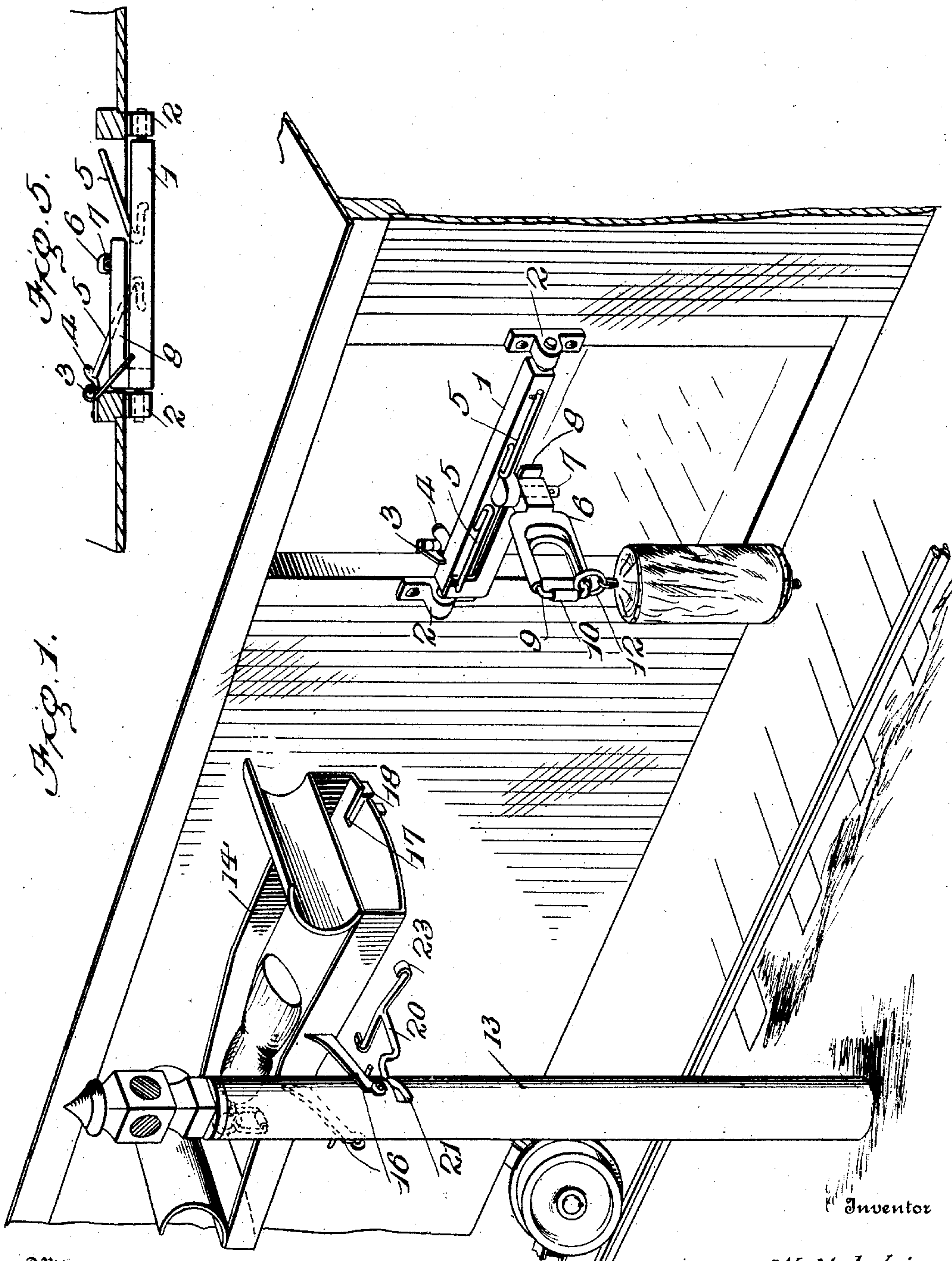


L. W. MELCHIOR.
MAIL BAG CATCHER AND DELIVERER.
APPLICATION FILED MAY 18, 1908.

909,007.

Patented Jan. 5, 1909.
2 SHEETS—SHEET 1.



