

H. C. WEHLING.

MAIL CATCHER.

APPLICATION FILED MAY 5, 1908.

909,042.

Patented Jan. 5, 1909.

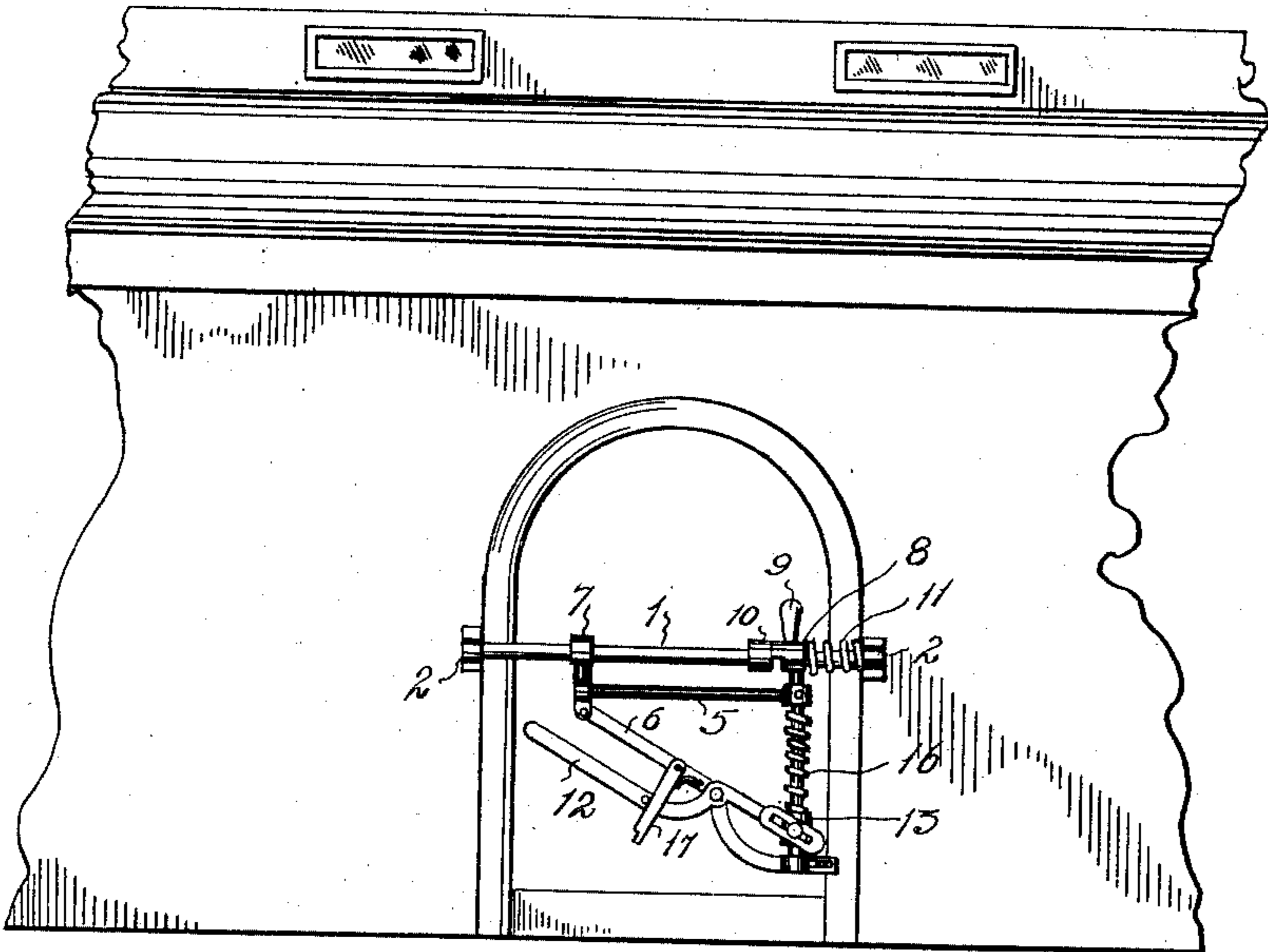


Fig. 1.

