in such a position with respect to the car as to be easily loaded and unloaded by the mail clerk.

A further object of the invention is to make a catcher that will be capable of delivering and catching heavy baggage, without injury to the car, or to the baggage.

Another object of the invention is to provide a device that can be easily taken from one side of the car to the other as may be necessary for the several stations, since at some of the stations the standard may be on one side or the other of the track.

In the drawings, in which the same numeral of reference is applied to the same portion throughout, Figure 1 is a plan view of a car door and a part of a car, and showing the station platform, Fig. 2 is a side elevation of a part of a car and the station platform, Fig. 3 is an end elevation of a portion of a car and the station platform, Fig. 4 is a plan view of a portion of a car in which is a modification of the catcher, Fig. 5 is a side elevation of a portion of a car and showing the catcher in elevation, Fig. 6 is a modified form of catcher to hold the mail bags, and Fig. 7 is a plan of the bag holding an end elevation of the device used with the device.

The numeral 2 represents the car having the door 3 at the sides of which are secured the boxes 4 and 5, in which the bag catcher is pivoted. It will be noted that the arm of the bag catcher 6 which extends along the side of the car has a long shank 7 at one end and a short shank 8 at the other, a pin 9 holding the bag catcher in place after the same has been placed in the boxes. The forward end of the bag catcher 6 has an up-

wardly extending prong 10, a forwardly extending prong 11 and a rearwardly extending prong 12, each of which is in a plane at right angles with the portion 6. The arm which extends alongside the car is movable to bring the bag catching devices into reach of the mail clerk and to bring the bag into position to be taken off the catcher by the station platform.

The catcher is held in the position for delivering a bag by placing a bar 13 over the handle 14 of the bag catcher, said bar being held in place by means of the cleats 15 at each side of the car door, said bar being simply slid into the cleats.

The station bag holder 16 is built up to a height such that the bag can be suspended high enough to be in position to have its rope caught by the forwardly projecting prong 11 of the bag catcher, the upwardly projecting prong 10 insuring the proper catching of the rope secured to the bag, the depression at the junction of the two prongs insuring the retention of the bag after the same has been pulled off the station, since when a train is moving very fast the bag swings a great deal as soon as the bag catcher picks it up. The station has the rails 17, 18 and 19, the two latter of which are on the same level and project ahead and to the rear of the supports 20 and 21, said supports being curved over the top. The rail 17 is placed under the top of the supports 20 and 21 and above the other rails, it being of about the same length as the others.

The rail 17 is split at each end, in order that a bag may be suspended therefrom for use with the modified form of the catcher, shown in Fig. 6, which will be explained later.

On the rail 18 there are two small pivoted plates 23, and on the rail 19 there is a small pivoted plate 24 like the plate 23. The object of these plates is to support heavy baggage or mail bags. The plates are so pivoted as to turn out of the way of the catcher when the train passes and picks up the baggage.

In the modified form of catcher shown in Figs. 4 and 5 the car is illustrated and has the rails 26, on which slides the frame 27, said frame having downwardly projecting pins 28 near the center of each end. The object of these pins is to prevent the frame 27 from being pushed too far out of the car,

the plate 29 secured to the floor of the car near the center thereof acting as a stop. In the frame 27 there is second frame 30, which has the cleats 31 under the side rail of the frame 27, to prevent it from being pulled out of the frame 27. The frame 27 has cleats 32 under the rail 26 to hold it in its place. On the frame 30 there is placed the bag-catcher 33, which is pivoted on the pin 34 to allow the bag-catcher to be rotated in a horizontal plane 180°, the object of which is to permit the bag-catcher to receive and discharge the bag in either direction. The pin 35 is used to hold the bag-catcher in either position, said pin passing through a hole in the top of the frame 30.

The bag-catcher proper, 33, is provided with a base 33^a, and the upwardly extending plates 33'. The upwardly extending plates 33' have a forwardly extending prong 36, which has a notch 37 near the base thereof. Above the prong 36 there is an upwardly extending prong 38. At the rear of the plate 33' there is a rearwardly extending prong 39. The object of the extending prongs at the front of the bag-catching device is to catch and hold the bag suspended from the station platform. The object of the rearwardly extending prong 39 is to support a bag when the same is to be delivered from the train.

When heavy baggage or large mail bags are to be handled, the frame shown in Figs. 6 and 7 is used with the modified form of the invention. This frame has the rails 40, which are secured together by means of the two plates 41, said plates having depending ends 41' to prevent the frame from being pulled sidewise off the bag-catcher. The rails 40 also have the two curved plates 42 secured thereto. Near the center of one of the rails 41 there is secured a chain 43 having large links. On the other rail 40 there is secured opposite the chain 43 a double hook 44. When a heavy bag is to be delivered from the train it is placed on the curved plates 42, the chain is then passed around

the bag, pulled down tightly, and one of the links is caught by the hook 44. When the bag has been securely fastened to the bag-holder, the same is then placed on the plates 33', and the bag-catcher is then ready to deliver the baggage or bag to the station platform; the plates 41 striking the support and causing the bag to be discharged from the extending prongs of the bag-catcher.

Having thus described my invention what I claim as new and desire to secure by Letters Patent of the United States is as follows:

1. In a device for catching and discharging objects, an arm carrying a forwardly projecting prong, an upwardly projecting prong and a rearwardly projecting prong; means to secure the arm to the side of a car; and a station platform adapted to pull an object off the rear arm and hold an object in position to be caught by the forward arm.
2. In a device for catching and delivering objects, an arm carrying a forwardly projecting prong, an upwardly projecting arm and a rearwardly projecting arm, and means to secure the arm to the side of a car.
3. In a device for catching and delivering objects, an arm carrying a forwardly projecting prong, an upwardly projecting prong and a rearwardly projecting prong, means to secure the arm to the side of a car, and a station support for a mail bag and comprising a pair of curved members adapted to permit the catcher to pass under them, a horizontally extending rail secured to the ends of the curved supports, and a horizontally extending rail secured to the curved supports opposite to the one secured on the ends thereof, the ends of each rail projecting beyond the curved supports.

In testimony whereof I have set my hand this 19 day of June A. D. 1908, in the presence of the two subscribed witnesses.

JOSEPH SCHMITZ.

Witnesses:

FRANK P. MEDINA,
W. T. HESS.