Witnesses
W. A. Williams
Francis P. Magnus

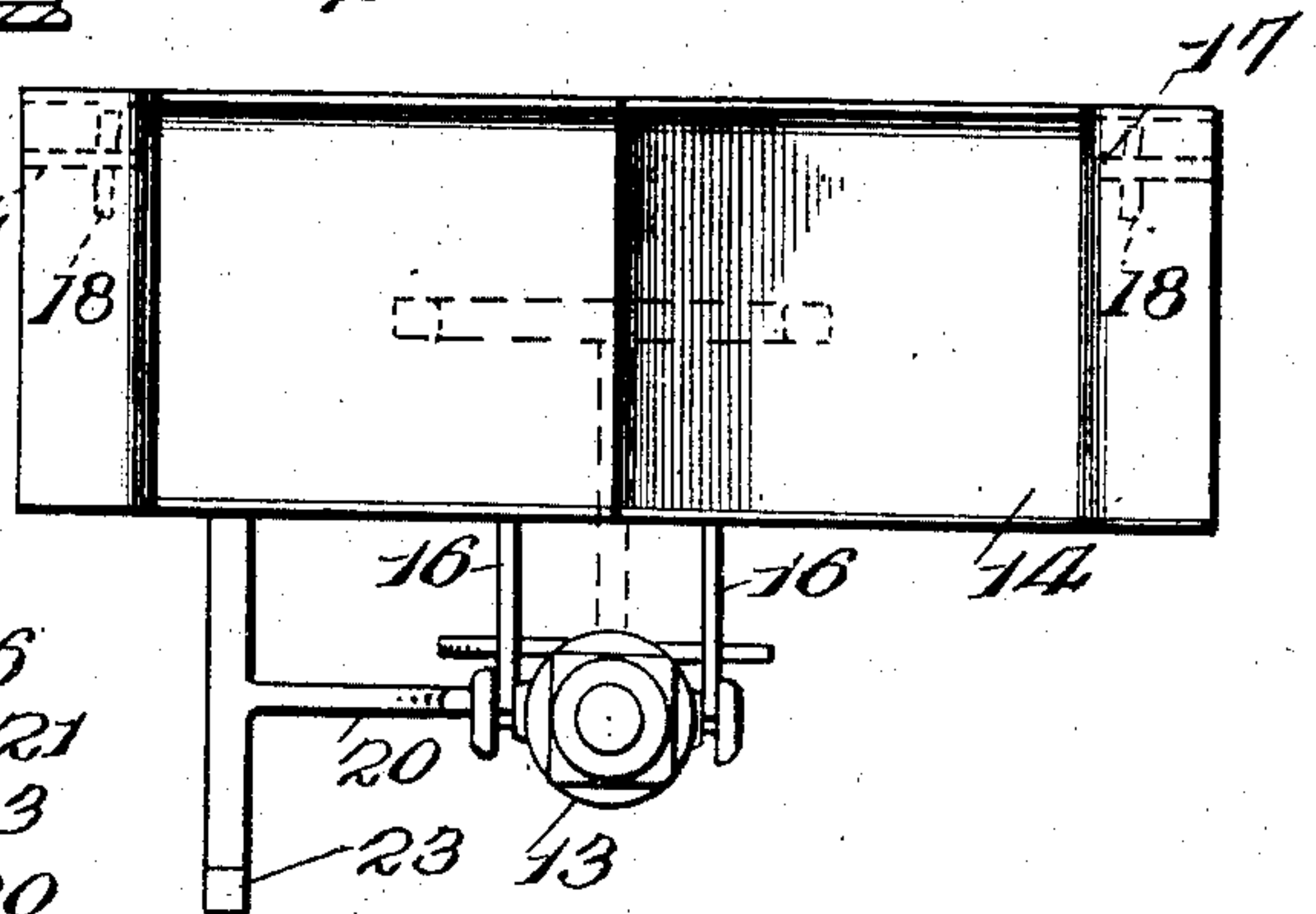
