

W. SEARS.
MAIL CATCHER.

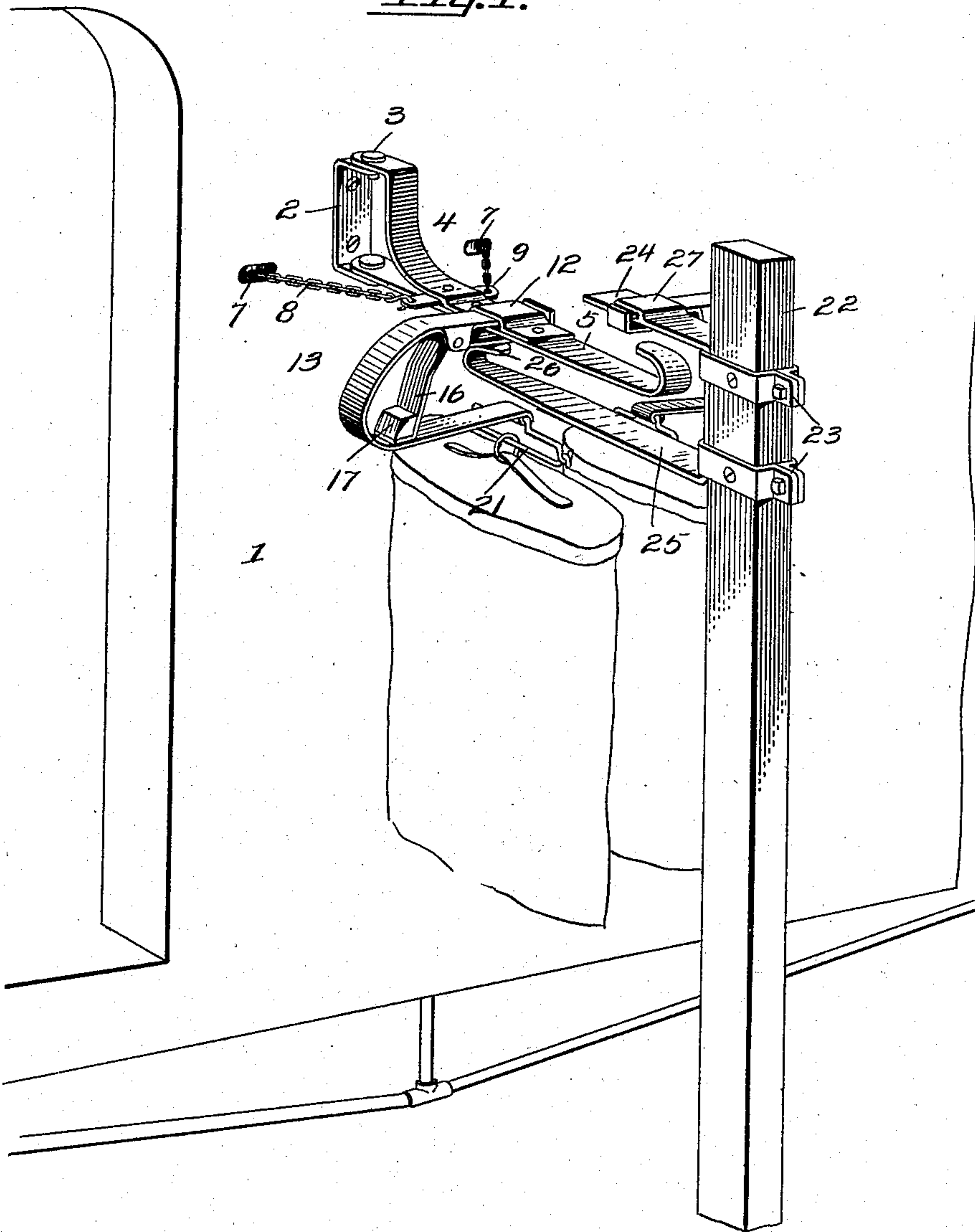
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910,963.

Patented Jan. 26, 1909.

2 SHEETS—SHEET 1.

Fig. 1.



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2 SHEETS—SHEET 2.

Fig. 2.

