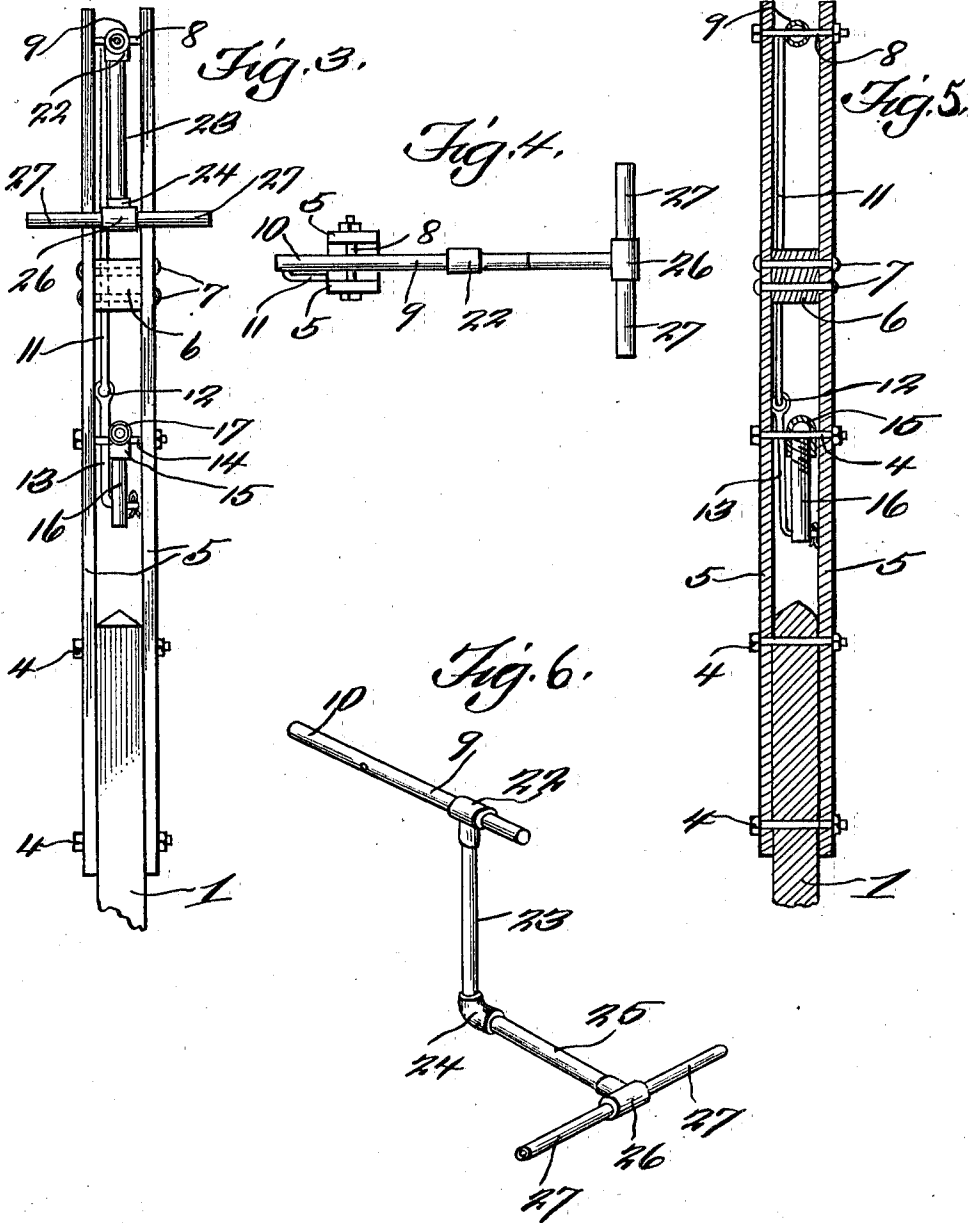


R. R. GREEN.
MAIL CRANE SAFETY APPLIANCE.
APPLICATION FILED OCT. 19, 1912.

1,059,454.

Patented Apr. 22, 1913.

2 SHEETS-SHEET 2.



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UNITED STATES PATENT OFFICE.

RICHARD ROBY GREEN, OF LAMY, NEW MEXICO.

MAIL-CRANE SAFETY APPLIANCE.

1,059,454.

Specification of Letters Patent.

Patented Apr. 22, 1913.

Application filed October 19, 1912. Serial No. 726,724.

To all whom it may concern:

Be it known that I, RICHARD R. GREEN, a citizen of the United States, residing at Lamy, in the county of Santa Fe and State of New Mexico, have invented a new and useful Mail-Crane Safety Appliance; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to a new and useful mail crane appliance for supporting a mail bag in a position, to be caught by the mail catcher on a mail car.

