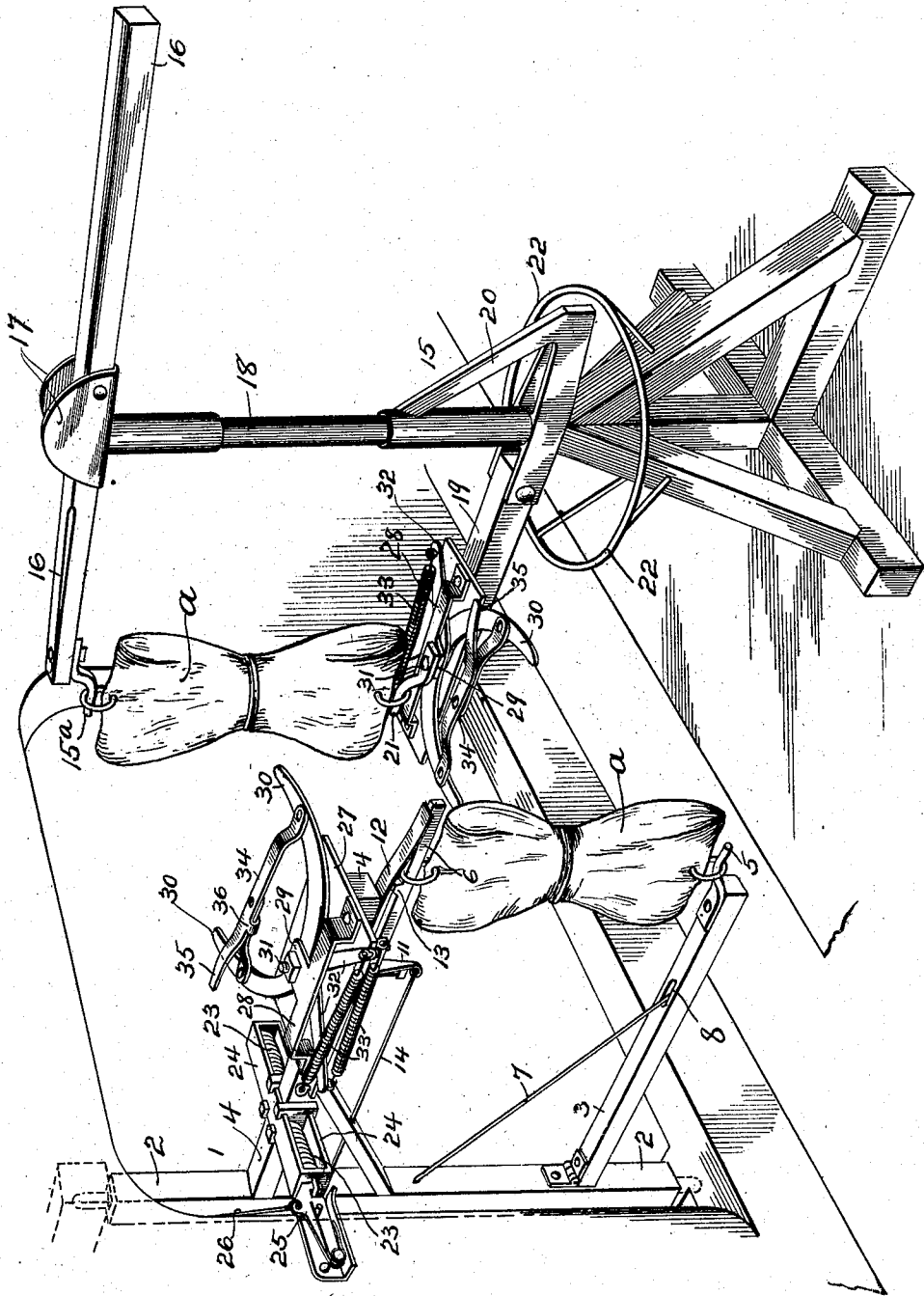


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APPLICATION FILED FEB. 20, 1909.