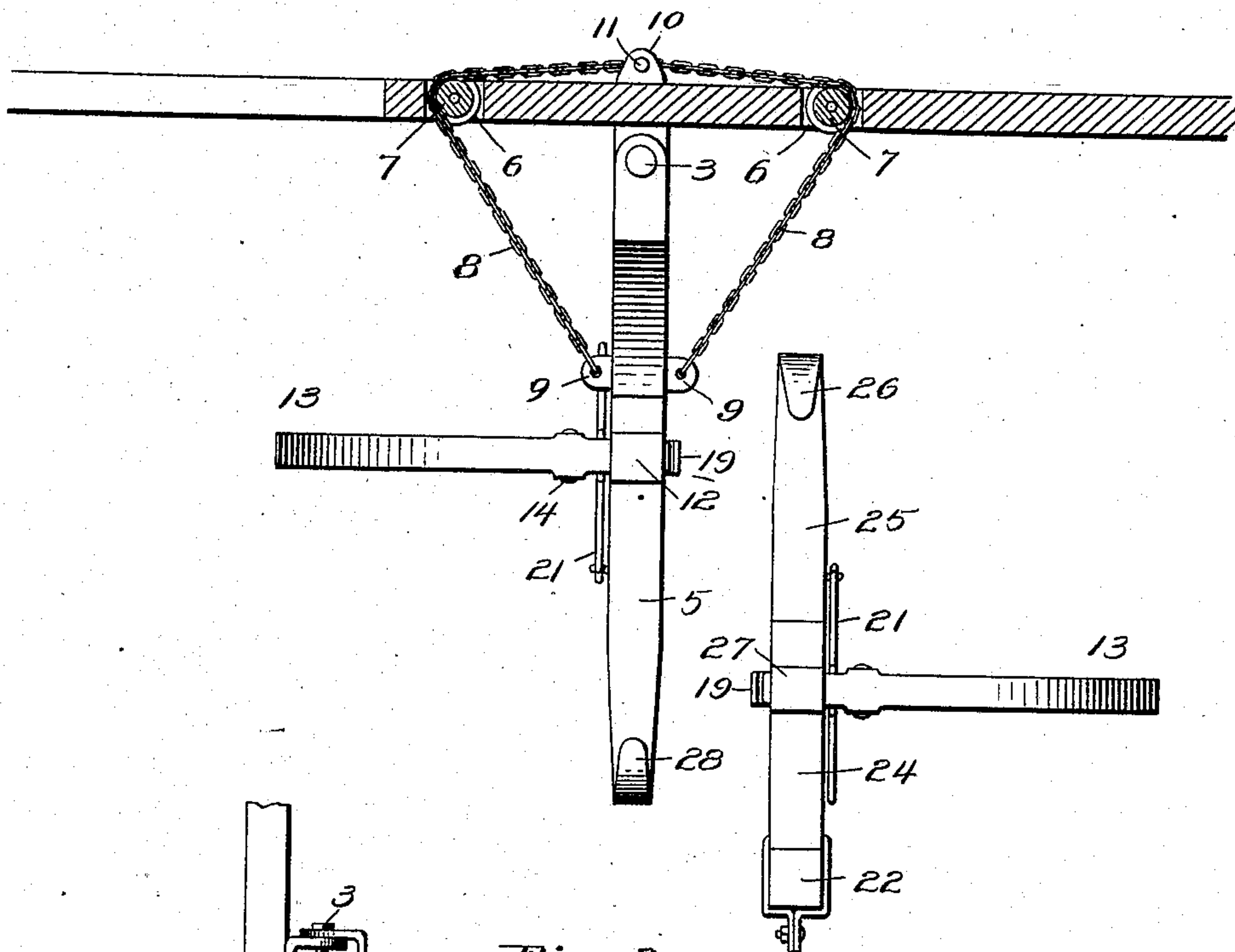


Fig. 3.

