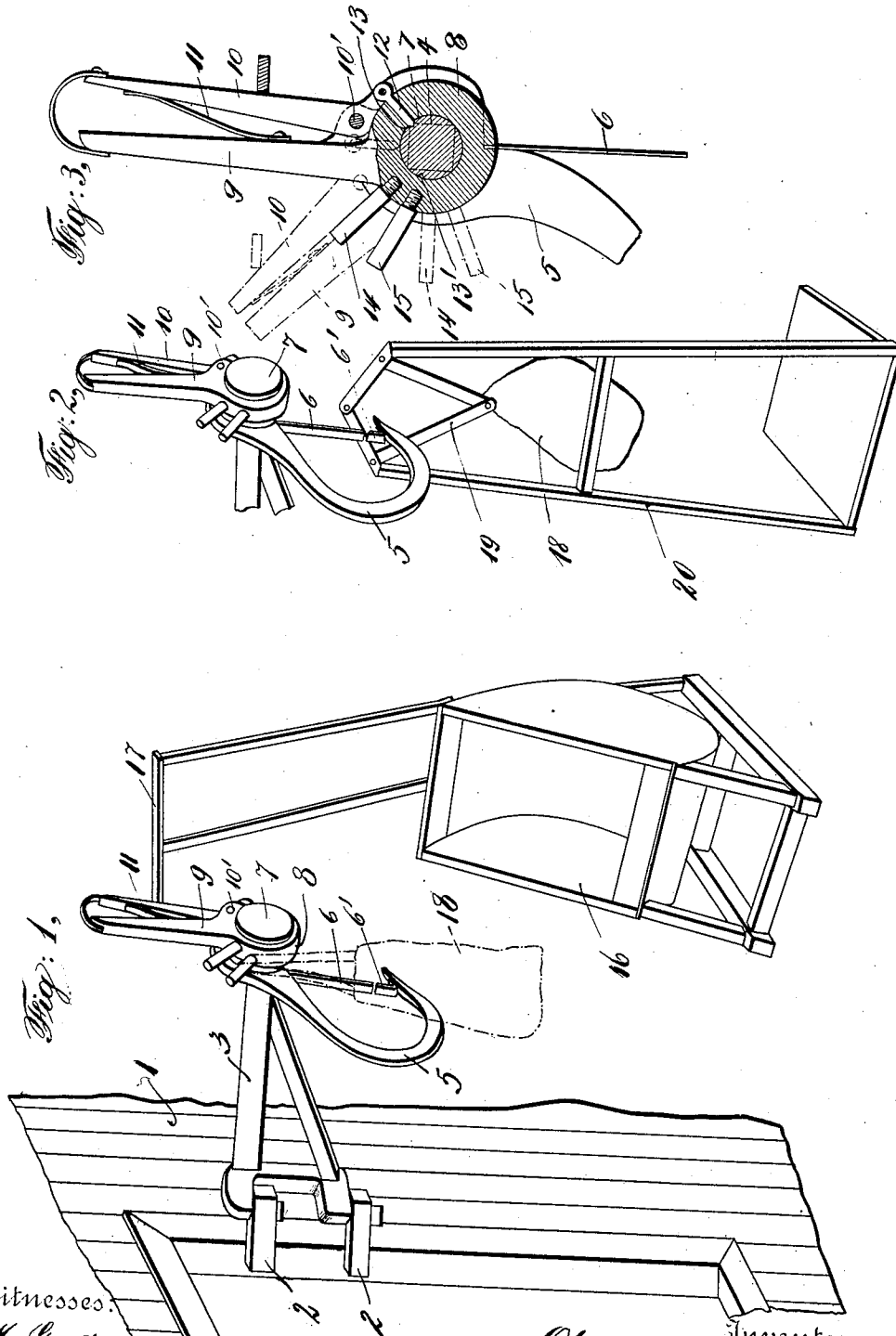


O. J. SEYMOUR.
MAIL, BAG DELIVERER AND CATCHER.
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932,337.

Patented Aug. 24, 1909.



Witnesses:
M. Gantner.
J. Luttinger.

Inventor
Obadiah J. Seymour
By his Attorney
H. W. Ordman

UNITED STATES PATENT OFFICE.

OBADIAH J. SEYMOUR, OF NEW YORK, N. Y.

MAIL-BAG DELIVERER AND CATCHER.

932,337.

Specification of Letters Patent. Patented Aug. 24, 1909.

Application filed April 27, 1909. Serial No. 492,466.

To all whom it may concern:

Be it known that I, OBADIAH J. SEYMOUR, a subject of the King of Great Britain, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Mail-Bag Deliverers and Catchers, of which the following is a specification.

The present invention relates to mail bag deliverers or droppers and catchers and has for its object to provide a construction which, with safety and without danger of injury to the mail bags, will allow the delivery of same from and the catching or receiving thereof by a fast moving car or train.