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Patented Oct. 12, 1909.
2 SHEETS—SHEET 1.



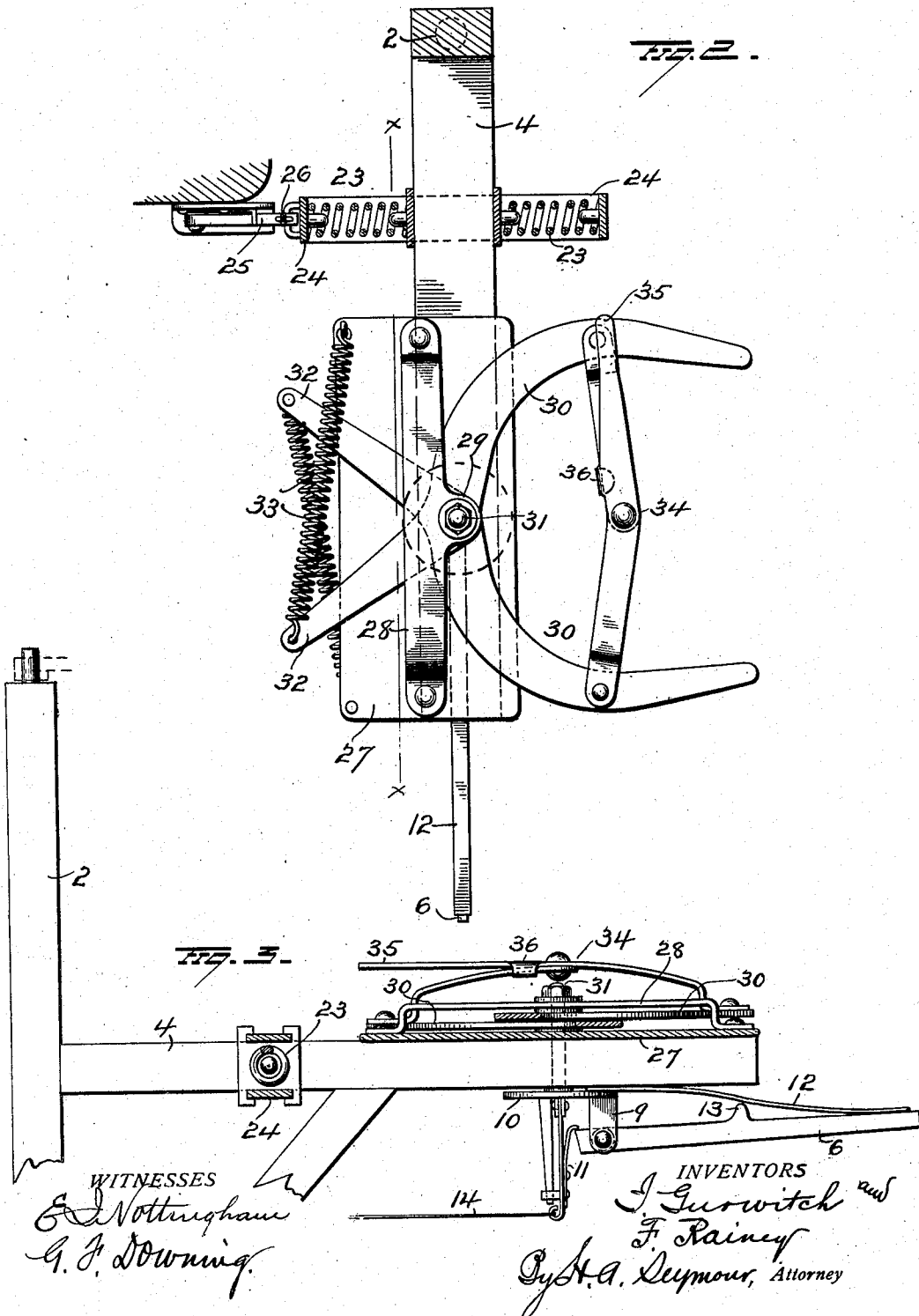
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UNITED STATES PATENT OFFICE.