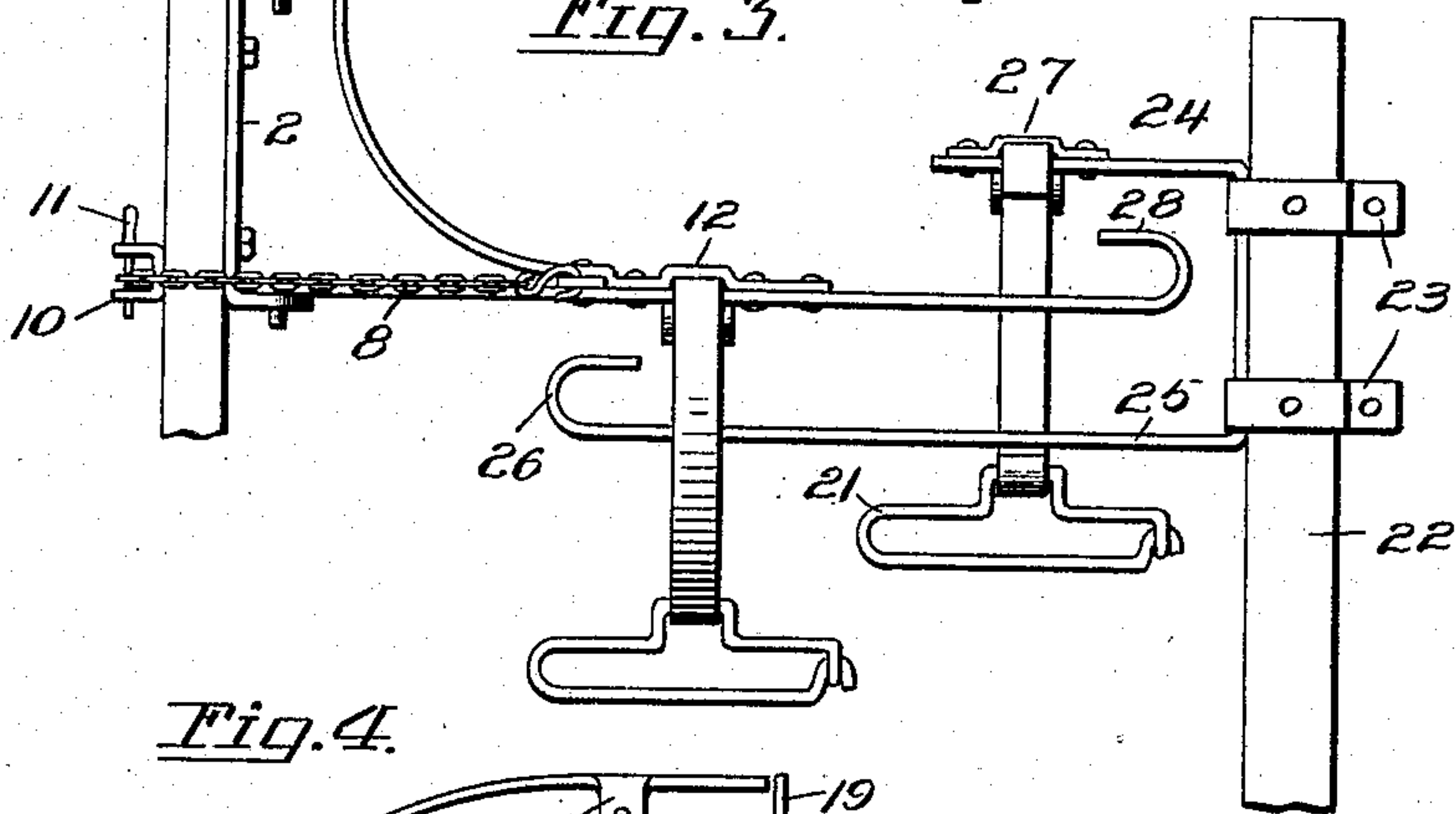