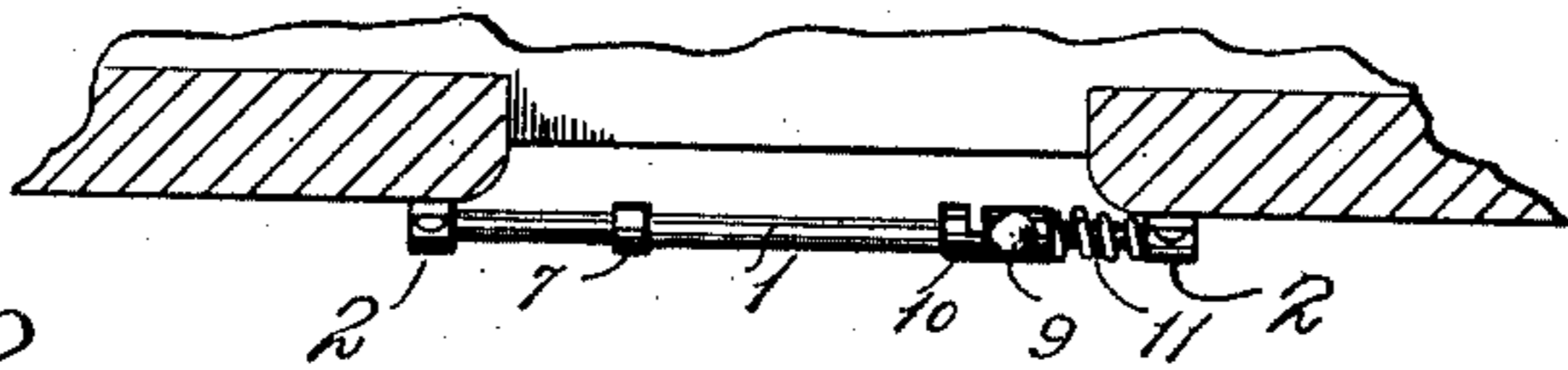


Fig. 2.

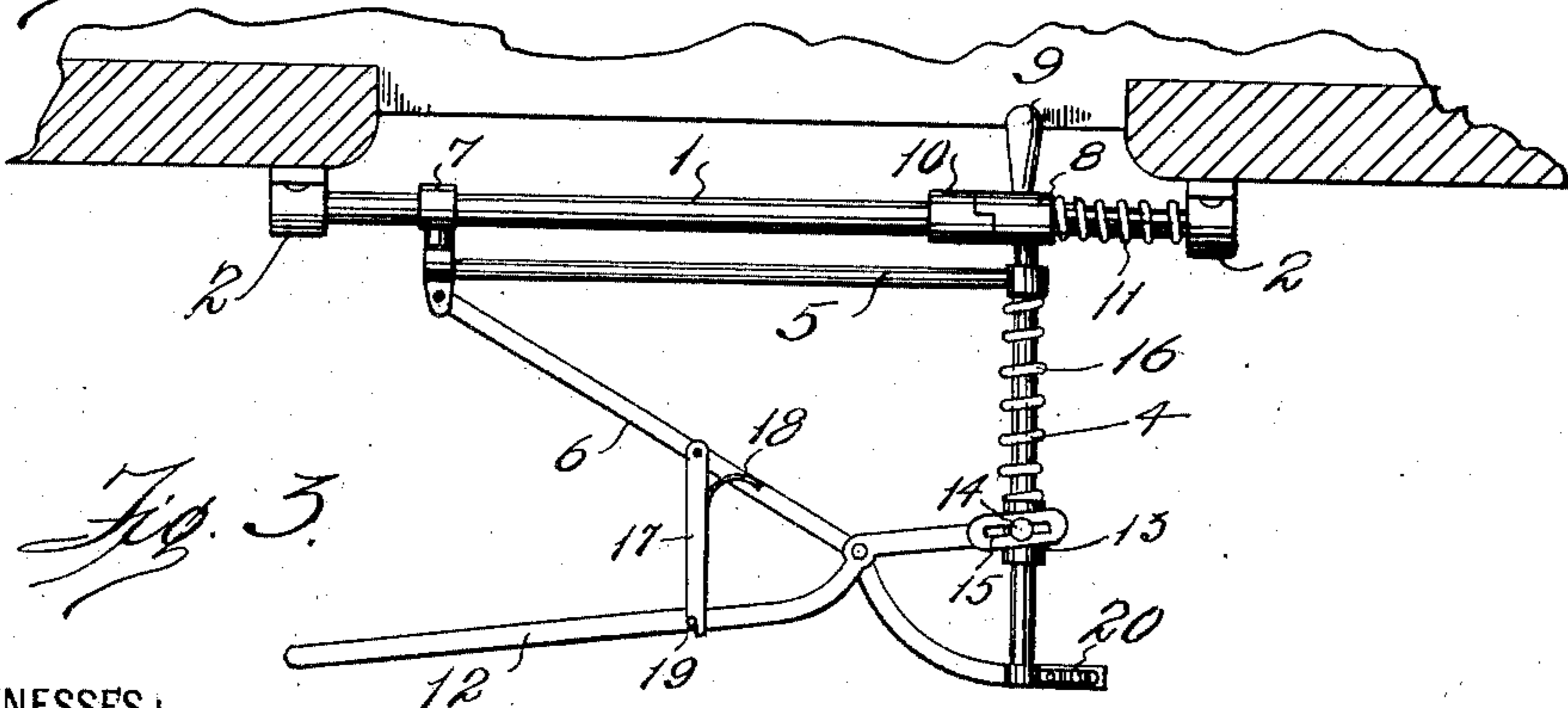


Fig. 3.