Applicant is aware that there are some patents relating to devices for the same purpose. Such devices, however, are impracticable, being partly complicated and partly of such a construction that they may fail at times to accomplish their object. Another disadvantage of such devices is that the mail bag is so supported thereby, as to be apt to cause injury or damage to the same. All these disadvantages are removed by the device forming the subject of my invention.

In order to make my invention more clear the same is illustrated in the accompanying drawing, in which—

Figure 1 shows a perspective view of the device as attached to the train and of a part on the track serving for the operation of the delivering part of the device; Fig. 2 is a perspective view of the same and of a stationary mail bag support arranged along the track in line with the mail bag catcher; and Fig. 3 is a front view partly in cross section illustrating the operation of the device.

1 designates the side wall of a mail car and 2, 2 are arms secured to the side post of the door case, in which arms is pivotally and adjustably supported a braced arm 3 reaching outwardly from the car and capable of being swung inward. The free end of the arm 3 is partly of square cross section, as at 4, upon which part a downwardly projecting hook 5 forming the mail bag catcher is mounted. When the arm 3 is projected outward this hook extends substantially parallel to the car. It has at its mouth portion spring tongues or straps 6, 6' projecting vertically toward one another to normally close the mouth portion and to serve as retainers for the mail bag when caught by the hook.

Beyond the square portion of the end of the arm 3 the latter is cylindrically shaped, as at 7, to bear the dropping part of the device. This device consists of a hub 8 rotatively mounted on the end 7. Rigidly secured to or integral with this hub is an arm 9, to the rear or lower end of which a second arm 10 is hinged (at 10'). Attached to the inner surface of the arm 10 is a leaf or plate-spring 11 which projects toward and is adapted to constantly rest against the arm 9, so as to hold the arms apart or stretched from one another. The lower or rear end of the arm 10 has a nose or projection 12 which slidably bears in a radial bore of the hub and is adapted to normally engage into a notch 13 provided in the cylindrical end of the arm 3, and to thereby lock the hub in its position. When the arm 10 is swung against the tension of its spring toward the arm 9, the projection 12 is caused to disengage from the notch 13, whereupon the hub being released is allowed to freely turn upon its axle until stopped by the engagement of the projection 12 into a second notch 13' in end 7. At a suitable point of the hub, fingers or bolts 14, 15 are provided that are suitably secured in the hub and which in normal position of the hub project upward in a slanting direction. These fingers serve as the actual supports for the mail bags before delivery.

The operation of the device is as follows:—At a certain point of the track where the delivery of the mail from the cars is required, a receptacle 16 of the shape shown or the like is stationarily arranged, and connected with it or separately arranged is a stationary cross arm 17 which extends into the path of the arm 10. Assuming that a mail bag 18 is suspended from one of the fingers projecting from the hub, as indicated by dotted lines in Fig. 1, it will be seen, that as soon as the arm 10 strikes against the stationary cross arm 17 the latter will cause it, during the continued movement of the train, to swing toward the arm 9, in consequence of which the projection 12 will be raised from the notch 13 and unlock the hub. Owing to the weight of the mail bag the hub will instantaneously swing around in the direction indicated in Fig. 3, so that the fingers will be tilted forward and permit the bag to drop down into the receptacle 16. The hub will become again locked in its tilted position by the projection engaging the notch 13' of the arm 3.

until it is readjusted by hand into the initial or normal position. The mail catcher, on the other hand, will operate as follows:—
 5 From a suitable support or frame 20 the mail bag is supported by means of a loop 19 which either is permanently secured to the bag or may be conveniently clamped thereto. This loop rests loosely upon the frame which is arranged in the path of the hook 5, so that at
 10 the instant when the hook will, during the rapid movement of the train, meet the loop, the latter will be caught by the hook and snap through the spring tongues, by which it will be retained on the hook until released by
 15 hand after the arm 3 is swung into the car.

What I claim and desire to secure by Letters Patent is:—

1. In a mail bag dropper and catcher, the combination with a car or train and mail
 20 bags, of a swinging arm suspended from said car or train, a sleeve or hub rotatively mount-

ed on said arm, fingers projecting from said hub and serving to hold the mail bags, means for locking the hub in position and a hook rigidly secured to the swinging arm. 25

2. In a mail bag dropper, the combination with a car or train and a stationary arm on the track, of a swinging arm adjustably suspended from the car or train, a sleeve or hub rotatively mounted on said arm, fingers pro- 30 jecting therefrom, a spring actuated arm fulcrumed in said hub, and means attached to said spring arm to lock the hub on the swinging arm, said spring arm being operated by the stationary arm on the track, while the 35 car or train is in motion.

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

OBADIAH J. SEYMOUR.

Witnesses:

WILLIAM G. BUTTERLY,
 MORRIS BAUMANN.