As one of the objects of the invention, it is the aim to provide a mail crane, for supporting the mail bag in a position below the plane in which the windows of a train or the cab of the engine move, in order to prevent the danger of hurting the persons or the engineer or fireman who may lean out of the window.

A further object of the invention is the provision of tubular rods, from which the upper and lower crane arms are constructed.

There are disclosed in the drawings certain features of construction, but in practical fields these features may necessitate alterations, to which the patentee is entitled, provided the alterations are comprehended within the scope of what is claimed.

The invention comprises further features and combination of parts, as hereinafter set forth, shown in the drawings and claimed.

In the drawings:—Figure 1 is a view in side elevation of the improved mail crane, showing the same constructed in accordance with the invention, and disclosing the relative position of an engineer or fireman as the engine is passing the mail bag. Fig. 2 is a view similar to Fig. 1 showing the upper and lower crane arms collapsed. Fig. 3 is a front view of Fig. 1. Fig. 4 is a top plan view of Fig. 1. Fig. 5 is a sectional view on line 5—5 of Fig. 1. Fig. 6 is a perspective view of the upper crane arm.

Referring more especially to the drawings, 1 designates a standard, which is anchored in the ground, as shown in the drawings, and adjacent the standard a platform 2 is arranged, on which a mail clerk may stand, for attaching the mail bag in place.

Bolted to the upper end of the standard 1, one upon each side thereof by the bolts 4, are flat bars 5, the upper portions of which are

held separated by the spacing block 6, there being bolts 7 for securing the same in place. Pivoted at 8 between upper extremities of the flat bars 5 is a tubular arm 9, to the short end 10 of which a rod 11 is connected, which in turn is connected at 12 to the link 13. Pivoted upon the bolt 14 between the bars 5, and below the spacing block, is an elbow 15, into one end of which a short arm 16 is threaded. The link 13 is connected to the short arm 16. Threaded into the other end of the elbow 15 is a long arm 17, to the free end of which a coupling member 18 is connected. Linked to the coupling member 18 is a clevis device 19, the ends of which are crossed, and are held crossed, owing to the resiliency of the clevis member. The clevis member is adapted to connect to the eye 20 of the mail bag 3, so as to assist in holding the same in position. When the mail catcher on the mail car (not shown) engages the bag, the crossed ends of the clevis member 19 separate, which will release the bag. The arms 16 and 17 are disposed at right angles to one another, and are constructed of tubular rods.

The upper tubular crane arm 9 has threaded thereon, or otherwise secured in place, a T-union 22, into which a tubular arm 23 is threaded. Threaded to the lower end of the tubular arm 23 is an elbow 24, into which a tubular arm 25 is threaded. This tubular arm 25 is in turn threaded into a T-union 26, into the ends of which the tubular arms 27 are threaded. In this manner it will be observed that the arms 27 project in a horizontal plane, and at right angles to the arm 25, while the arm 25 is arranged horizontally and at right angles to the arm 23. The arms 27, it will be noted, are disposed in a plane parallel with the side of a moving train or mail car, and are adapted to support the mail bag 3 in the manner disclosed in Fig. 1. The extreme end of the arm 9 is provided with a coupling member 29, to which a link 30 is swivelly connected. This link 30 is in turn swivelly connected at 31 to the clevis member 32, which corresponds in structure to the clevis member 19, and is adapted to engage the eye 33 of the upper end of the mail bag. When the mail bag is being caught by a mail catcher on the mail car, the cross ends of both of the clevis members 19 automatically spring apart, owing to the pull of the mail bag thereon, in order to free the same. When the mail bag is

caught, the crane arms collapse, and assume the positions as shown in Fig. 2.

From the foregoing it is to be observed that there has been devised an efficient and simple mail crane, and one which has been found desirable and practicable.

The invention having been set forth, what is claimed as new and useful is:—

1. In combination, a mail crane standard comprising two spaced apart parallel bars, an angular lower crane arm pivoted between the bars substantially midway its ends, an upper crane arm comprising a tubular rod pivoted between the upper ends of said bars and having connections with the lower crane arm, said upper crane arm terminating in a plane offset from the plane in which a cab window moves, a downwardly extending arm connected to the upper crane arm, a horizontally disposed tubular arm connected at right angles to the downwardly extending arm, and provided at its free end with laterally extending arms adapted to support substantially the central portion of a mail bag, and connections between the up-

per and lower ends of the mail bag and the upper and lower crane arms.

2. In a mail bag crane, an upper crane arm, a crane arm support comprising side bars between which said upper crane arm is pivoted, the upper crane arm comprising a horizontal tubular rod which is pivoted between the side bars of the support, a second tubular rod having a T-union connection with the horizontal tubular rod and extending downwardly, a horizontal tubular arm having an elbow connection with the downwardly extending rod, the last named tubular arm having a T-union at its free end, arms threaded into the last named T-union and extending laterally and horizontally from each side of the last named tubular arm.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

RICHARD ROBY GREEN.

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."