ISAAC GURWITCH AND FLOYD RAINEY, OF LINCOLN, NEBRASKA.

MAIL-POUCH CATCHING AND DELIVERING MEANS.

936,715.

Specification of Letters Patent.

Patented Oct. 12, 1909.

Application filed February 20, 1909. Serial No. 479,099.

To all whom it may concern:

Be it known that we, ISAAC GURWITCH and FLOYD RAINEY, of Lincoln, in the county of Lancaster and State of Nebraska, have invented certain new and useful Improvements in Mail-Pouch Catching and Delivering Means; and we 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 an improvement in mail pouch catching and delivering means,—the object of the invention being to provide a device of the character above specified, which shall be adaptable for use in removing a pouch from a crane alongside the rail road or for receiving a pouch from a moving train, and which shall be simple in construction, easy to manipulate and effectual in operation.

With this and other objects in view the invention consists in certain novel features of construction and combinations of parts as hereinafter described and pointed out in the claims.

In the accompanying drawing, Figure 1 is a perspective view illustrating our improvements. Fig. 2 is a plan view partly in section of the device on the car, and Fig. 3 is a sectional view.

When the device is used on a car for receiving a pouch supported near the track, it is carried by a crane 1, the vertical post 2 of which is revolvably mounted in the doorway of a car and the upper and lower arms 3—4 of this crane are provided with attaching means for the respective ends of a mail pouch *a*. The lower arm of the 3 of the crane is hinged to the post so that it can be moved vertically to accommodate pouches of different lengths, said pouch being connected at its lower end with a finger 5 pivoted to the arm 3 and at its upper end to a pivoted bar 6 supported by the upper arm 4. A brace 7 is attached to the post 2 and passes through a slot 8 in the arm 3.

The bar 6 is pivoted to a lug 9 depending from a disk 10 having rotatable mounting in the arm 4 and is retained in a horizontal position when the pouch is hung thereon, by means of a latch 11. Accidental escape of the pouch from the bar 6 is prevented by a flat spring 12 projecting from the disk 10. In order to prevent the loop of the pouch from slipping to the pivoted end of the bar,

the latter is provided with an upwardly projecting lug 13.

A cord or wire 14 is attached to the latch 11 for operating it to release the bar 6 and the pouch, when the catcher by the side of the railway (as hereinafter described) is not in position to receive the pouch from the car. The crane 1 may be swung outwardly so as to place the catcher carried thereby in position to receive a pouch *a* which is carried by a crane 15 located near the tracks. The upper arm 16 of the crane 15 is pivotally attached to a bracket 17 revolvably mounted on the standard 18 of the crane and is provided with attaching means 15^a for a pouch. The lower arm 19 of crane 15 is hinged to a bracket 20 revolvably mounted on the standard 18 so as to permit the arm 19 to swing horizontally and said arm 19 carries a pouch catcher which is similar in construction to the catcher carried by the crane 1 on the car, except that the catcher on the arm 18 is provided with a finger 21 to receive the loop at the lower end of the pouch. A circular support 22 is secured to the base portion of the standard 18, to receive the hinged arm 19 when the latter swings around after the pouch has been received by the catcher on the car.

In order to cushion the crane 1 when a pouch is received by the catcher thereon, springs 23 are disposed at respective sides of the arm 4 and located within a longitudinally movable frame 24 which projects laterally in both directions from the arm 4. The cushion frame is connected with the side of the car by means of a latch 25, and the latter is adapted to be operated by means of a cord or wire 26 to release the crane and permit it to be swung into the car.

