A. M. PORTER.

MAIL BAG CATCHER AND DELIVERER.

APPLICATION FILED OCT. 28, 1910.

995,563.

Patented June 20, 1911.

3 SHEETS—SHEET 1.

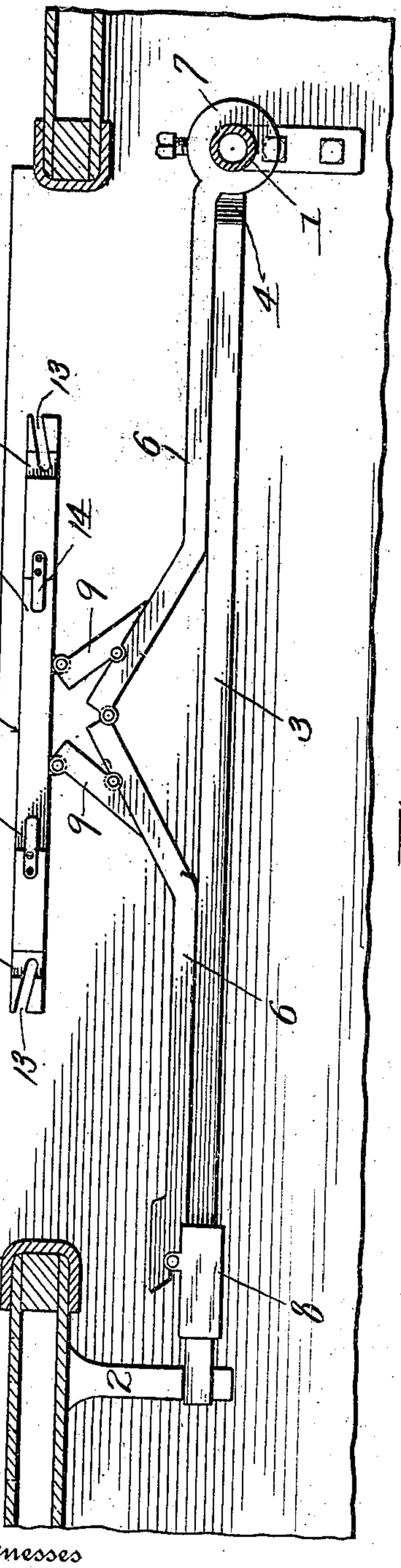

Fig. 1.

