

F. A. VOLLMER.
MAIL BAG CATCHER AND DELIVERER.
APPLICATION FILED DEC. 9, 1910.

995,391.

Patented June 13, 1911.

FIG. 1.

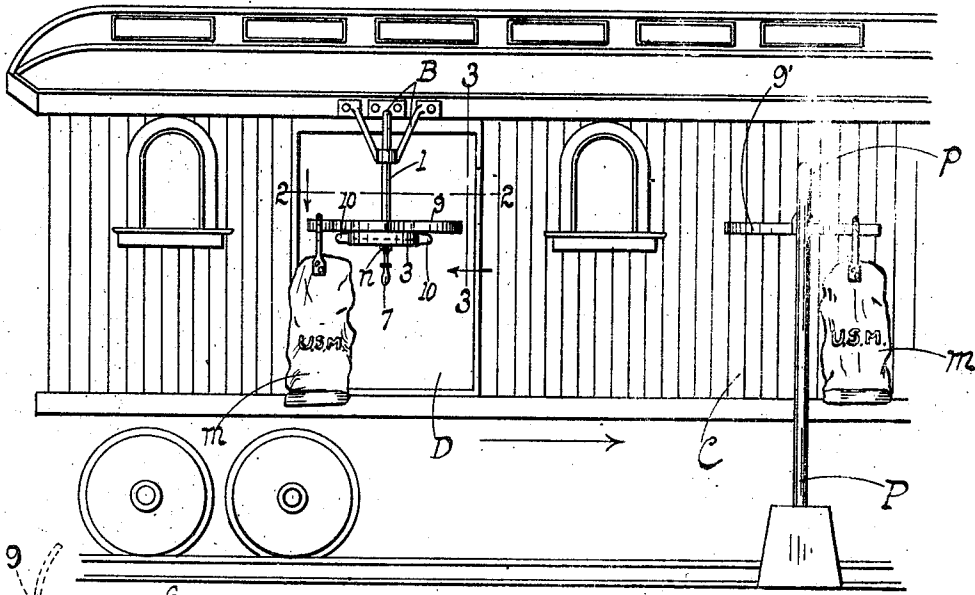


FIG. 2.

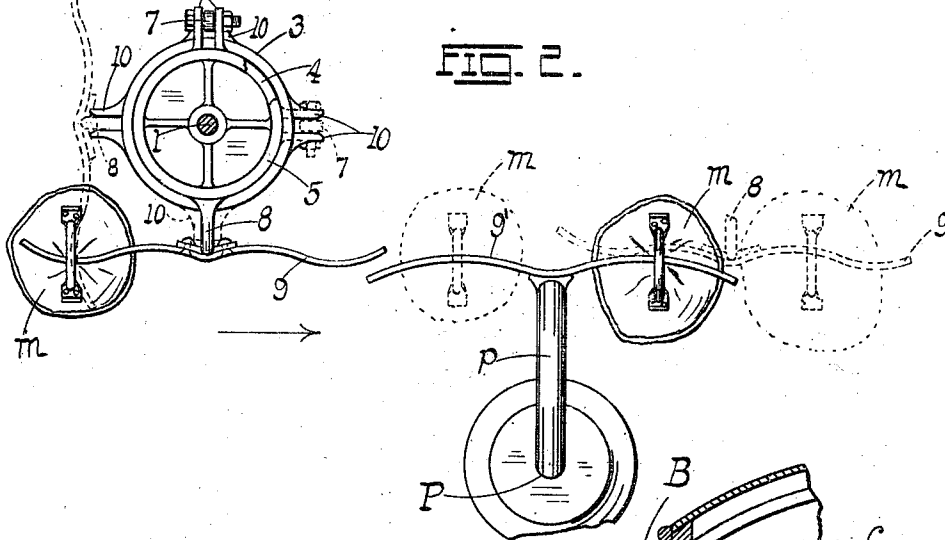
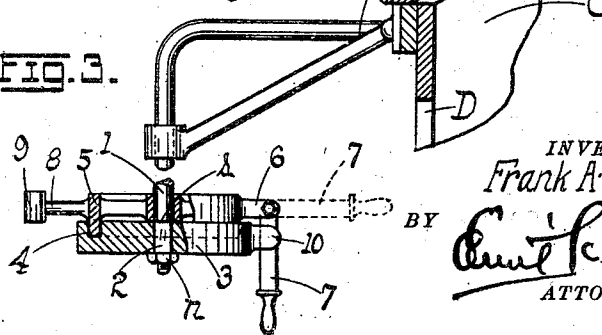


FIG. 3.



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MAIL-BAG CATCHER AND DELIVERER.

995,391.

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Application filed December 9, 1910. Serial No. 596,466.

To all whom it may concern:

Be it known that I, FRANK A. VOLLMER, a citizen of the United States, residing at St. Louis, State of Missouri, have invented certain new and useful Improvements in Mail-Bag Catchers and Deliverers, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

My invention has relation to improvements in mail-bag catchers and deliverers; and it consists in the novel details of construction more fully set forth in the specification and pointed out in the claims.