WITNESSES:

Gym Davis
Jack Keller

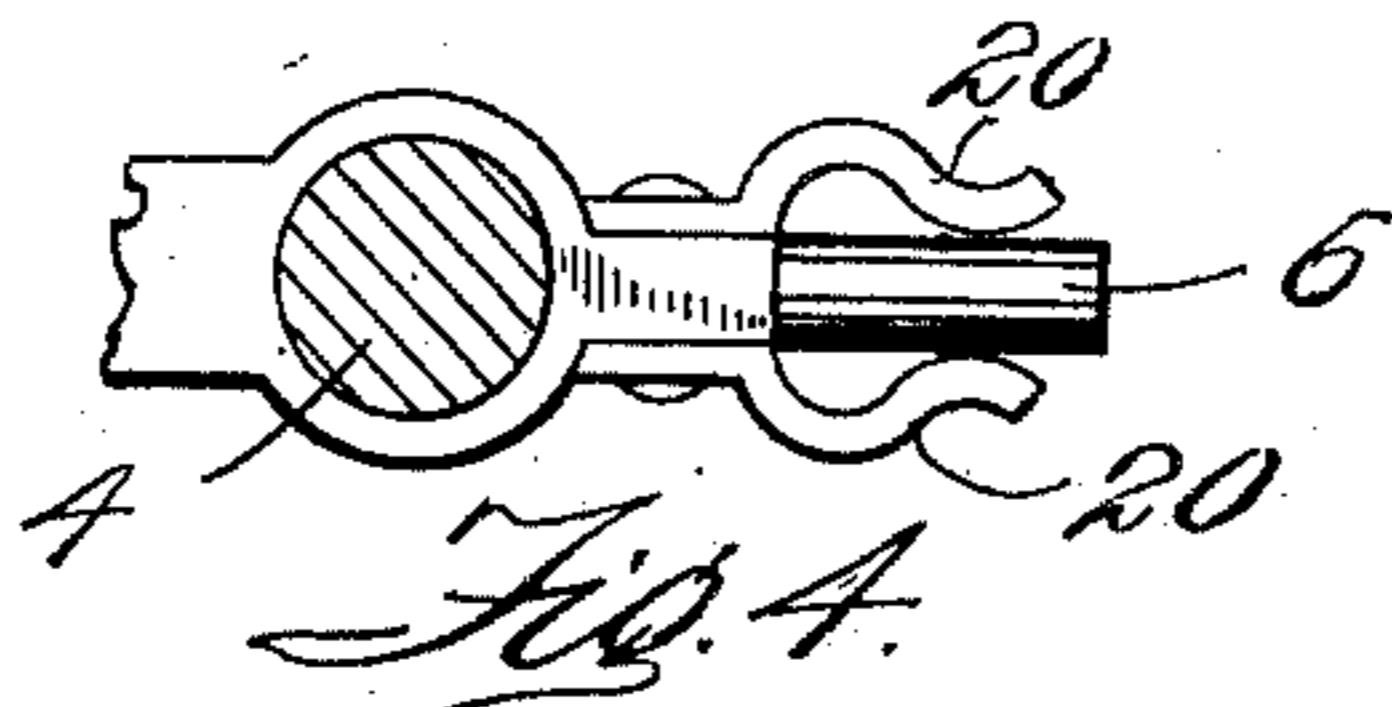


Fig. 4.

INVENTOR

Henry C. Wehling.

BY

Wm. M. Sullivan
ATTORNEY

UNITED STATES PATENT OFFICE.

HENRY C. WEHLING, OF HOUSTON, TEXAS.

MAIL-CATCHER.

No. 909,042.

Specification of Letters Patent.

Patented Jan. 5, 1909.

Application filed May 5, 1908. Serial No. 430,896.

To all whom it may concern:

Be it known that I, HENRY C. WEHLING, citizen of the United States, residing at Houston, in the county of Harris and State of Texas, have invented certain new and useful Improvements in Mail-Catchers, of which the following is a specification.

