(No Model.) 3 Sheets—Sheet 1.

S. WAMPLER.

MAIL BAG CATCHER.

No. 456,665. Patented July 28, 1891.

Fig 1.

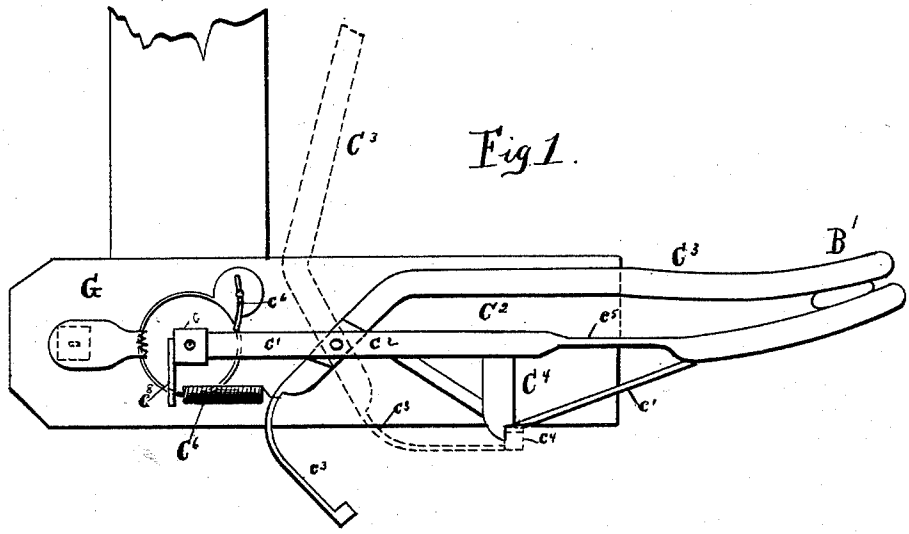
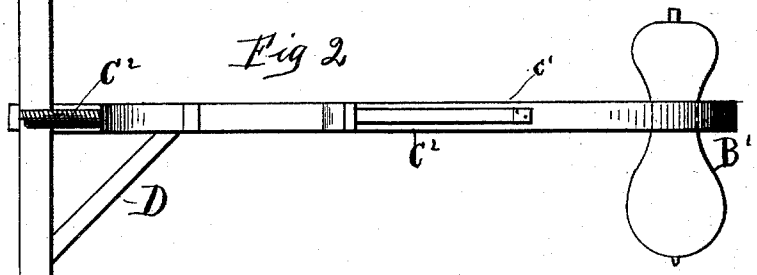


Fig 2



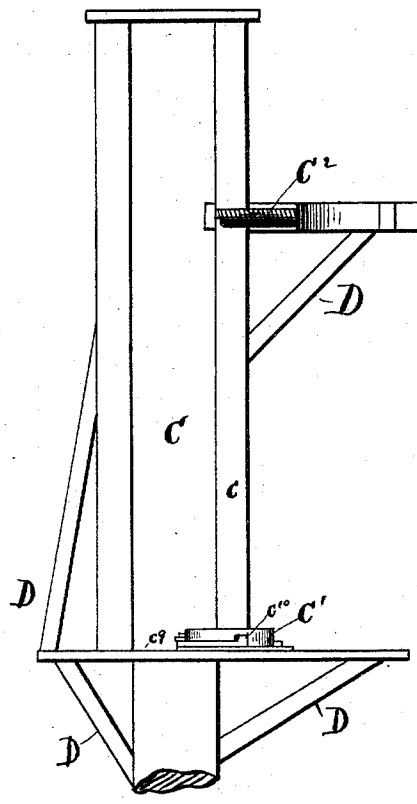
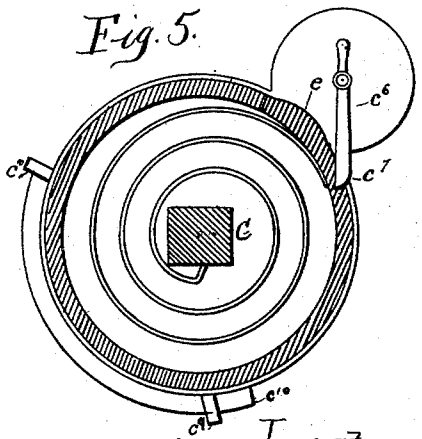


Fig. 5.



Witnesses

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(No Model.) 3 Sheets—Sheet 2.

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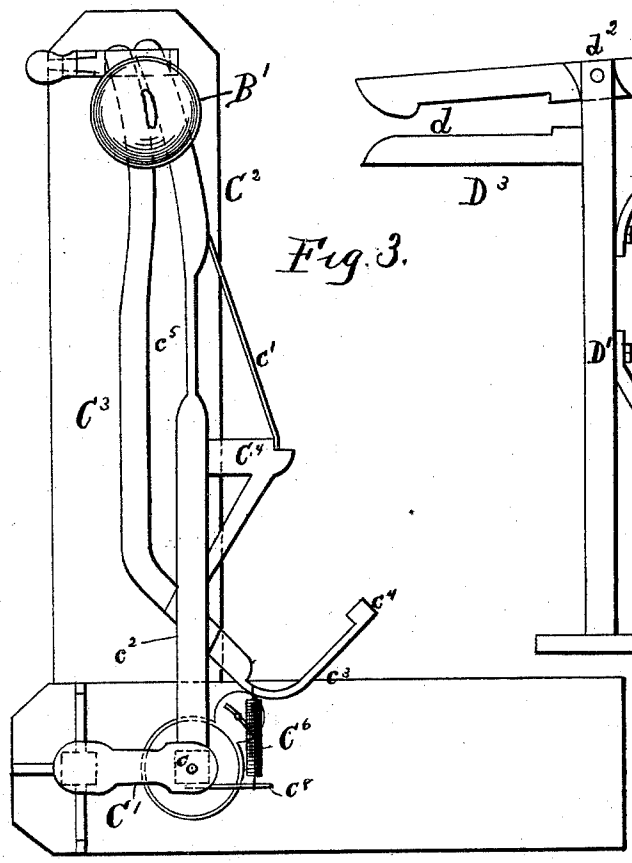