As above stated the catchers on both cranes are the same in construction and each comprises a base plate 27 secured to the swinging arm of the crane and provided with a bar 28 secured to said plate and having its intermediate portion spaced a short distance from the face thereof. The bar 28 is provided centrally with an enlargement, between which and the base plate 27, the rear portions of arms or jaws 30 are located. A pin 31 passes through the enlargement 29 of bar 28, the curved arms or jaws 30 and the base plate 27 for pivotally connecting said curved arms or jaws together and to the support afforded by the base plate 27 and bar 28. The arms or jaws 30 extend

some distance forwardly from the base plate and are made to cross each other at their pivotal support and to extend rearwardly from the latter to form arms 32. To the rear end of each arm or rearward extension 32, one end of a spring 33 is attached and the other end of each spring 33 is connected with the base plate 27. From this construction it is apparent that the tendency of the springs 33 is to move the curved arms or jaws 30 toward each other, or, in other words, to close said jaws.

A toggle lever 34 connects the arms or jaws 30 at points forwardly of the pivotal support of the latter and one of the arms of this toggle lever is extended beyond the pivotal connection of the toggle lever members with each other and forms a handle or lever 35. The handle or lever portion 35 of the toggle lever is provided with a hook 36 adapted to engage one of the toggle lever members when said toggle lever is in such position that the pivotal connection between the members thereof will be above a horizontal line passing through the connections of the toggle lever members with the respective arms or jaws 30 and said jaws are open. In this manner the jaws 30 will be held in their open position to receive a pouch between them, but the engagement of the toggle lever with the pouch or the pouch with the toggle lever will cause the pivotal connection between the toggle lever members to move rearwardly past the line coincident with the pivotal connection of the toggle lever members with the jaws 30 and consequently the springs 33 will be free to operate to close the jaws and cause them to firmly grasp the pouch.

Having fully described our invention what we claim as new and desire to secure by Letters-Patent, is:—

1. In a mail pouch catcher, the combination with supporting means, of two jaws having a common pivotal connection with said supporting means, a toggle lever for holding the jaws open, and springs connected with the jaws for closing them.

2. In a mail pouch catcher, the combination with supporting means, of two pivoted jaws, a toggle lever connecting said jaws, means carried by the toggle lever for retaining the latter in position to hold the jaws open and springs connected with said jaws for closing them.

3. In a mail pouch catcher, the combina-

tion with a supporting plate and a bar secured thereto and spaced therefrom, of jaws pivotally supported between said plate and bar and having rearward extensions, means for holding said jaws open, said means being operated by engagement with a pouch to permit the closing of the jaws, and springs connected with the rearward extensions of said jaws for closing the latter.

4. In a mail pouch catcher, the combination with supporting means, of two jaws having a common pivotal connection with said supporting means, a toggle lever connected with said jaws, one member of the toggle being extended and provided with a stop to engage the other member.

5. The combination with a swinging crane, a pouch catcher thereon, and means on said crane for supporting a pouch, of a cushion frame carried by an arm of the crane, and a manually operated latch for securing said cushion frame to a car.

6. The combination with a crane adapted to be supported by a car, of a pivoted bar carried by said crane for the reception of a pouch loop, a latch for retaining said bar in a horizontal position to support a pouch to be delivered from the car, and manually controlled means for operating said latch to release the bar and permit it to drop to release the pouch.

7. The combination with a crane adapted to be supported by a car, of a pivoted bar supported by an arm of said crane and adapted to support a pouch, a latch for holding said bar in a horizontal position, means for operating said latch, and a lug on the bar to prevent the loop on the pouch from sliding to the pivoted end of said bar.

8. The combination with a crane having a lower vertically movable arm adapted to swing horizontally and provided with means to receive a pouch, and an upper arm also provided with means to receive a pouch, of means for supporting said vertically movable arm after a pouch has been removed therefrom and when said arm swings horizontally.

In testimony whereof, we have signed this specification in the presence of two subscribing witnesses.

ISAAC GURWITCH.
FLOYD RAINEY.

Witnesses:

J. S. BARWICK,
GEO. L. BARTLETT.