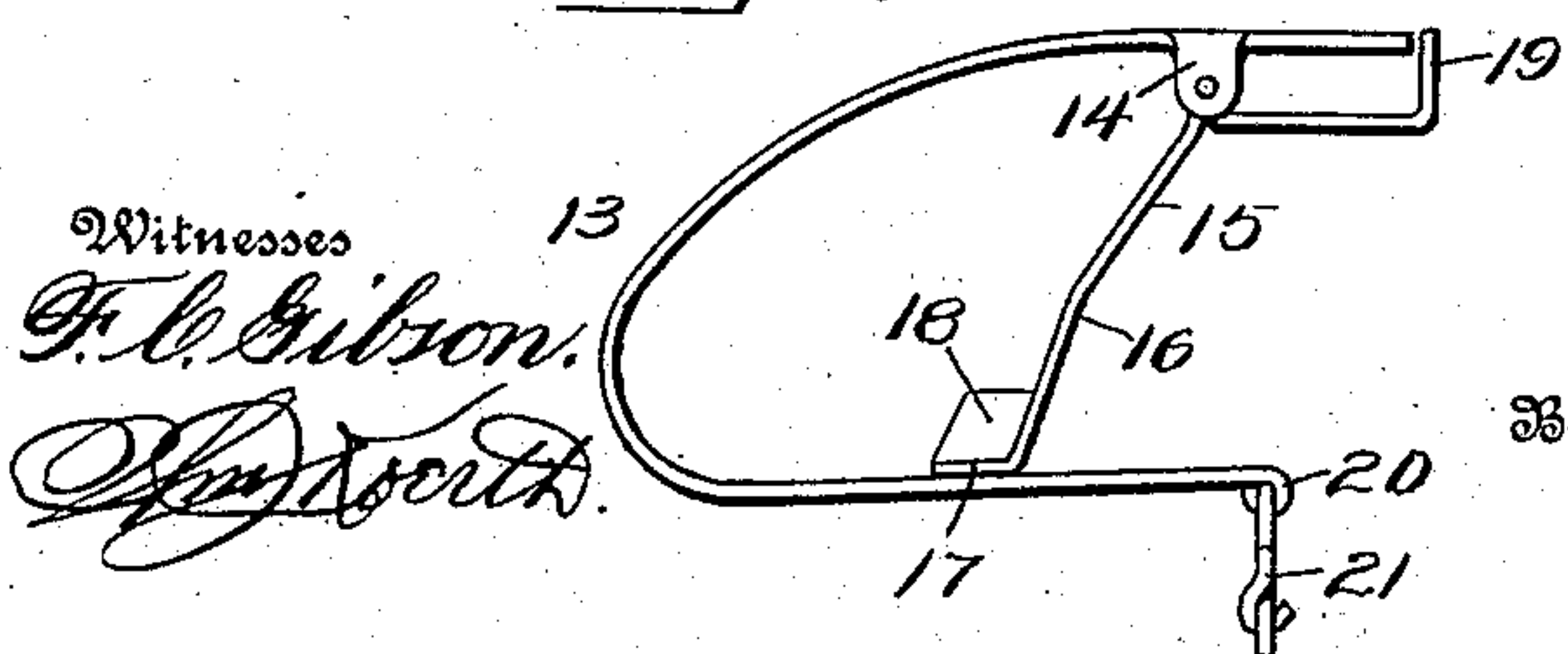