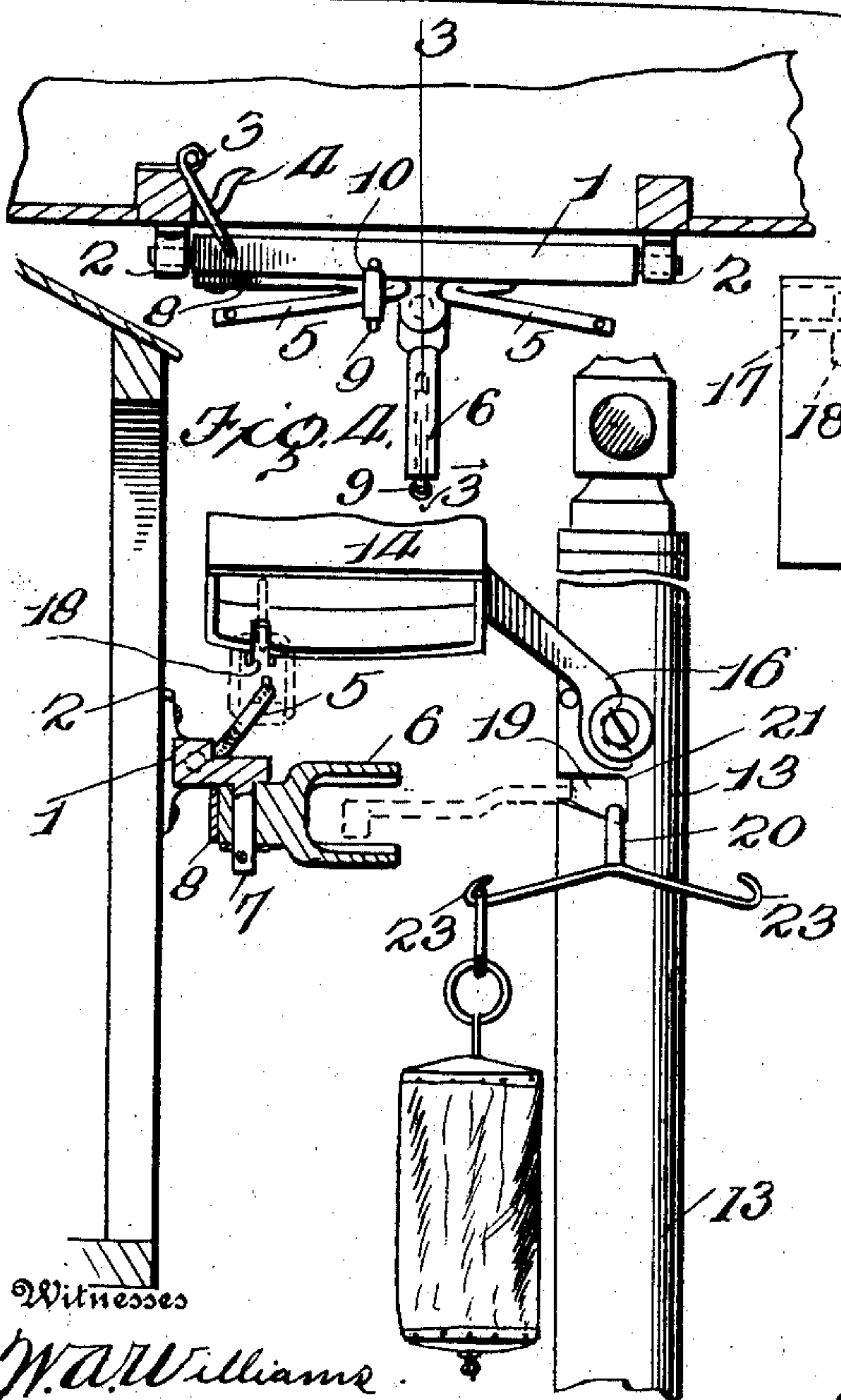
