J. N. PAPENDRY.

MAIL BAG CATCHER AND DELIVERER.

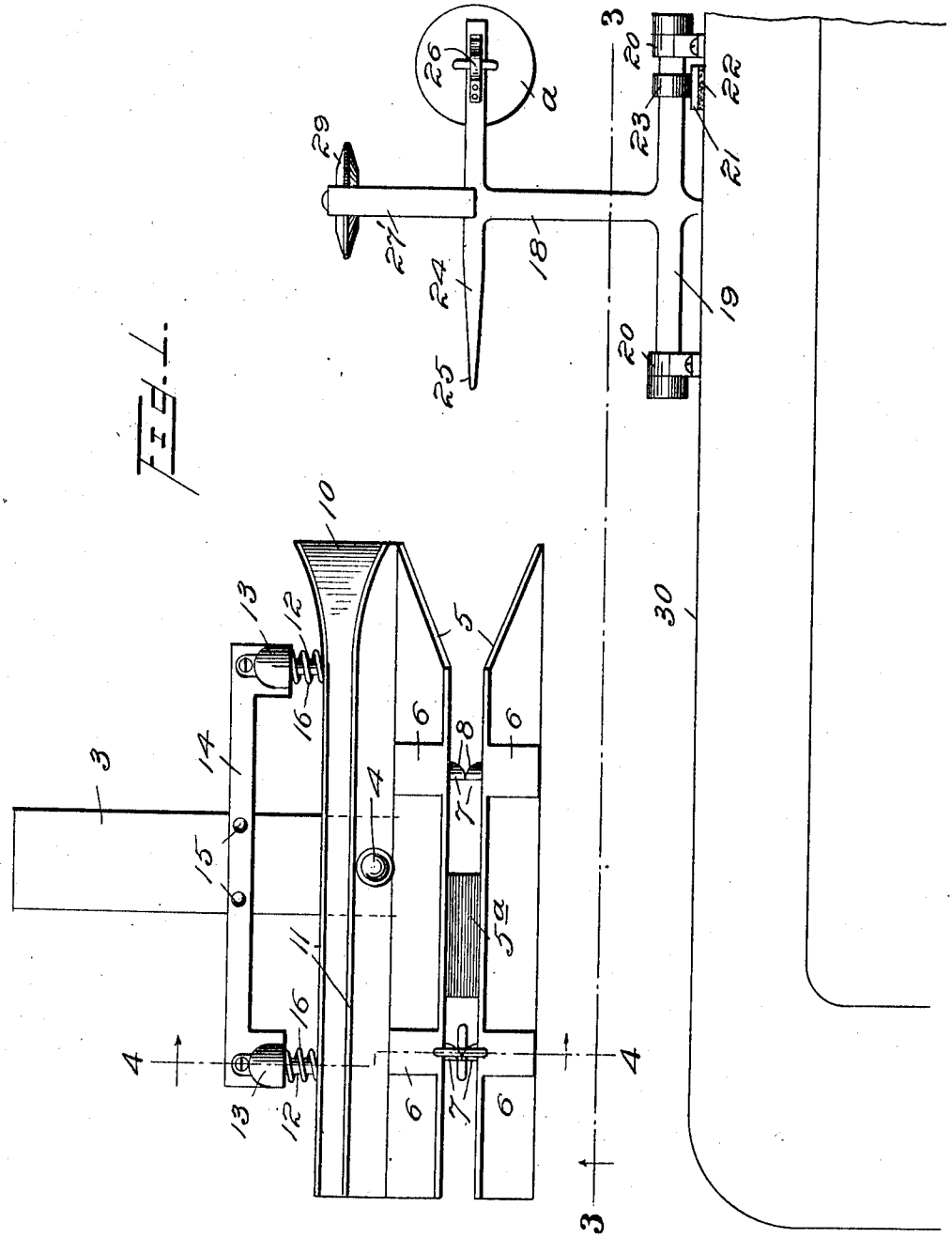
APPLICATION FILED MAY 19, 1911.

1,004,068.

Patented Sept. 26, 1911.

3 SHEETS—SHEET 1.

Fig. 1.



