

S. S. McKEAND.

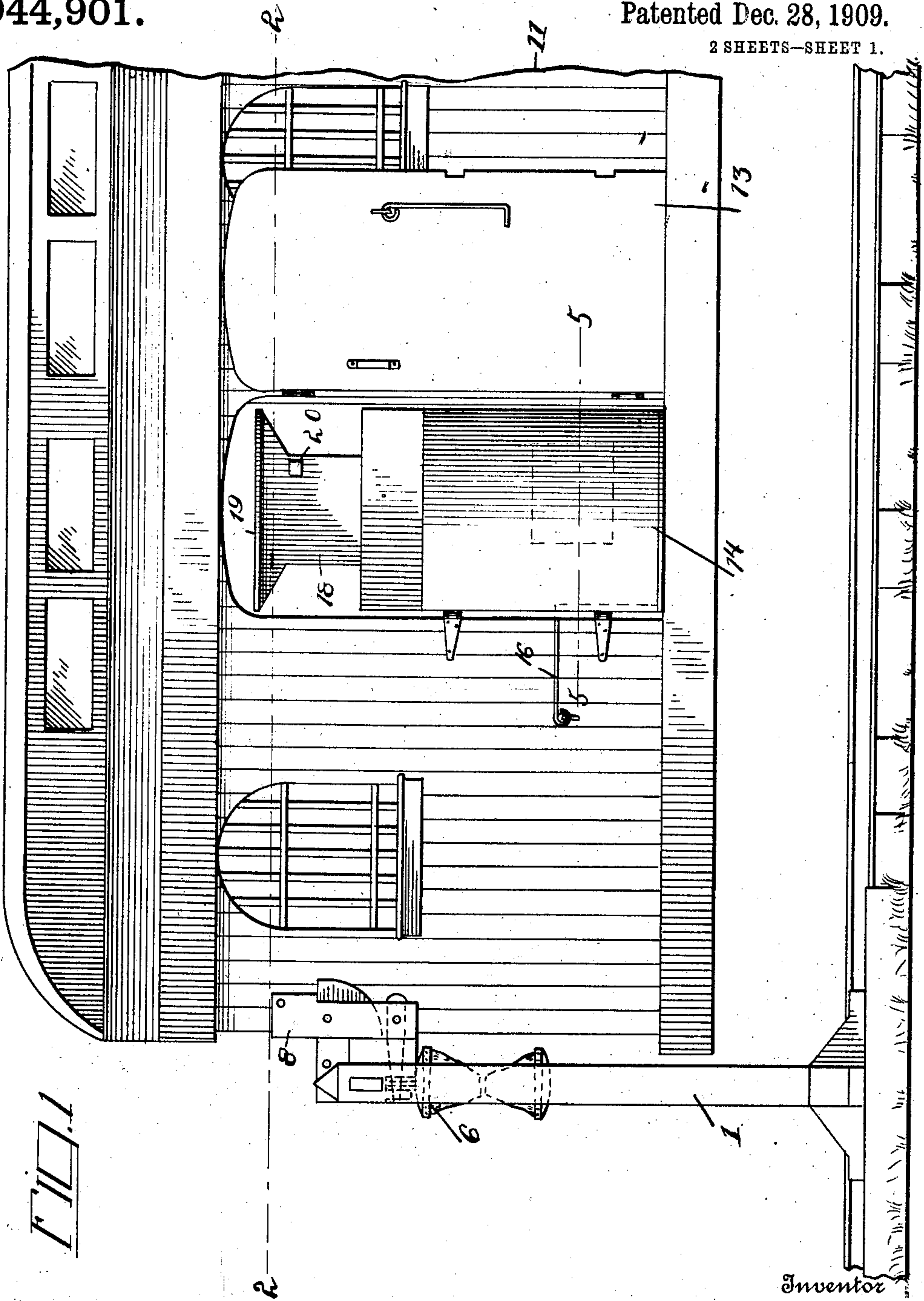
MAIL CATCHER.

APPLICATION FILED OCT. 9, 1909.

944,901.

Patented Dec. 28, 1909.

2 SHEETS—SHEET 1.



Witnesses

Wm Smith.
U. B. Hillyard.