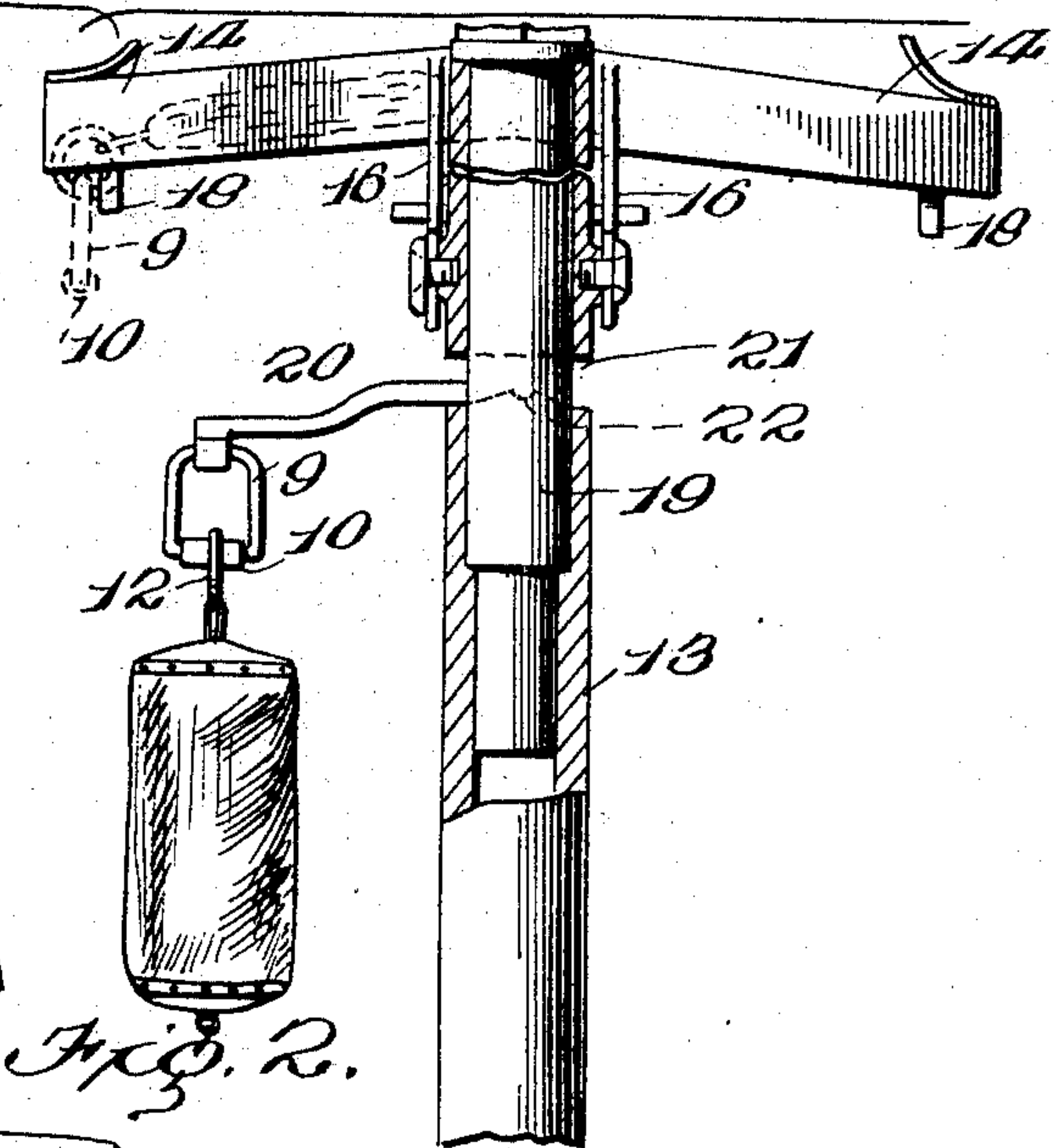
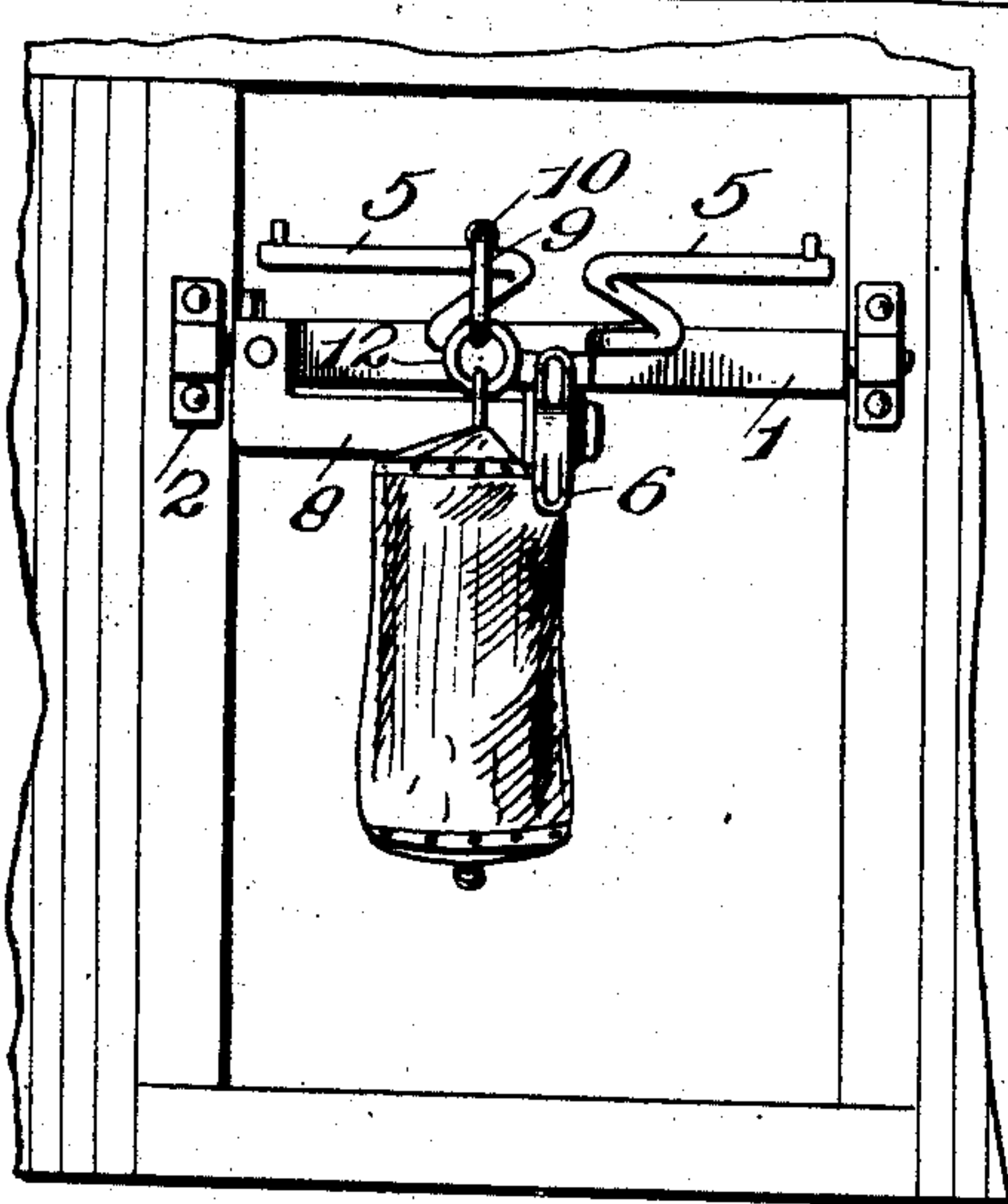
By