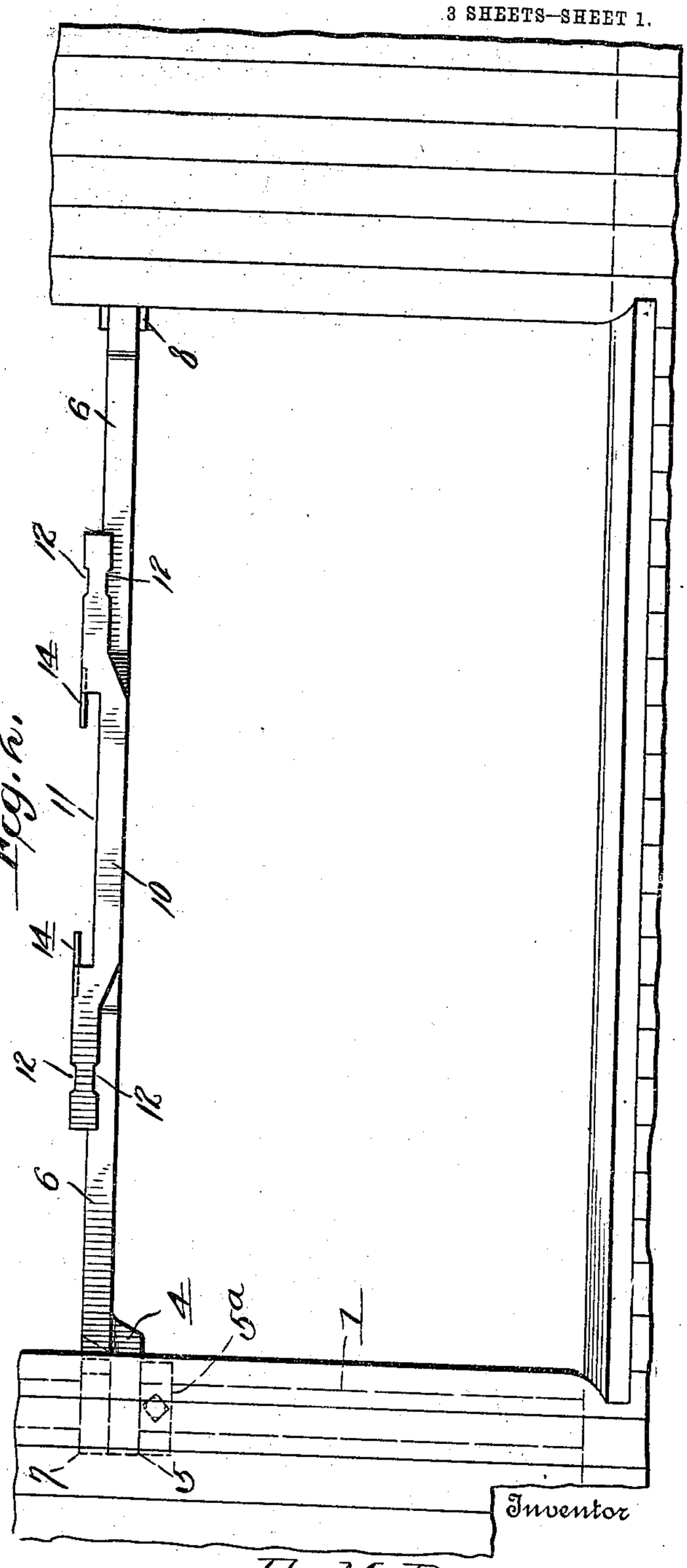

Fig. 2.

Witnesses

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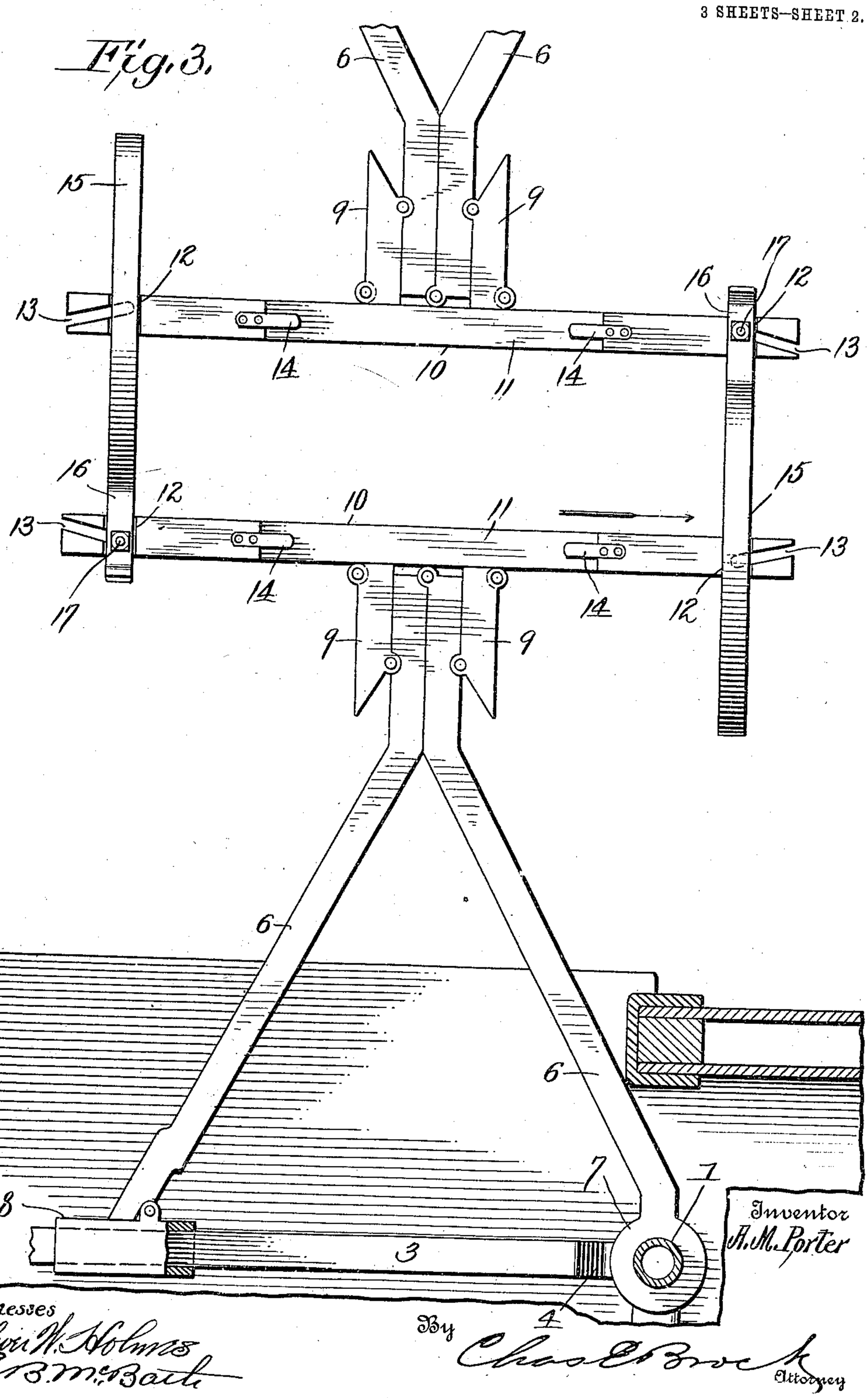
3 SHEETS—SHEET 2.