WITNESSES

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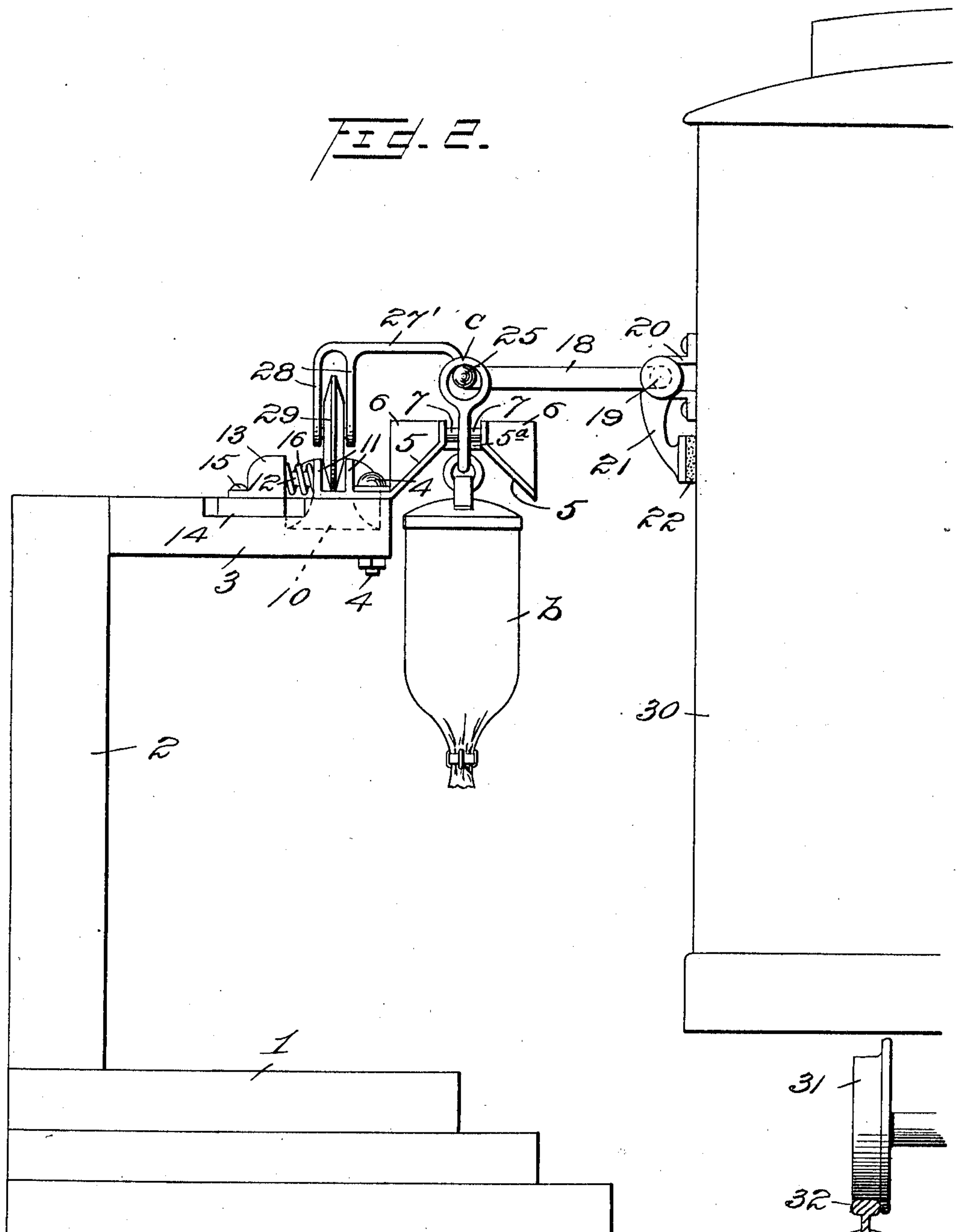
FIG. 2.



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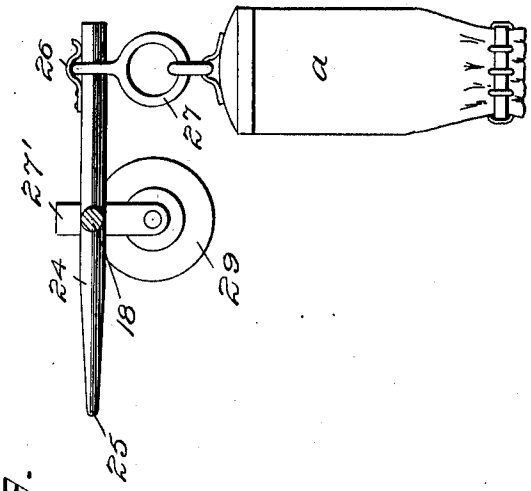


FIG. 4.

