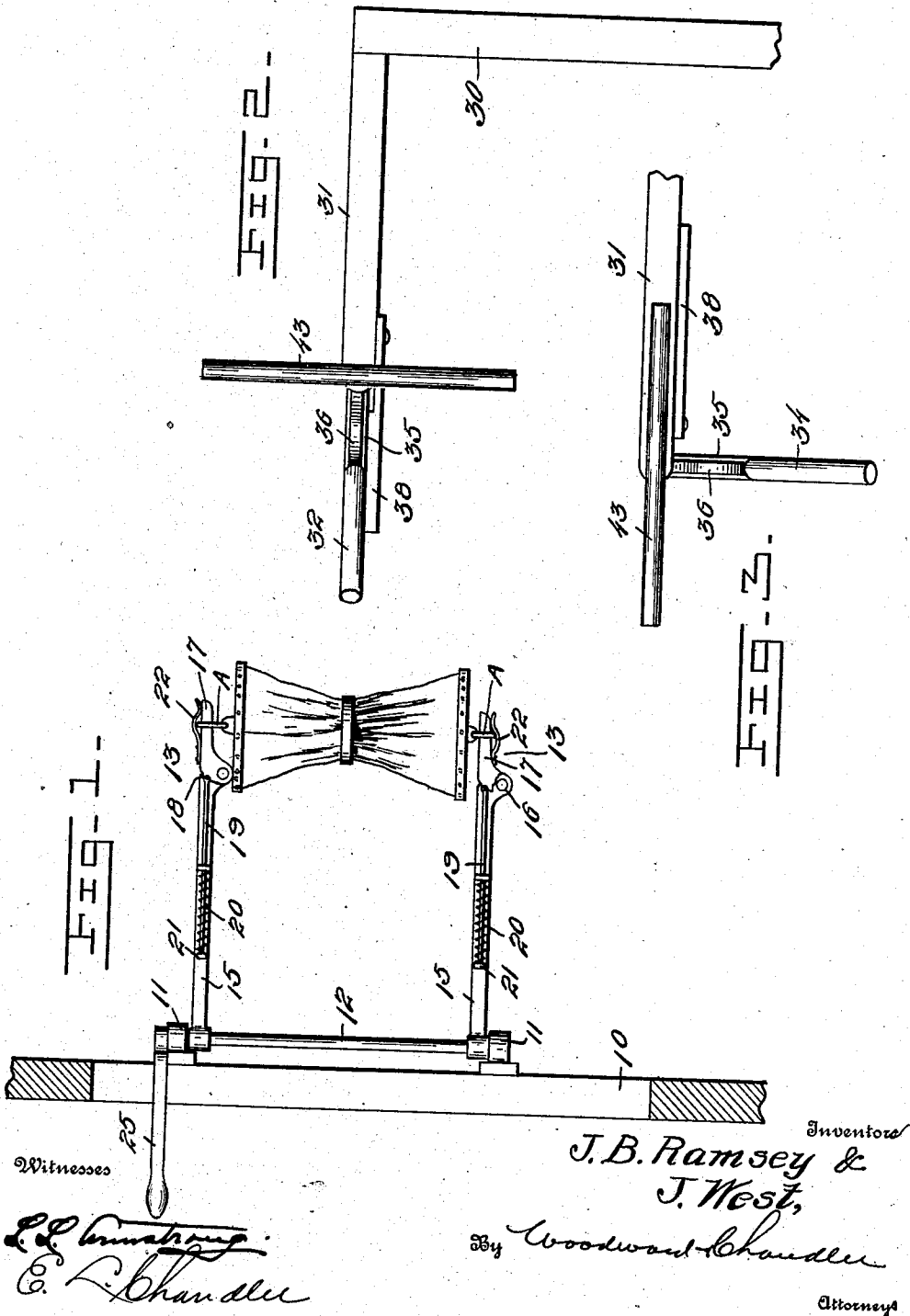


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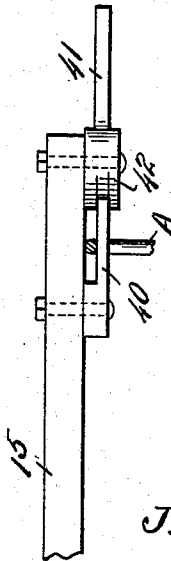
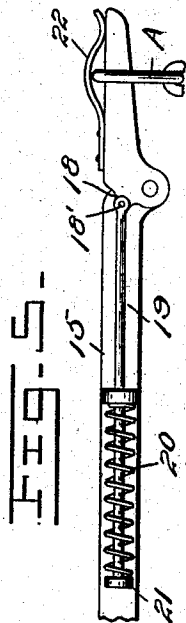
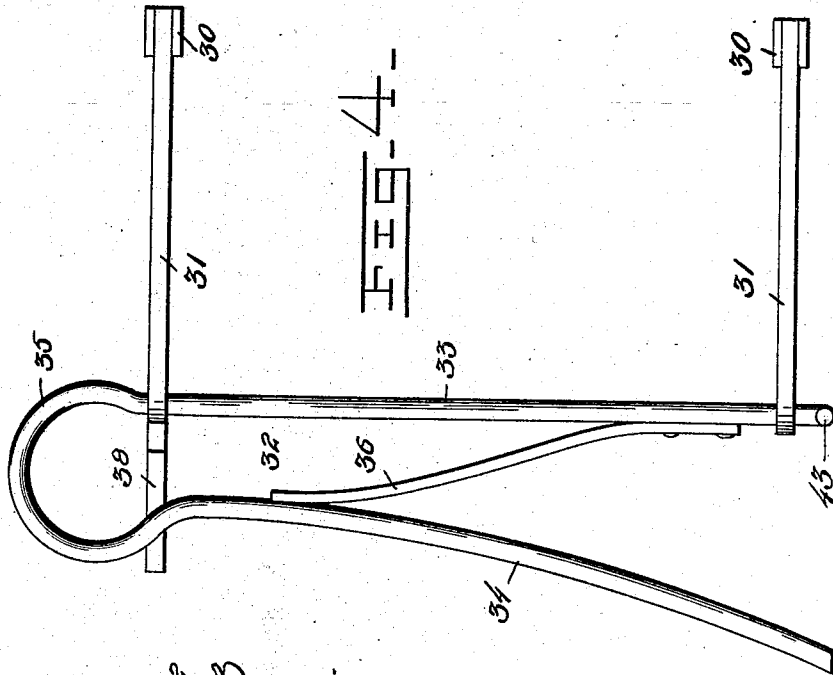
Patented Feb. 9, 1909.
2 SHEETS—SHEET 1.



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2 SHEETS—SHEET 2.



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UNITED STATES PATENT OFFICE.

JAMES BERT RAMSEY AND JOHN WEST, OF ELKHART, INDIANA.

MAIL-CATCHER.

No. 911,760.

Specification of Letters Patent.

Patented Feb. 9, 1909.

Application filed July 6, 1908. Serial No. 442,230.

To all whom it may concern:

Be it known that we, JAMES BERT RAMSEY and JOHN WEST, citizens of the United States, residing at Elkhart, in the county of Elkhart and State of Indiana, have invented certain new and useful Improvements in Mail-Catchers, of which the following is a specification.

This invention relates to mail delivering and receiving apparatus, and has for its object to provide an article of this class which will be extremely effective in operation and yet will cost but little to manufacture.

Another object of this invention is to provide a resilient bag holding means which is adapted to release a bag therefrom under rapid operation without injury to the bag.

Another object is to provide a means for retarding the momentum of a mail package gradually when delivered at a high rate of speed.

Another object is to provide such a structure, the operation of which will be readily understood and the installation of which may be accomplished without alteration of railway cars or station buildings.