Fig. 3.



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3 SHEETS—SHEET 3.

Fig. 4.

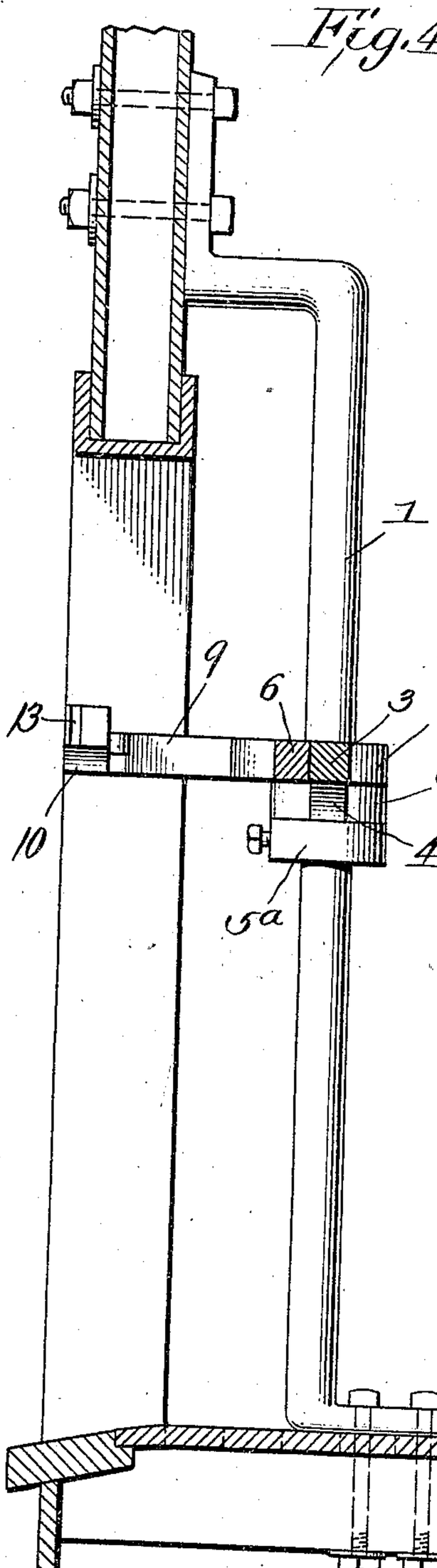


Fig. 5.