My invention relates to new and useful improvements in mail catchers and more particularly to such devices as may be used in taking mail bags on moving cars.

The object of the invention is to provide a device of the character described that will receive the mail bag which is placed beside the track and automatically carry the same to the door of the car so that it may be readily removed within the car.

Another feature resides in the provision of means for discharging mail bags from cars when in motion.

Finally the object of the invention is to provide a device of the character described that will be efficient and durable and at the same time simple and easily constructed and kept in working order.

With the above and other objects in view, my invention has particular relation to certain novel features of construction and operation an example of which is described in the following specification and illustrated in the accompanying drawings, wherein:

Figure 1 is a side elevation of my device attached to the car and in position after receiving the mail bag. Fig. 2 is a partial cross section through the car wall, showing my device in plan as it appears when swinging down. Fig. 3 is a partial cross section through the car wall, showing a plan of my device extended and set for action. Fig. 4 is a plan view of the discharging device.

Referring now more particularly to the drawings, wherein like numerals of reference designate similar parts in all the figures, the numeral 1 designates the supporting rod of my device which is firmly fastened across the car door by means of the bearings 2. Upon this rod the frame composed of rods 4 and 5 and the cross bar 6 is slidably swung by means of runners 7 and 8. These runners are also revoluble on the rod 1. The rod 4 extends beyond the supporting rod 1 and terminates in a suitable handle or grip 9.

The runner 8 which is integral with the rod 4 is shouldered so as to engage with the collar 10 immovably mounted on the sup-

porting rod 1 similarly shouldered so as to engage the shoulder of the runner 8. This runner is held firmly against the collar 10 by means of a coil spring 11.

Upon the cross-bar 6 is pivotally mounted the lever 12, the rear end of which has a slidable engagement with a runner 13 adapted to slide on the rod 4. The engagement with this runner is accomplished by a thumb screw 14 passing through an oblong slot 15 in said lever and engaging with said runner. This runner and the rear end of the lever 12 are normally held down by means of a coil spring 16 mounted on the rod 4.

The crossbar 6 carries an arm 17 pivotally mounted thereon which is pressed forward by means of a flat spring 18 and which is provided at its free end with a shoulder adapted to engage a projection 19 carried by the lever 12.

The crossbar 6 projects beyond the rod 4 and the projection carries curved spring hooks 20 which are intended to carry the bag to be ejected. Similar hooks are designed to be placed beside the track to receive the ejected bag.

The operation of my device is as follows: When it is desired to arrange the device for taking on mail, the front end of the lever 12 is forced downward until the pivot 19 engages with the shoulder at the free end of the arm 17. By reason of this engagement and the pressure of the springs 16 and 18, the lever 12 is held in this extended position. The entire device is then revolved on the supporting rod 1 by depressing the handle 9 until it extends out at a right angle to the car, when the shoulder of the runner 8 will be forced into engagement with the shoulder of the stationary collar 10 by means of the spring 11 and thus the device will be held in an extended position. The mail bag is to be so positioned beside the track as to strike against the arm 17 and to force the same out of engagement with the pivot 19. The outward pressure of the spring 16 on the rear of the lever 12 will elevate the front end thereof, which will carry the bag with it and engage the same between the lever and the cross bar 6, and thus securely hold the bag. The force of the impact with the bag at the same time carries the frame rearwardly along the supporting rod 1 disengaging the shoulder of the runner 8 from the shoulder of the collar 10 thus permitting the device to swing around and

take the position shown in Fig. 1, thus bringing the mail bag in the door of the car.

It will be observed that the lever 12 when in the position as shown in Fig. 1 is sufficiently inclined to prevent the bag from slipping off of the same.

What I claim, is:

1. In a mail catching device, the combination with a supporting shaft, of means for securing the same to a car, a clutch fixed on the shaft, a frame revolvably mounted on the shaft adapted to engage with the clutch, a lever arm supported from the frame adapted to engage with the mail, and spring operated means for securing said engagement.

2. In a mail catching device, the combination with a supporting shaft, of a frame movably mounted on the shaft, means for controlling the position of said frame, a means for delivering mail fixed on the frame,

a spring set lever pivotally mounted on the frame adapted to catch the mail.

3. In a mail catching device, the combination with a supporting shaft, of means for securing said shaft to a car, a clutch member fixed on said shaft, a frame movably mounted on the shaft adapted to engage with the clutch, a lever pivotally mounted on the frame adapted to engage with mail, means for securing said engagement, and means for automatically swinging the frame to a vertical position at the side of the car.

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

HENRY C. WEHLING.

Witnesses:

O. S. CUMMINGS,
WM. A. CATHEY