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UNITED STATES PATENT OFFICE.

LUDWIG W. MELCHIOR, OF WILMINGTON, DELAWARE.

MAIL-BAG CATCHER AND DELIVERER.

No. 909,007.

Specification of Letters Patent.

Patented Jan. 5, 1909.

Application filed May 18, 1908. Serial No. 433,558.

To all whom it may concern:

Be it known that I, LUDWIG W. MELCHIOR, of Wilmington, in the county of Newcastle and State of Delaware, have invented certain new and useful Improvements in Mail-Bag Catchers and Deliverers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The primary object of this invention is to provide in a mail bag delivery and receiving apparatus simple and highly efficient means whereby a bag may be readily suspended in position on a car and likewise readily removed from a support adjacent to the track while a car is in motion. And further objects are to provide improved means for retaining the bag-holding and receiving device in position and to enable it to be moved into the car.

The invention will be hereinafter fully set forth and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a view in perspective showing the application of my invention. Fig. 2 is a view in side elevation, parts being shown in section. Fig. 3 is a top plan view. Fig. 4 is a section on line 3—3, Fig. 3, looking in the direction of the arrow. Fig. 5 shows the catcher held inwardly.

Referring to the drawings, 1 designates a bar which is extended across a car door opening and journaled at its ends in bearings 2. This bar is held in its normal position by a retaining plate 3, which is shown as hinged to the side of the car and as having a cut out in its free end to accommodate the bar. This plate has a knob 4 by which it may be readily manipulated. The bar carries two oppositely-extended catcher-arms 5 when constructed for a single track service, but for double tracks a single catcher-arm is sufficient.

6 designates a mail bag retainer. It has upper and lower parallel arms and a boss formed with an opening to accommodate a pivot stud 7. This boss has flat sides so that a plate spring 8 secured to bar 1 may hold the retainer in its extended or its folded position. The arms of the retainer are formed with opposite longitudinal grooves

to accommodate a loop 9 of approximately U-shape, and composed of a single wire the ends of which are bent inwardly and telescoped by a sleeve 10 which allows such ends to have a yielding movement. By thus forming the loop it will be securely held in the retainer. On the loop is a ring 12 to which a mail bag is designed to be secured. When the loop is within the retainer, the ring is at right angles thereto, being suspended from the lower arm of the retainer.