Sampson & McKend

By Victor J. Evans
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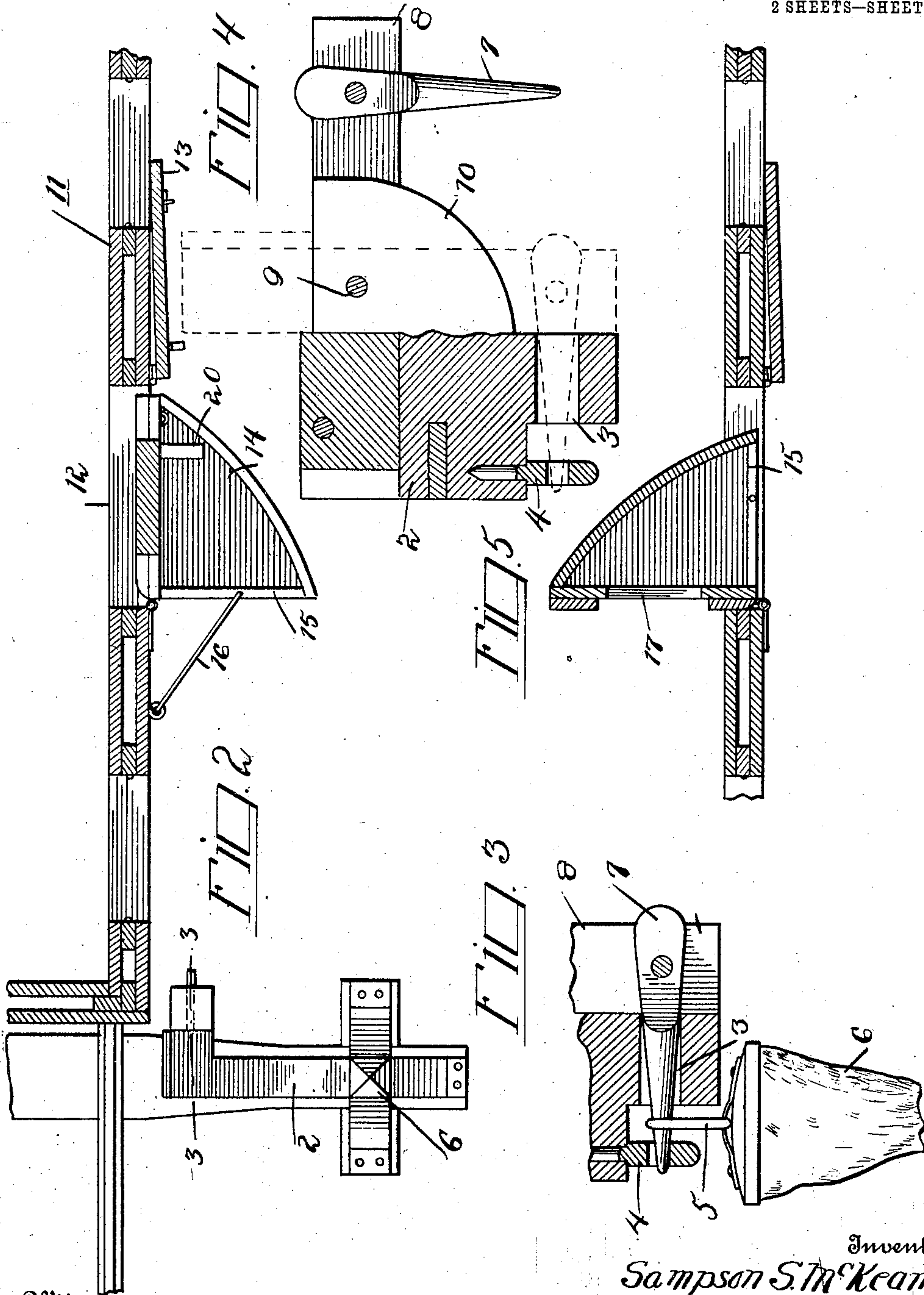
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Inventor
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UNITED STATES PATENT OFFICE.

SAMPSON SANDERS McKEAND, OF CEREDO, WEST VIRGINIA.

MAIL-CATCHER.

944,901.

Specification of Letters Patent. Patented Dec. 28, 1909.

Application filed October 9, 1909. Serial No. 521,877.

To all whom it may concern:

Be it known that I, SAMPSON SANDERS McKEAND, a citizen of the United States, residing at Ceredo, in the county of Wayne and State of West Virginia, have invented new and useful Improvements in Mail-Catchers, of which the following is a specification.

The present invention appertains to means whereby mail or like matter may be delivered to or from a moving train, and has for its object to devise novel appliances mounted upon the train and located along the track to insure interchange of mail between a station and a moving train or to admit of mail being delivered either to the train or from a train to the station.

The present invention relates most especially to means whereby a container inclosing mail or other matter may be taken up by a moving train from a station or stations along the line of track, said means including a catcher mounted upon the train, and supporting means at the station for holding the container in proper position for reception by the said catcher.

The invention consists of the novel features, details of construction and combination of parts, which hereinafter will be more particularly set forth, illustrated in the accompanying drawings, and pointed out in the appended claims.

Referring to the drawings, forming a part of the specification, Figure 1 is a view in elevation of an end portion of a postal car provided with a catcher embodying the invention, together with an elevation of the supporting means located at a station for holding a mail bag or other container in position to be taken up by the catcher of the train. Fig. 2 is a horizontal section on the line 2—2 of Fig. 1. Fig. 3 is a vertical section of the outer end of the supporting arm on the line 3—3 of Fig. 2. Fig. 4 is a view similar to Fig. 3, showing the position of the pivoted arm when tripped by full lines and its operative position when supporting the mail bag by dotted lines. Fig. 5 is a horizontal section of the catcher and a portion of the side of the car on the line 5—5 of Fig. 1.