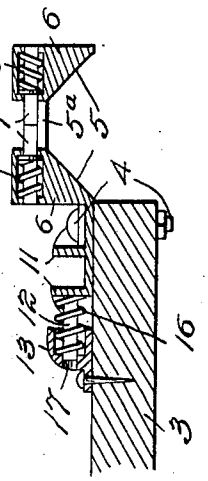
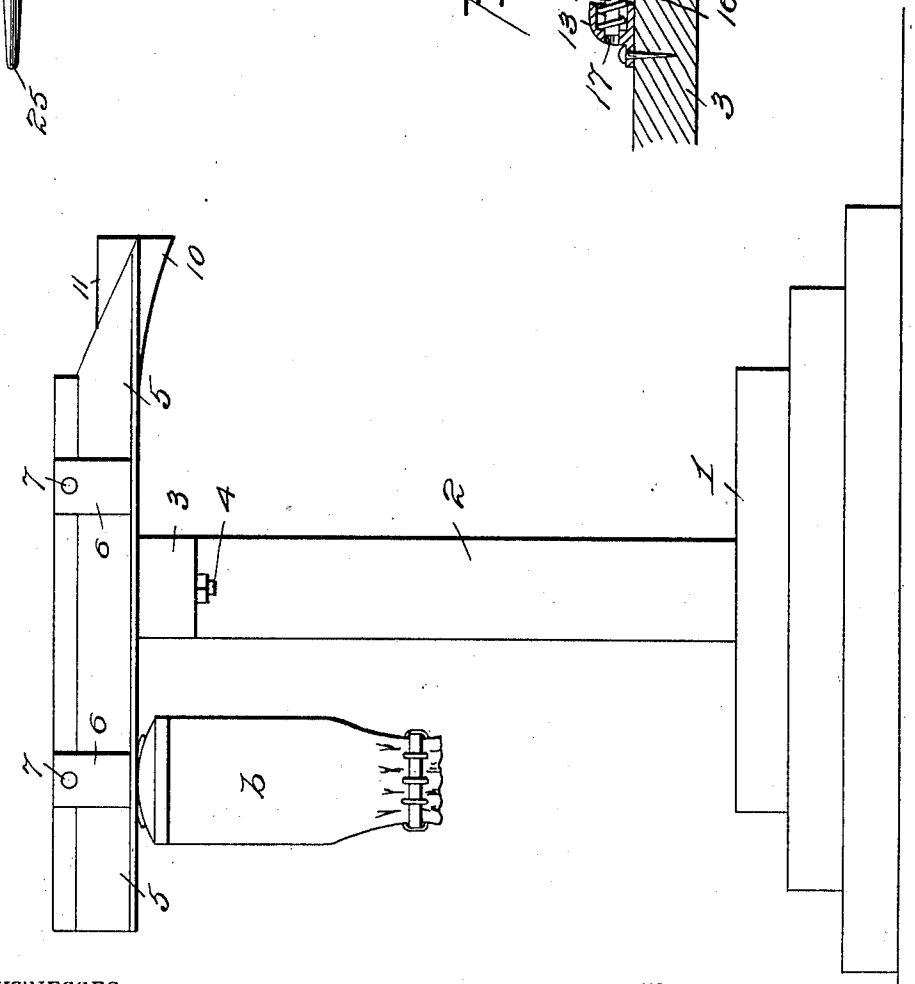


FIG. 3.



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MAIL-BAG CATCHER AND DELIVERER.

1,004,068. Specification of Letters Patent. Patented Sept. 26, 1911.

Application filed May 19, 1911. Serial No. 628,302.

To all whom it may concern:

Be it known that I, JOSEPH N. PAPENDRY, a citizen of the United States, residing at East Liverpool, in the county of Columbiana and State of Ohio, have invented certain new and useful Improvements in Mail-Bag Catchers and Deliverers, of which the following is a specification.

This invention relates to mailbag catchers and deliverers, and one of the principal objects of the invention is to deliver a mailbag from a moving train to a station and at the same time take up a mailbag suspended from a crane.

Another object of the invention is to provide a mailbag delivering device adapted to be carried by the mail car and to provide a crane at a station for suspending a bag to be caught by an arm on the car as the train passes a station.

These and other objects may be attained by means of the construction illustrated in the accompanying drawings, in which,

Figure 1 is a plan view of a mailbag catcher and deliverer made in accordance with this invention; Fig. 2 is a side elevation of the same; Fig. 3 is a view in elevation taken on the line 2—2 of Fig. 1 looking in the direction indicated by the arrows; Fig. 4 is a sectional view taken on the line 4—4 of Fig. 1 looking in the direction indicated by the arrows.

