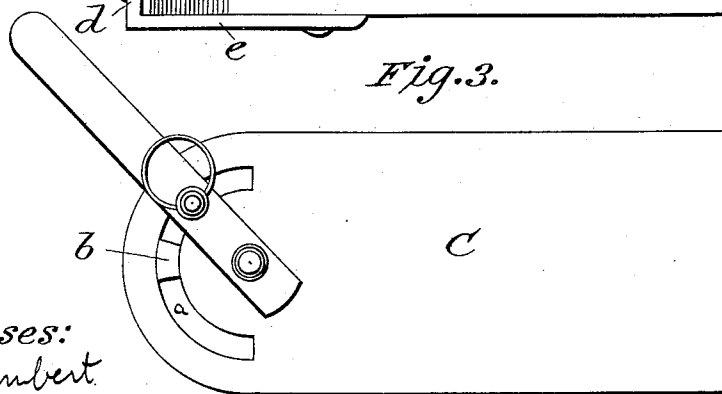
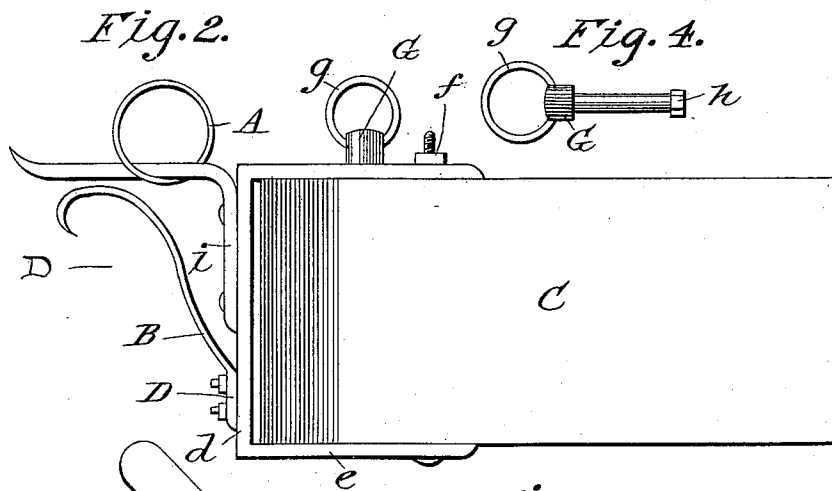
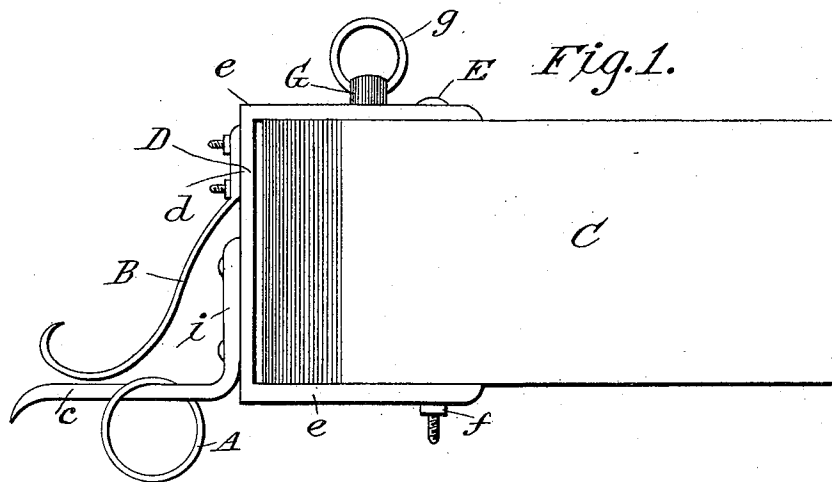


(No Model.)

L. P. GREENE.
MAIL BAG CRANE.

No. 463,741.

Patented Nov. 24, 1891.



Witnesses:
W. C. Lambert
Calvin Koontz

Inventor:

Laurence P. Greene

UNITED STATES PATENT OFFICE.

LAWRENCE P. GREENE, OF TYRONE, ASSIGNOR OF ONE-HALF TO ED. MORRISON, OF ALBIA, IOWA.