Corresponding and like parts are referred to in the following description, and indicated in all the views of the drawings, by the same reference characters.

A post 1 is erected at one side of the track at a place where mail is to be delivered to

the moving train. An arm 2 projects horizontally from the upper end of the post 1 toward the track and is provided at its outer end with a pendent part in which a transverse opening 3 is formed, an eye 4 being provided upon the outer portion of the arm and spaced from the part having the opening 3 so as to receive the ring or other suspending means 5 of the mail bag or container 6 holding the matter to be delivered to the moving train. A pin 7 is supported in the eye 4 and opening 3 and passes through the ring or suspending means 5 of the mail bag or container 6 to hold the latter in suspension. The pin 7 is pivoted to the lower or outer end of a pivoted arm 8, which is pivoted at 9 to an extension 10 of the arm 2. When the pin 7 is in operative position, as indicated by the full lines in Fig. 3, the pivoted arm 8 occupies a vertical position and extends above the support 10 to which it is pivoted. When the upper end of the pivoted arm 8 is engaged by the trip of the car it is moved to cause the arm to assume a horizontal position, as indicated in Fig. 4, thereby withdrawing the pin 7 from the eye 4 and opening 3 and admitting of the mail bag or container 6 dropping.

The car is indicated at 11 and is provided with an opening 12 which is closed by means of a door 13. A catcher 14 is hinged to a side of the car at one side of the door opening 12 and is adapted to be swung outward, as indicated in Fig. 2, or to be swung inward, as shown in Fig. 5. The catcher 14 consists of a receptacle of segment form in horizontal section. The front wall 15 of the catcher is lower than the inner and the outer walls to admit of the mail bag or container passing thereover when entering the catcher. The outer wall of the catcher is curved on the arc of a circle corresponding approximately to the hinge connection of the catcher with the car. A brace 16 holds the catcher when swung outward into operative position. An opening 17 is formed in the inner wall of the catcher to admit of the mail bag or container being removed from the catcher after delivery has been effected. The opening 17 also admits of the brace 16 being reached when it is required either to secure or to release the catcher. The inner wall of the catcher has a vertical extension 18, which is widened at its upper end and provided with an overhanging portion 19 to extend over the catcher and prevent rain en-

tering the same. The extension 18 is provided with a projection 20, which extends outwardly and is adapted to engage with the upper end of the pivoted arm 8 and operate the same to withdraw the pin 7 and effect release of the mail bag and admit of the same dropping into the catcher.

When it is required to deliver mail from a station to the postal car of a moving train the bag or container 6 holding the matter is suspended from the arm 2 by means of the pin 7 and the catcher 14 is swung outward from the side of the car, as indicated in Fig. 2, and made secure by means of the brace 16. As the car approaches the station the bag or container 6 enters the front side of the catcher and the arm 8 is tripped by means of the projection 20, thereby withdrawing the pin 7 and admitting of the bag 6 dropping into the catcher. The bag may be removed from the catcher through the opening 17 and the catcher may be swung into the car so as to be out of the way and the opening closed by means of the door 13, as indicated by dotted lines in Fig. 5.

From the foregoing description, taken in connection with the accompanying drawings, the advantages of the construction and of the method of operation will be readily apparent to those skilled in the art to which the invention appertains, and while I have described the principle of operation of the invention, together with the device which I now consider to be the embodiment thereof, I desire to have it understood that the device shown is merely illustrative, and that such changes may be made when desired as are within the scope of the claims appended hereto.

Having thus described the invention what is claimed as new, is:—

1. In means for delivering mail, the combination of a supporting arm provided with an opening and an eye spaced from said

opening, a pin adapted to be supported in said eye and opening to hold the mail bag or container in suspended position for delivery, and a pivoted arm having the pin connected therewith and adapted to be tripped to effect release of the said bag.

2. In means for delivering mail, the combination of a supporting arm provided with an opening, an eye fitted to said arm and spaced from the part thereof formed with said opening, a pin for holding the mail bag in suspended position supported in said eye and opening, a second arm pivoted to the supporting arm and having the pin pivoted thereto and adapted to occupy a vertical position when the pin is supporting the mail bag, and means for tripping the pivoted arm to effect release of the mail bag supported thereby.

3. In means for delivering and receiving mail, a catcher comprising a bottom and three inclosing sides, the outer side being curved approximately on the arc of a circle, and the front side being lower than the remaining two sides, and the inner side having an extension provided at its upper end with a projecting portion overhanging the catcher.

4. In combination with a postal car having a door opening, a catcher pivoted in the door opening to swing inward and outward having its outer side curved approximately on the arc of a circle, the inner side having an opening therein to admit of access to the catcher after the same has been swung outward from the side of the car, and means for holding the catcher in operative position when swung outward.

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

SAMPSON SANDERS McKEAND.

Witnesses:

MINNIE RHODES,
P. P. CHAPMAN.