Referring to the drawings, the numeral 1 designates a series of steps or platforms upon which an upright or crane 2 is secured, and 3 is an arm extending toward the track from the upright 2. Pivoted at 4 upon the outer end of the arm 3 is a delivering device comprising a pair of inclined plates 5, said plates having solid portions 6 in which are mounted spring bolts 7, the ends of which are beveled as at 8. It is to be noted that there are two pairs of the spring bolts 7 and their ends are normally brought into contact by means of the spiral springs 9 seated in housings in the portions 6 of the plates 5. The plates 5 are connected by means of a spacing block 5^a. A guideway having an inclined and flaring end 10 is formed on or connected to the plates 5, said guideway comprising spaced flanges 11. Connected to one of the flanges 11 is a pair of studs 12 and these studs project into hollow bosses or caps 13 formed on the opposite ends of a bar 14, said bar being secured to the arm 2 by means of bolts 15. Spiral springs 16 surround the studs 12, one of the ends of each of said springs bearing against one of the flanges 11 while the other ends of the springs bear in the caps 13. The caps 13 are each provided with a perforation 17 in line with the end of the stud 12 as shown more clearly in Fig. 4.

Pivoted to the side of the door of the car is an arm 18 provided with a member 19 pivoted in keepers 20 secured to the side of the car. Secured to the member 19 is a depending foot 21 having a pad 22 secured thereto. The foot 21 is connected to the member 19 by a sleeve 23. Formed on the arm 18 is a finger 24 having a tapering end or point 25. Upon the opposite end of the finger 24 is a spring 26 and a mailbag *a* may be suspended by means of a ring 27 on the finger 24 and secured thereto by means of the spring 26, said spring permitting the release of the bag when drawn in one direction from the finger. A rod or bar 27′ is secured to the finger 24 at a point substantially in alinement with the arm 18 and said bar is provided with spaced members 28 between which a beveled guide wheel 29 is journaled.

The numeral 30 designates the mail car, 31 the wheels, and 32 one of the track rails.

The operation of my invention may be briefly described as follows:—The delivering device on the car may be swung down into the position shown in the drawing and a mailbag may be connected to the finger 24 and held in position by means of the spring 26. At the station, a mailbag *b* is suspended between one of the pairs of spring bolts 7 as shown in Fig. 1 with the eye *c* of the ring in position to be engaged by the pointed finger 24. As the train passes the station, the mailbag *a* is caught by the bolt 7 and withdrawn from the finger 24, while the point 25 of the finger is inserted through the ring *c* and suspended upon the finger after the train passes the station, the operator removing the bag from the finger and taking it within the car. The beveled roller 29 passes between the flanges 11 and the springs 16 permit the catcher to swing in either direction upon the pivot 4.

My invention is of simple construction, can not readily get out of order, and is very efficient for its purpose.

I claim:—

1. A mailbag catcher comprising inclined plates and a guideway pivotally mounted

upon an arm, springs for permitting the catcher to yield upon its pivotal point, beveled spring bolts mounted on the catcher plates, and a pointed finger connected to an arm pivoted to the car, a beveled guide-wheel connected to the finger, and means for removably suspending a mailbag upon the finger.

2. A mailbag catcher comprising inclined plates, spring bolts connected to the plates, a guideway having a flaring and downwardly curved end, a bar secured to the crane arm, springs for permitting the catcher to yield in opposite directions upon its pivotal point, a finger carried by an arm on the car, and a beveled guide wheel carried by the finger.

3. A mailbag catcher and deliverer comprising a catcher consisting of inclined plates having spring bolts and a guideway carried by the catcher, said catcher being pivoted on an arm and provided with springs for permitting the same to yield on its pivotal point, a deliverer comprising an arm, a pointed finger formed on the arm, and a guide wheel journaled in said arm.

4. In a mailbag catcher the combination of a pair of inclined plates, spring bolts connected to the plates, a guideway connected to the plates, said guideway having a curved and flaring end, a bar connected to the crane arm, studs projecting from the guide plates, caps on the bar, springs surrounding the studs for permitting the catcher to swing yieldingly against the action of the springs, and a deliverer comprising an arm having a pointed finger and a beveled guide wheel.

5. A mailbag catcher and deliverer comprising inclined plates, spring bolts on the plates, a guideway carried by the catcher, said catcher and guideway being pivoted to an arm, springs for bearing against the guideway, and a catcher provided with a beveled-wheel to be engaged by said guideway.

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

JOSEPH N. PAPENDRY.

Witnesses:
JAMES E. DAVIS,
HARRY JOHNSON.