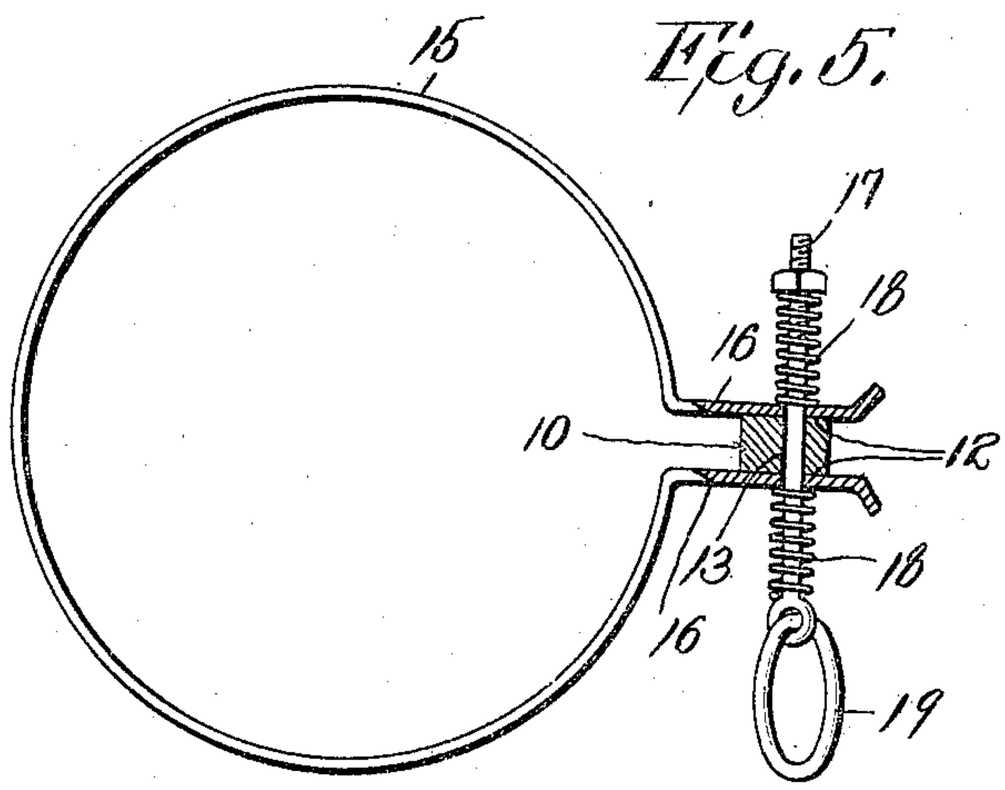
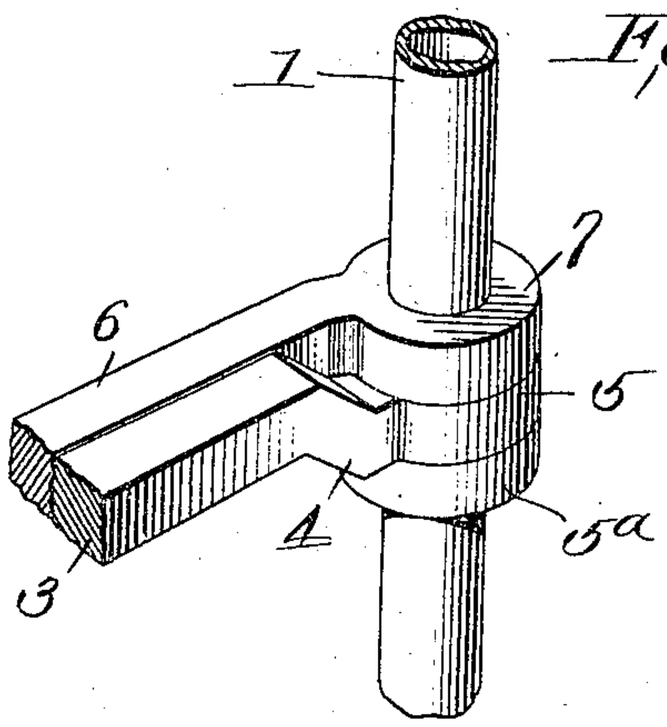


Fig. 6.



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UNITED STATES PATENT OFFICE.

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MAIL-BAG CATCHER AND DELIVERER.

995,563. Specification of Letters Patent. **Patented June 20, 1911.**

Application filed October 28, 1910. Serial No. 589,578.

To all whom it may concern:

Be it known that I, ALBERT M. PORTER, a citizen of the United States, residing at Amsterdam, in the county of Bates and the State of Missouri, have invented a new and useful Improvement in Mail-Bag Catchers and Deliverers, of which the following is a specification.

This invention relates to a device adapted to deliver and receive mail bags at the same time, and consists of a stationary and a movable part, bags being interchanged between them.

A further object of the invention is a device of this kind which comprises very few parts, and those of cheap and simple construction with no complicated parts to keep in order or repair. And a further object is a device of this kind in which the parts fixed adjacent the track are duplicates of those carried by the cars, thereby further decreasing the cost of manufacture.

The invention consists of the novel features of construction hereinafter described, pointed out in the claims, and shown in the accompanying drawings, in which,

Figure 1 is a plan view of the parts carried by a car, the parts being shown in normal position, and parts of the car being in section. Fig. 2 is a front elevation of parts shown in Fig. 1. Fig. 3 is a plan view illustrating the relative position of the stationary and movable parts during the interchange of sacks. Fig. 4 is a section on the line 4—4 of Fig. 1. Fig. 5 is a detail side view of one of the rings, an arm being shown in section. Fig. 6 is a detail sectional perspective illustrating the manner of mounting the parts on the supporting posts.