Fig. 4.



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UNITED STATES PATENT OFFICE.

WATERMAN SEARS, OF NEWMAN, NEW YORK.

MAIL-CATCHER.

No. 910,963.

Specification of Letters Patent.

Patented Jan. 26, 1909.

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To all whom it may concern:

Be it known that I, WATERMAN SEARS, a citizen of the United States, residing at Newman, in the county of Essex and State of New York, have invented new and useful Improvements in Mail-Catchers, of which the following is a specification.

This invention relates to improvements in devices for transferring mail sacks from a holding device at a station to a moving mail car or from a moving train to a holding device or for simultaneously transferring from one device to the other, and the object of the invention is to provide a device of this character which is simple in construction, adapted to operate quickly and not liable to get out of order.

Another object of the invention is to provide a mail catching and delivering device whereby any number of mail sacks may be delivered to a car or station when the train is going in either direction.

A still further object of the invention is to provide a mail car with a device of this character which may be swung to deliver the mail bag through the open door of the car or which may be swung and retained in position adjacent the side of the car when not in use.

With these and other objects in view the invention resides in the novel construction and arrangement of elements hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of a mail bag catcher and deliverer constructed in accordance with the present invention showing the catchers upon the side of a car and upon a fixed station post. Fig. 2 is a top plan view of the same, a portion of the car being shown in horizontal section. Fig. 3 is a front elevation of the devices. Fig. 4 is a side elevation of the mail suspending device.

Referring to the accompanying drawings the numeral 1 designates the side of a mail car. The car 1 is provided with a U-shaped bracket 2, having its offset arms provided with suitable perforations and adapted for the reception of pivots 3, by which the mail catcher 4 is pivotally secured upon the side of the car. This catcher 4 comprises a rectangular strap or arm 5 adapted to extend from the lower ear of the bracket 2, and the arm 5 is provided with a U-shaped extension having an offset by which it is pivotally connected with the upper arm of the bracket 2.

The car 1 is provided with a pair of open-

ings 6 positioned in a parallel plane with the arm 5 and located a suitable distance from each side of the bracket 2. These openings 6 are adapted for the reception of suitable pulleys 7 around which a suitable chain 8 is positioned. The ends of the chain 8 are secured to transverse ears 9 provided upon the arm 5. The interior of the car 1 is provided with a U-shaped member 10 positioned directly behind the bracket 2 and in a line with the chain 8. The ears provided by the bracket 10 are suitably perforated and are adapted for the reception of a pin 11. The chain 8 is positioned directly between the ears, and the pin 11 is adapted to engage with the loops of the chain to lock the catcher device 4 in any desired position. It is to be understood that the catcher 4 is pivoted a suitable distance away from the door of the car, so that upon being swung upon its pivots a mail suspending and delivering device, hereinafter to be described will be delivered to the open door and easily removed from the arm 5 by the mail clerk within the car. It will be also seen that by providing the arm 5 with the chain 8 and the locking means for the chain, that the arm, when not in use, may be swung against the side of the car away from the door and thus positioned out of danger from obstructions along the side of a rail over which the car travels.

The arm 5 is provided with a suitable keeper 12 positioned upon the top of the arm forward of the ears 9 and constructed by bending the extremity of the U-shaped portion of the catcher 4 to provide a substantial eye. The keeper 12 is adapted for the reception of the upper arm of a mail bag suspending device. This device 13 is substantially H-shaped as illustrated in Figs. 1 and 4 of the drawings, and has its upper arm provided with oppositely disposed depending ears 14. These ears 14 are adapted for pivotal connection with a latch member 15. This member 15 is provided with a horizontal portion 16 extending in spaced relation with the forward portion of the upper arm of the suspending device 15, and the extremity of this horizontal portion is upturned to form a lip which is adapted to normally contact with the outer edge of the upper arm of the suspending device. The catch 15 is provided with a depending angularly disposed extension 16 having an offset 17 normally contacting the lower arm of the suspending device. The offset 17 is

provided with a suitable weight 18, by which the lip 19 of the catch is forced into engagement with the end of the upper arm of the suspending device 13. The upper arm of the suspending device 13 is of a size equaling that of the opening provided by the keeper 12, and in attaching the device to the arm 5, the portion 16 of the catch is swung rearwardly so as to disengage the lip 19 from the end of the upper arm of the suspending device, when the arm may be positioned within the keeper and the lip 19 again engage the end of the upper arm of the suspending device, thus locking the device securely upon the arm 5. The free end of the lower arm of the suspending device 13 is provided with a suitable lip 20, adapted for the reception of a transversely arranged mail bag receiving hook 21. This hook 21 is preferably constructed of a single strand of resilient material having one of its free ends bent to provide a hook and its opposite free end bent to provide an eye adapted to be engaged by the hook. The mail receiving hook 21 is elongated as illustrated in Figs. 1 and 3 of the drawings, so that a plurality of mail bags may be positioned thereon and delivered at a station in a manner hereinafter fully described.

The station or stationary catcher is ordinarily like the device above described. The station device may be attached to a suitable pole 22 by brackets 23 and comprises a pair of spaced arms 24 and 25. The catcher arm 25 is adapted to be positioned directly below the path of the arm 5 of the car, so as to contact with the arm 16 of the catch provided upon the mail suspending device 13 to release the catch and sustain the suspending device thereon until removed by the attendant. The arm 25, as well as the arm 5 is provided with a hook extension or end 26, and it will be noted that when the suspending device 13 is grasped by the arm 25 the hook 26 serves an effective means for retaining the device upon the arm.