Other objects and advantages will be apparent from the following description, and it will be understood that changes in the specific structure shown and described may be made within the scope of the claims, and that any suitable materials may be used without departing from the spirit of the invention.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a side elevation of the deliverer, Fig. 2 is a side elevation of the receiver in operative position, Fig. 3 is a side elevation of the receiver in operation, Fig. 4 is a top plan of the receiver, Fig. 5 is a detail view of one of the delivery arms, Fig. 6 is a modified form of delivery arm.

Referring now more particularly to the drawings, there is shown the side of a car 10 carrying spaced brackets 11 provided with registering bearing openings therethrough carrying revolubly a vertical shaft 12 as shown. Spaced supporting arms 15 are secured to the shaft 12 carrying at their outer ends bag engaging means 13 presently to be described. The outer extremity of the arm 15 is flattened horizontally and turned in a lateral direction and provided with registering openings 16 offset from the axis of the

arm 15. Ring engaging fingers 17 comprising pointed bars of metal having their inner ends turned laterally to correspond with the outer ends of the arm 15 are pivotally engaged in the opening 16, as shown. On the outer edges of the members 17 there are formed notches 18 having perforations 18' therethrough. Rods 19 are pivotally engaged in the opening 18' and extend inwardly adjacent to the arm 15 to engage with helical springs 20, as shown. The springs 20 are secured to the arms 15 by their outer ends and the rods 19 extend concentrically through the springs and are engaged therewith at their inner ends by means of a head portion 21, arranged to bear against the spring upon oscillation of the member 17 in one direction and to exert tension upon the spring upon oscillation of the member 17 in an opposite direction. The members 17 are provided with arcuate inwardly turned bar springs 22 on their outer edges, being secured by their inner ends and having their outer ends thrust in yieldable engagement against the edge of the members 17 adjacent to their points. It is intended that the rings A of a mail bag shall be engaged over the member 17 and under the springs 22 being thus held against accidental outward engagement therefrom. The connection of the rods between the members 17 and the springs 20 serves to prevent lateral deflection of the members 17 by the force of wind pressure against the mail bag when moving at a high rate of speed.

Secured upon the revoluble shaft 12 at its upper end there is an operating lever 25 pivoted to the shaft 12 for vertical oscillation in the plane of the arms 15. It will be seen that by means of the lever 25 the arms 15 may be operated to be extended at right angles with the body of the car, for delivery of mail. It will be understood that suitable means may be provided for retaining the arms yieldably in operative position, if desired. The lever 25 is adapted to be folded over the arms 15 as shown in Fig. 2.

The apparatus for receiving mail bags from the delivering apparatus above described comprises spaced uprights 30 intended to be located adjacent to a railway track, and having spaced arms 31 extending inwardly toward the track as shown. A mail-receiving member 32 is engaged pivotally between the arms 31 at their extremities, and comprises a spaced bar portion 33 engaged