MAIL-BAG CRANE.

SPECIFICATION forming part of Letters Patent No. 463,741, dated November 24, 1891.

Application filed May 16, 1891. Serial No. 393,051. (No model.)

To all whom it may concern:

Be it known that I, LAWRENCE P. GREENE, a subject of the Queen of Great Britain, residing at Tyrone, in the county of Monroe and State of Iowa, have invented a new and useful Improvement in Mail-Bag Cranes, of which the following is a specification.

My invention relates to improvements in mail-bag cranes in which the bag-holders on the crane-arms are retained in proper position to deliver the bag to a passing train; and the objects of my invention are, first, to insure the certain delivery of the bag to the catcher on the car without danger of breaking or injuring the crane-arms or holders, and, second, to provide means for the ready reversal of the bag-holder, so that the bag can be delivered to a train passing in either direction. I attain these objects by the constructions shown in the accompanying drawings, in which—

Figures 1 and 2 are side views of the outer ends of two ordinary crane-arms having my holding devices secured thereto and in engagement with the rings of a mail-bag, the mail-bag itself not being shown. Fig. 3 is a top view of one of the crane-arms shown in Figs. 1 and 2, and Fig. 4 is a detailed view of the retaining-bolt.

Similar letters refer to similar parts throughout the several views.

As the bag-holders on both crane-arms are precisely the same, a description of one will suffice for both.

The crane-arms C C have formed on their upper sides a semicircular groove about one inch deep by one-quarter of an inch wide, which groove is provided with a central partition or stop b.

D is the bag-holder, which consists of a horizontally-projecting catch c, adapted to engage the ring A of the mail-bag and having a vertical part i rigidly secured by bolts or rivets to the vertical wall d of a metal frame having the horizontally-projecting arms e e. This frame incasps and is pivoted to the outer end of the crane-arm by means of a bolt E, loosely fitted in holes in the horizontal arms e e and a corresponding

hole through the crane-arms, and the said bolt is secured by nut or tap f.

B is a wind-guard spring to prevent the accidental disengagement of the ring of the mail-bag from the catch c by the wind or other cause. This guard-spring is rigidly secured to the vertical wall d by bolts or nuts, as clearly shown in Figs. 1 and 2.

As now constructed, when the bag-holders are set to deliver the bag to a train passing in one direction there are no means provided for preventing their accidental displacement or their swinging to the opposite sides of the crane-arms, thereby incurring danger of the crane-arms or holders being injured or broken when the bag is engaged by the catcher on the passing train.

To obviate the danger of injury or breakage, I employ a retaining bolt or pin G about three-quarters of an inch long, provided with a handle or ring g at one end and the shoulder or stop h at its other end. This bolt is fitted loosely in the upper horizontal arm e of the holder, so that its lower end or shoulder h will normally rest in the groove a at one side or other of the stop b.

It is evident from Fig. 3 that the holder D is limited in its swinging movement to one side or other of the central line of the crane-arm by reason of the engagement of the shoulder h of the bolt G with the central stop or partition b.

If it is desired to reverse the holders in order to deliver a mail-bag to a train passing in the opposite direction from that of the last train to which a bag was delivered, it is only necessary that the operator slightly raise the bolt G by the rings g, so that its lower end will clear the stops b, and then swing the holders around, so that on releasing the bolt G the shoulders or lower ends h will engage with opposite ends of the groove a.

I am aware that prior to my invention a mail-bag crane has been used with common hooks for mail-bags to hang on. I therefore do not claim such a combination, broadly; but

What I do claim as my invention, and desire to secure by Letters Patent, is—

In a mail-bag crane, the combination, with

the crane-arms C C, having semicircular grooves formed in the upper sides thereof, said grooves having central partitions or stops *b*, of holders D D, pivotally secured to the
5 crane-arm, bolts G, fitted loosely in the holders and adapted to engage said grooves on either side of the stops *b*, and thereby limit

the horizontal swing of the holders, and wind-guard springs B, substantially as described.

LAWRENCE P. GREENE.

Witnesses:

JOHN T. F. McGRATH,
THOMAS O'NEILL.