The upper extending portion or arm 24 is provided with a keeper 27, similar to that of the keeper 12 of the arm 5. This keeper 27 is adapted for engagement with a mail suspending device similar to that previously described, and the arm 5 of the car is adapted to contact with the portion 16 of the catch of this keeper so as to disengage the device from the arm and to suspend the device as well as the mail sacks carried thereby upon the arm 5. The arm 5, as previously stated has its outer extremity hooked as at 28, and by this arrangement it will be noted that the keeper 13 may be effectively retained upon the arm 5 until the chain 8 is operated by the mail clerk within the car to swing the arm 5 so as to disengage the suspending device 13 and the mail sacks carried thereby. By this construction and

arrangement it will be noted that the suspending devices 13 carried by the car and positioned upon the device at the station are exchanged so that both the car and the station always retain one of the suspending devices which may be employed by the car at the other stations and by the station with other cars.

It will be apparent that mail may be left at a station from the car without the necessity of receiving mail from the station or vice versa, that the mail bags as well as the suspending devices are securely locked and that accidental displacement or removal of the same is impossible and that the invention is of a simple construction, can be quickly installed and is strong, durable and efficient.

Having thus fully described the invention what is claimed as new is:

1. A mail bag catcher and deliverer comprising an arm pivotally connected with the side of the car, a keeper upon the arm, a mail suspending device upon the keeper, a weighted catch member normally retaining the suspending device in locked position upon the keeper, means for retaining the arm in locked position, and means comprising an elongated hook secured to the retaining device for suspending the mail sacks.
2. A mail bag catcher and deliverer comprising an arm pivotally connected to the side of a car, ears upon the arm, the side of the car being provided with openings adjacent the edges of the arm, pulleys within the openings, a U-shaped bracket having its ears provided with openings within the car, a chain adapted to engage the pulleys and to be secured to the ears of the arm, said chain adapted to travel between the ears of the bracket, and a pin adapted to be inserted within the openings of the ears of the bracket and to engage one of the links of the chain to lock the arm in a desired position upon the car.
3. A mail bag catcher and deliverer comprising an arm pivotally connected to the side of the car, means for locking the arm in a desired angle in relation to the side of the car, a hook upon the end of the arm, a keeper upon the arm, a U-shaped suspending device having its upper arm engaging the keeper, a catch member pivotally connected with the upper arm of the suspending device, a lip upon the catch member, a depending portion upon the catch member having a weight adapted to close the lip against the edge of the upper arm to lock the same upon the keeper, the lower arm of the suspending device being provided with a lip adapted for the reception of a mail bag receiving hook, and said hook comprising an elongated body portion having one of its ends bent to form an eye and its opposite end bent to provide a hook adapted to engage the eye.

4. A mail bag catcher and deliverer for stations comprising a post, a U-shaped arm upon the post, the lower member of the arm having its end turned to provide a hook, the upper member of the arm being provided with a keeper, and a mail bag suspending device adapted to be engaged by the keeper, said suspending device comprising a U-shaped member having a weighted catch by which it is retained upon the keeper.

5. A mail bag catcher and deliverer comprising an arm pivotally connected to the side of a car, means for adjusting the arm upon its pivot arranged upon the inside of the car, a keeper upon the arm, a U-shaped suspending device for the keeper, a pivoted catch having a weighted arm upon the suspending device and adapted to lock the same upon the keeper, in combination with an arm se-

cured along side the track of the car, said arm adapted to contact the weighted arm of the catch to release the suspending device from the keeper.

6. A mail bag catcher and delivering device for stations comprising a U-shaped arm, one of the members of which being provided with a keeper, a mail suspending device upon the keeper, a pivoted catch normally locking the suspending device upon the keeper, in combination with a car having an arm adapted to contact the pivoted catch to release the suspending device from the keeper.

In testimony whereof I affix my signature in presence of two witnesses.

WATERMAN SEARS.

Witnesses:

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GEO. ALFORD.