

(No Model.)

J. H. BARR & J. W. NAYLOR.
MAIL CRANE AND HANGER.

No. 564,140.

Patented July 14, 1896.

Fig. 1.

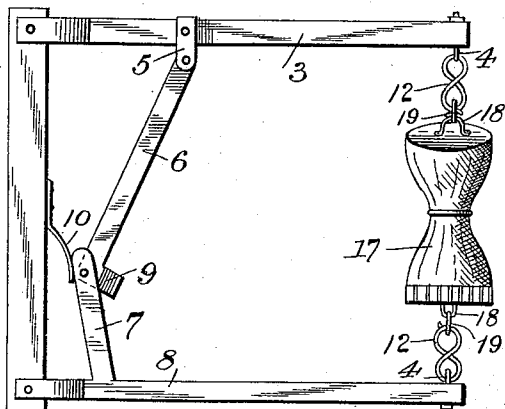


Fig. 2.

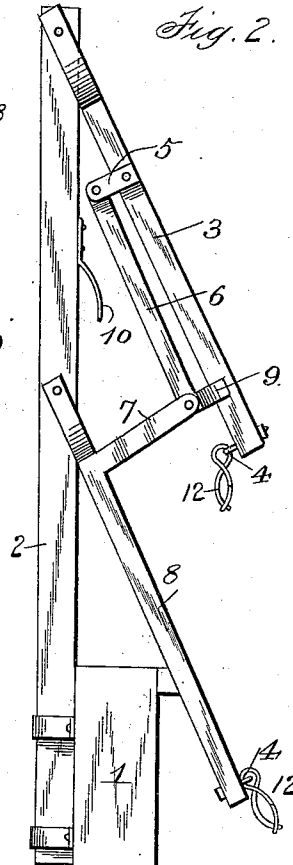


Fig. 3.

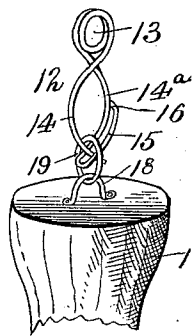
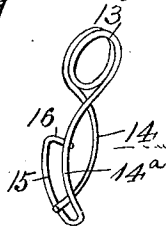


Fig. 4.



Witnesses:

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UNITED STATES PATENT OFFICE.

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MAIL-CRANE AND HANGER.

SPECIFICATION forming part of Letters Patent No. 564,140, dated July 14, 1896.

Application filed January 24, 1896. Serial No. 576,638. (No model.)

To all whom it may concern:

Be it known that we, JOHN H. BARR, of Kansas City, Wyandotte county, and JOHN W. NAYLOR, of Topeka, Shawnee county, Kansas, have invented certain new and useful Improvements in Mail-Cranes and Hangers; and we do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

Our invention relates to improvements in mail-cranes and hangers for the same of that class or description known as "collapsible" cranes, in which, when the mail-pouch is caught by the carrier on a car, will fall down out of the way and will also be in position to have a new pouch engaged therewith.

The object of the invention is to provide an improved construction of the same which shall possess superior advantages with respect to efficiency in use.

The invention consists in the novel construction and combination of parts hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a side elevation of a mail-crane constructed in accordance with our invention, the pouch-carrying arms being elevated and a pouch engaged therewith. Fig. 2 is a similar view, the pouch being disengaged and the arms lowered. Fig. 3 is a perspective view of the hanger, showing the ring of a mail-pouch connected therewith. Fig. 4 is a similar view, the ring being detached.

In the said drawings the reference-numeral 1 designates a post set in the ground at a proper distance from the railroad-tracks, and secured thereto is an upright or standard 2. Pivoted to the upper end of this standard is the upper pouch-supporting arm 3, provided at its outer end with a loop or staple 4, to which is connected a hanger, hereinafter described. Secured to this arm, near its inner end, is a bracket 5, to which is pivoted a brace-bar 6, which in turn is pivoted to a bar 7, secured to the lower pouch-supporting arm 8. This arm is pivoted to the standard 2, and at its

outer end is provided with a loop or staple 4, similar to the one on the arm 3. The bar 6 is provided at one end with a bracket 9, which engages with the arm 3 when the latter falls down. Secured to the standard between the arms 3 and 8 is a spring 10, to be used when heavy mail-pouches are supported.

The numeral 12 designates the hanger for connecting the pouch with the loops or staples of the arms. It consists of a piece of spring-wire, coiled at the center, forming loops 13, with which the staples of the arms engage. The ends of the wire are then curved in opposite directions, forming arms 14 14^a, the end of one of which is bent backwardly, forming an arm 15, and the extremity bent at approximately a right angle, forming a lug 16, which engages with the curved portion of the other arm 14. The end of this arm 14 fits between the arm 15 and the opposite curved arm 14^a. The numeral 17 designates a mail-pouch provided at each end with a strap 18, with which is connected a ring 19.

The operation is as follows: The hangers are connected with the arms 3 and 8 and the pouch is connected with the hanger of the upper arm. The lower arm is then raised, and through the medium of the pivoted brace-bars 6 and 7, until both arms are in an approximately horizontal position, when the hanger of the lower arm is engaged with the lower pouch-ring, locking the arms and holding them in position for the catcher. When the pouch is caught by the catcher of a mail-car, the rings of the pouch will be disengaged from the hangers, one of the spring-arms giving or yielding for such purpose. As soon as the pouch is disengaged the supporting-arms will fall down into the position seen in Fig. 2 and be out of the way of the track, and also be within easy reach of the party who engages the pouch therewith.

Having thus fully described our invention, what we claim is—

1. In a mail-crane, the combination with the standard, the upper pouch-supporting arm pivoted thereto, the bracket secured to said arm intermediate its ends and the brace-bar pivoted to said bracket, of the lower pouch-supporting arm pivoted to said stand-

ard having an upwardly-extending bar secured thereto between its pivot and outer end, and the upper end of said bar pivoted to said brace-bar, substantially as described.

5 2. In a mail-crane, the combination with the standard, of the upper pouch-supporting arm pivoted thereto, the brace-bar pivoted to said arm, and provided with a bracket at its free end, the lower pivoted pouch-arm and
10 the bar secured thereto and pivotally connected with said brace-bar, substantially as described.

3. In a mail-crane, the combination with the standard, of the upper pouch-arm pivoted

thereto, the brace-bar pivoted to said arm, 15 the lower pivoted pouch-arm, the bar secured thereto and pivoted to said brace-bar and the spring secured to the standard, substantially as described.

In testimony that we claim the foregoing as 20 our own we have hereunto affixed our signatures in presence of two witnesses.

JOHN H. BARR.
JOHN W. NAYLOR.

Witnesses:

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