As the parts carried by the car are substantially the same as those arranged adjacent the track a description of the car device will serve for both.

In the drawings 1 is a suitable post carried by the car at one side of and well within the doorway. On the inside of the car and on the opposite side of the doorway is an inwardly extending arm 2, and a bar 3 extends across the doorway, said bar having an offset end portion 4 which carries a collar 5 which collar is supported on a collar 5^a. The bar 3 is also supported at its free end by the arm 2. This bar forms a support for the operative mechanism of the device. This mechanism comprises two angled bars 6, the inner angled portions of which are hinged together. One of these bars 6 has a collar 7 which turns on the post 1 and which rests on the collar 5 previously mentioned. The other angled bar 6 is slightly enlarged and is hinged to a sleeve 8 which slides on the cross bar 3. When in normal position portions of the bars 6 rest against the bar 3, and by moving the sleeve 8 toward the post 1 the bars 6 are thrown into the position shown in Fig. 3 the angled end portions resting together.

Blocks 9 have beveled ends which are hinged to the angled portions of the bars 6 and these blocks carry an arm 10 the central portion of which is reduced in thickness as shown at 11 and its upper and lower faces are transversely notched adjacent the ends as shown at 12, and oblique slots 13 are cut in the ends of the arms and extend across the notches 12. Small spring guards 14 are secured on the upper face of the arm and project over the reduced portion 11.

The remainder of the device is composed of a split ring 15 having outwardly extending clamping end portions 16 through which passes a bolt 17. Springs 18 surround the bolt and bear on the clamps, tending to force them together. The bolt has an eye at one end in which is hung a ring 19, to which ring the mail sack is attached.

The device arranged adjacent the track is the same, the parts being carried by two stationary posts, not shown.

In operation the ring 15 is attached to the arm 10 by slipping the bolt into one of the slots 13, bringing the clamping members into the notches 12. Assuming that the train is moving in the direction of the arrow in Fig. 3 the ring carrying the sack to be delivered would be hung from the rear end of the arm. In the same manner a duplicate ring would be secured to the opposite end of the arm arranged adjacent the track and which carried the sack to be received by the car. As the arms pass in the same horizontal plane and at a distance of about ten inches each arm passes centrally into the ring 15 carried by the other arm. As the rings strike bars 6 the bolts are drawn from the slots, and the rings 15 drop upon the arms resting on the reduced central portions, the guards 14 preventing the rebound from throwing them off. By moving the sleeve 8 back to normal position the

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device is again folded bringing the sack within the car.

What I claim is:—

1. The combination with a cross bar, of a foldable sack delivering and receiving device, hinged at a point adjacent an end of said bar, a sleeve movable on the bar, and means for pivotally connecting the foldable device to said sleeve.

2. In a device of the kind described, a vertical post, a bar at right angles to the post, a sack supporting device comprising hinged, angled bars, one of said bars being swingingly connected to the post, and a sleeve on the first mentioned bar, the other angled bar being pivotally connected to the sleeve.

3. In a device of the kind described, foldable bars, blocks hinged to the bars, an arm, the blocks being hinged to the arm, the arm having end slots, a split ring, the ends of which are bent to form clamping members, and a bolt passing through said members and adapted to enter one of said slots.

4. An arm for a device of the kind described having a central portion reduced in thickness, guards carried by the top of the arm and extending over the reduced portion, oppositely extending oblique slots being formed in the end portions of said arm, and transverse notches being formed in the arm on its upper and lower faces, said notches intersecting said slots, as and for the purpose set forth.

5. In a device of the kind described, an arm having oblique slots in its ends, and transversely notched adjacent its end, a split ring having its ends bent to form clamping members to engage said notches, and a bolt passing through the clamping members and adapted to enter either of the end slots, as and for the purpose set forth.

6. In a device of the kind described, two vertical supports, a cross bar connecting them, said bar having an offset end portion, two angled bars hinged together, one of said bars having a collar turning on one of said supports and resting on the offset portion of the cross bar, and a sleeve on the cross bar and movable along the same said sleeve being hinged to the remaining angled bar, as and for the purpose set forth.

ALBERT M. PORTER.

Witnesses:

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