5 revolvably with the ends of the arms 31 and
 having an arcuate bag engaging arm portion
 34 extending inwardly and divergently there-
 from, there being a semicircular portion 35
 10 formed at their junction for a purpose to be
 subsequently indicated. The semi-circular
 portion 35 is offset outwardly of the engaging
 arm 33, as shown. A heavy bar spring 36 is
 15 secured adjacent to the outer end of the
 portion 32 and extends inwardly to bear
 against the member 34 adjacent to its junc-
 tion with the semicircular portion 35. A
 lever 38 is mounted below the member 32 for
 20 horizontal oscillation and normally is dis-
 posed outwardly from the arm 31 to engage
 upwardly against the bag engaging bar 34 to
 hold the member 32 in operative position.
 Upon engagement of a mail bag therewith,
 25 under normal conditions of service, the bag
 will slide rapidly along the bar 34 and come
 into frictional engagement with the spring 36
 which will tend to retard its momentum
 30 gradually, thus avoiding damage to the con-
 tents of the bag by contusion. The bag
 then continues inwardly engaging the lever
 38 to allow the member 32 to fall out of
 operative position. The bag then comes to
 rest within the semi-circular portion 35 from
 35 which it may be removed without difficulty.
 There is shown in Figs. 7 and 8 a bag hold-
 ing means intended for use upon the ex-
 tremities of the arm 15 which may be con-
 sidered preferable to the bag holding means
 40 above described. In this structure there are
 shown two pivoted fingers 40 and 41 spaced
 longitudinally of the arm 15. The outer
 finger 41 extends outwardly beyond the end
 of the arm 15, and is provided with a cam
 45 thrust 42, as shown. The inner finger 40 is
 pivoted to the arm 15 to lie with its free end
 disposed against the front of the finger 41,
 to prevent its oscillation until the finger 41 is
 50 oscillated to dispose the cam portion 42 so
 as to allow movement of the finger. The
 finger 40 is offset from the arm 15, as shown,
 to allow the engagement of the ring of a mail
 bag thereover, as shown. This device is
 55 carried by each of the arms 15, being dis-
 posed oppositely with respect to each other,
 and adapted for oscillation of the finger 41
 in a common direction. For use with this
 form of bag holder, a vertical rod 43 is at-
 tached to the end of the arm 31' of the bag
 15, so that when a bag is to be delivered the
 arm 43 will strike the outer finger 41 to allow
 free disengagement of the mail bag from the
 finger 40 when engaged by the arm 34.

What is claimed is:—

1. A mail bag deliverer comprising spaced
 60 pivoted arms, pivoted fingers carried at the

extremities of said arms and extending longi-
 tudinally and outwardly thereof, means for
 holding said fingers yieldably in extended
 position to retain a mail bag in engagement
 with said fingers, means for operating said
 65 spaced arms to dispose them at times at
 right angles with the body of a car and at
 other times adjacent to the side of the car,
 said means comprising a lever adapted to be
 folded to lie out of operative position. 70

2. A device of the class described including
 spaced uprights disposed adjacent to a rail-
 way track, horizontal spaced arms carried
 by said uprights, a mail bag engaging member
 pivoted at the extremities of said arms, said
 75 member comprising a supporting arm and a
 bag engaging arm extending inwardly and
 divergently therefrom and means for grad-
 ually diminishing the momentum of a mail
 bag when engaging with said engaging arm. 80

3. A device of the class described com-
 prising pivoted vertically spaced arms, fin-
 gers pivoted at the outer extremities of said
 arm and adapted to hold a mail bag engaged
 thereon until engaged by a bag receiving
 85 mechanism and means for operating said
 spaced arms to present them at right angles
 with an adjacent car body and at other
 times in folded position longitudinally of
 said car body, said means comprising a lever
 90 adapted to be folded to lie out of operative
 position.

4. In a mail delivering and receiving
 apparatus, a mail engaging member com-
 prising a support, a horizontal arm mounted
 95 revolvably therein, a resilient bag engaging
 arm integral with and extending inwardly of
 and divergently from said horizontal arm, a
 bar spring carried by the horizontal arm and
 extending divergently therefrom oppositely
 100 of the engaging arm, and bearing against
 said engaging arm adjacent to its junction
 with the horizontal arm.

5. In a device of the class described,
 spaced arms, bag engaging fingers carried by
 105 said arms, said fingers comprising tapered
 portions extending longitudinally and out-
 wardly of the arms, and having offset perfo-
 rated portions engaged pivotally with the
 arms, and a resilient connection between the
 110 arms and said fingers, oppositely of said off-
 set portions to hold the fingers yieldably
 against oscillation.

In testimony whereof we affix our signa-
 tures, in presence of two witnesses.

JAMES BERT RAMSEY.
 JOHN WEST.

Witnesses:

JESSE C. BLOUGH,
 JACOB BEASECKER.