The crane comprises a hollow standard 13 and a support 14 secured thereto by arms 16. This support is shown capable of holding a bag at each end, as is required in single track service, and such ends are formed with slots 17 to accommodate the mail bag ring 12, and the underside of such support has a guide or flange 18 which retains the loop 9 in properly suspended positions so that it will be engaged by the catcher arm of the car in removing a bag from the support. Within the standard is a post 19 capable of being turned axially. This post carries an arm 20 which projects through a horizontal slot 21 of the standard. In said slot, at its center, is a depression 22 for insuring the proper position of the arm. The latter is shown as having two extended portions 23, hooked at their free ends, but in connection with a double track but one of these extended portions 23 is required. When extended toward the track, this arm will be in position to engage the loop and remove it from the retainer, which latter is usually thereby folded inwardly against the bar. Likewise the act of taking a mail bag from a car will cause the receiving arm to turn its supporting post axially within the standard.

The advantages of my invention will be apparent to those skilled in the art. By means of the yielding loop, the bag, regardless of any motion of the train, will be automatically removed from the car by the receiving arm of the crane, and likewise by providing the mail bag support with a slot for the mail bag ring and a guide for the loop, I am enabled to insure the bag being taken up by the catcher arm of the car. The bar may be readily turned when released by plate 3 so as to enable the bag on the catcher arm to be withdrawn from the latter within the car.

I have shown and described my present

improvements in connection with a single track, but it is obvious that the same is equally applicable for double tracks.

I claim as my invention:

5 1. In an apparatus of the character described, a mail bag retainer carried by a car and having upper and lower outwardly projecting arms, a loop fitted between and held by said arms, a ring carried by said loop and
10 to which a mail bag is designed to be secured, said ring being designed to fit over the lower one of said arms, and a crane mounted adjacent to a track having an arm for removing said loop from said retainer.

15 2. In an apparatus of the character described, a mail bag retainer carried by a car and having upper and lower outwardly projecting arms, a loop of yielding material fitted between and held by said arms, a ring
20 carried by said loop and to which a mail bag is designed to be secured, said ring being supported by the lower of said arms, and a crane mounted adjacent to a track having an arm for removing said loop from said re-
25 tainer.

3. In an apparatus of the character described, a mail bag retainer carried by a car and having upper and lower outwardly projecting arms, a loop composed of a single
30 wire the ends of which are disconnected, a sleeve telescoping said disconnected ends, said loop being designed to fit between said arms with said sleeve located between the outer ends of said arms, means for connecting a mail bag to said loop, and a crane
35 having an arm for engaging and removing said loop from said retainer.

4. In an apparatus of the character described, a bar pivotally mounted across a car
40 door opening, means for holding said bar in its normal position, a bag retainer pivoted to said bar, a spring plate for holding said retainer in an extended or a folded position, said retainer having upper and lower spaced-
45 apart arms, a loop designed to fit between said arms, a ring carried by said loop and to which a mail bag is designed to be secured, and a crane having an arm for taking in said loop.

50 5. The combination with the bar pivoted

at its ends and extended across a car-door opening, of a plate pivoted to the side of a car and having a cut-out to accommodate said bar to hold it in its normal position, a mail bag retainer having a boss formed with
55 flat surfaces and pivoted to said bar, a plate spring secured to said bar for engaging said boss, a loop designed to be secured to a mail bag and held by said retainer, and a crane having an arm for engaging said loop. 60

6. In an apparatus of the character herein described, in combination, a bar mounted on a car and having a catcher arm extending therefrom, a support mounted adjacent to a track and having a slot formed therein, said
65 support being designed to hold a mail bag having a ring secured thereto, said ring fitting in said slot, and a loop suspended from said ring and designed to be engaged by said catcher arm. 70

7. In an apparatus of the character herein described, in combination, a bar mounted on a car and having a catcher arm extending therefrom, a mail bag support mounted adjacent to a track and having a slot formed
75 therein, and a flange on the underside of said support at the inner end of said slot, a ring carried by a mail bag designed to fit in said slot, and a loop suspended from said ring and designed to bear against said flange so
80 that said loop will be engaged by said catcher arm.

8. In an apparatus of the character herein described, in combination with a bar mounted on a car, a mail bag retainer projecting
85 from said bar, and a loop supported by said retainer and to which a mail bag is designed to be secured, a crane mounted adjacent to the track and comprising a standard having a horizontal slot, an axially movable post
90 mounted in said standard, and a mail bag receiving arm secured to said post and projecting through said slot.

In testimony whereof I have signed this specification in the presence of two sub-
95 scribing witnesses.

LUDWIG W. MELCHIOR.

Witnesses:

JNO. W. BRADY,
JULIA BYRNE.