In the drawings, Figure 1 is a side elevation of a mail-car (broken) showing my invention in actual operation; Fig. 2 is an enlarged horizontal section on the line 2—2 of Fig. 1; and Fig. 3 is an enlarged vertical cross-section on the line 3—3 of Fig. 1.

The object of my invention is to construct a mail-bag catcher and deliverer which shall insure a positive delivery and catching of a mail-bag with a motion of the train at any reasonable speed, the portion of the device carried by the car being adapted to be swung toward the car within easy reach of the mail-clerk for purposes of removing the bag which has been caught at a station.

A further object is to produce a simple, cheap and reliable device the advantages of which will be fully apparent from a detailed description of the invention which is as follows:—

Referring to the drawings, C represents a mail-car and D the door-opening thereof. Projecting from a point over the door-opening is a bracket B having a depending member 1 circular in cross-section, which terminates in a square or polygonal portion 2. Over the latter is passed a stationary disk or plate 3, held rigid between the shoulder *s* at the top of the portion 2 and a bottom clamping nut *n* passed over the screw-threaded terminal of the portion 2, the upper face of the disk 3 being provided with an annular groove or way 4. Within this groove rides the lower rim of a spider 5, the hub of which is rotatably mounted on the member 1, the spider being provided with a pair of lugs 6, 6, between which is pivoted an operating lever arm 7. Diametrically opposite the lugs 6, 6, the spider is provided with a bracket 8 to which is cen-

trally and rigidly secured a flexed steel mail-bag supporting member 9 the bail of the mail-bag *m* being suspended always on the rear arm or section of said member 9 relatively to the direction in which the car is moving (Figs. 1, 2). Disposed along the track at a station is a post *P* terminating in a goose-neck *p* to which is rigidly secured a mail-bag supporting member 9' similar to the member 9 but flexed in the opposite direction thereto. The bag *m* is suspended from the front arm of the member 9' looking toward the direction from which the car is moving (Figs. 1, 2). By having the arm terminals of the members 9, 9', flexed respectively in opposite directions, Fig. 2, (those of the member 9 being flexed toward the car, and those of the member 9', from the car) the arms of the moving member 9 will always ride over the exposed face of the member 9', no matter how much the car may sway from side to side (the swaying never being so pronounced as to bring the advancing arm of the member 9 behind the rear arm of the member 9'); and since the members 9, 9', are more or less resilient laterally, they will yield to the swaying of the car while the member 9 is passing over the stationary member 9'. By examining Fig. 2 it will be apparent that after the member 9 has passed beyond the member 9', the bag *m* hanging from the rear arm of the member 9 will be left behind suspended from the rear arm of the station member 9', and the bag hung from the front arm of the member 9' will be picked up by the front arm of the moving member 9, the arms in each case freely passing through the bail or handle of the suspended bag.

For its operating position the spider 5 is turned so as to bring the arm 8 at right angles to the car, when the member 9 will be parallel to the car. The parts are rigidly locked in this position by swinging the lever 7 down between a pair of locking lugs 10, 10, on the fixed plate 3. There are three pair of lugs 10, thus permitting the mail-clerk to rotate the spider 5 in either direction and lock it when the arm 8 has been brought parallel to the car. When the arm 8 has been swung parallel to the car the bag caught at the station may be conveniently removed from the member 9 and pulled into the car. The bag delivered at

the station is removed from the member 9', from the rear arm of which the bag was left suspended.

Having described my invention, what I claim is:—

1. In combination with a mail-car, a fixed plate mounted opposite the door-opening of the car, a rotatable member mounted on said plate and provided with a radial arm projecting beyond said plate, a laterally yielding mail-bag supporting member secured centrally to said arm, a similar stationary bag-supporting member located adjacent the track, and adapted to be traversed by the member carried by the car, whereby one bag is picked up by the moving member and the other caught by the stationary member.

2. In combination with a mail-car, a fixed plate mounted opposite the door-opening of the car, a rotatable member provided with a pivoted actuating lever, and with a rigid radially projecting arm diametrically opposite the lever, pairs of lugs on the stationary plate for engaging the lever for locking the parts together, the fixed plate being provided with an annular groove engaged by the rotatable member for preventing acci-

dental displacement of the rotatable member, a bag-supporting laterally yielding member secured centrally at the outer end of the arm on the rotatable member, the free ends of the arms of said yielding member being flexed toward the car, a similar stationary bag-supporting member positioned at a station along the track, the terminals of the arms of the latter member being flexed from the car, the inner face of the stationary member being traversed by the outer face of the bag-supporting member on the car, the parts operating substantially as, and for the purpose set forth.

3. In combination with a mail-car, a resilient bag-supporting and catching member having two arms with terminals flexed toward the car, a similar stationary member along the track traversed by the moving member and having arm terminals flexed from the car, for the purpose set forth.

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

FRANK A. VOLLMER.

Witnesses:

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Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."