Fig. 3.

Fig 4

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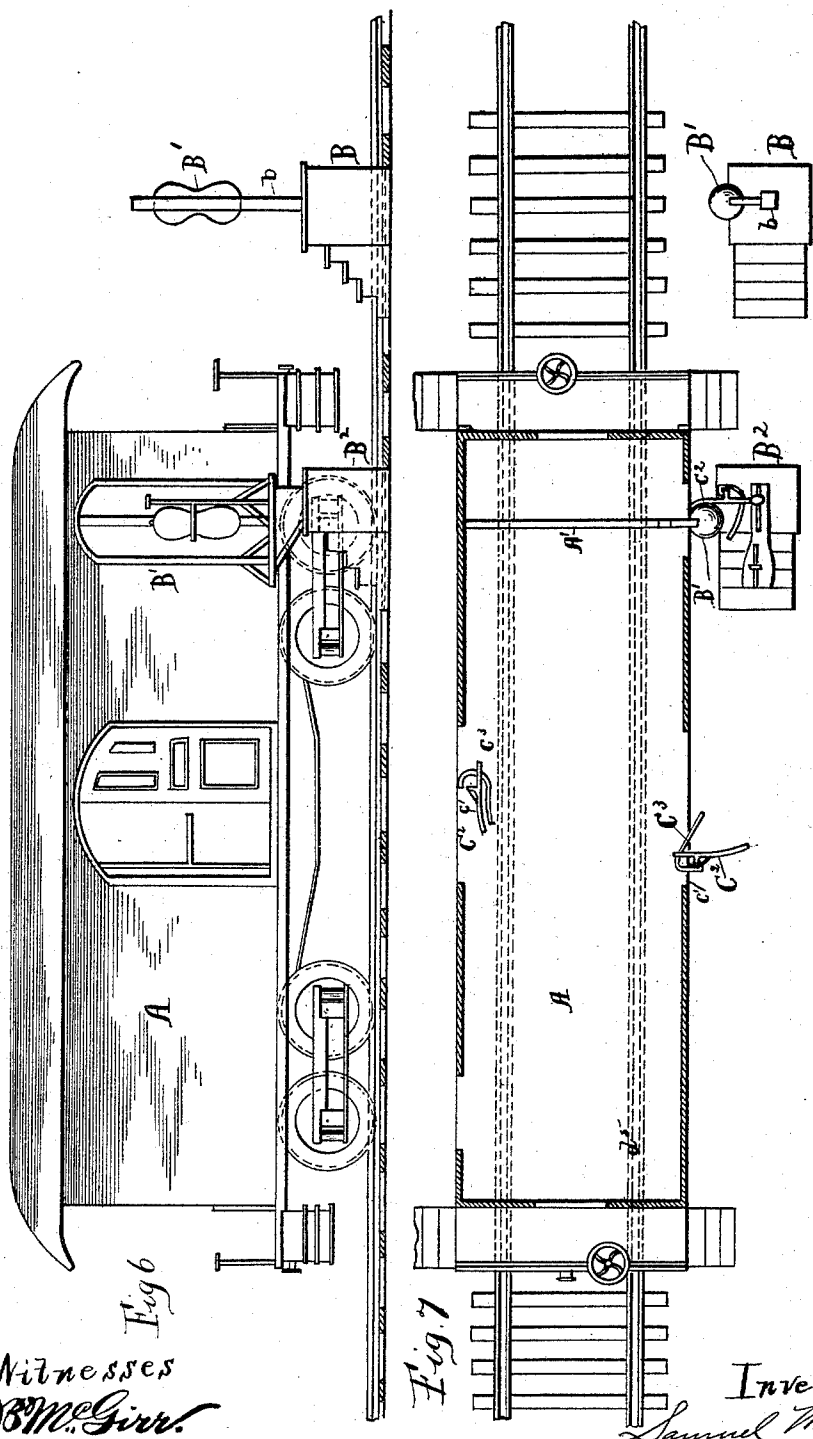
THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

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UNITED STATES PATENT OFFICE.

SAMUEL WAMPLER, OF LARIMER'S STATION, PENNSYLVANIA.

MAIL-BAG CATCHER.

SPECIFICATION forming part of Letters Patent No. 456,665, dated July 28, 1891.

Application filed November 24, 1890. Serial No. 372,565. (No model.)

To all whom it may concern:

Be it known that I, SAMUEL WAMPLER, a citizen of the United States, residing at Larimer's Station, in the county of Westmoreland and State of Pennsylvania, have invented or discovered a new and useful Improvement in Mail-Bag Catchers, of which the following is a specification.

The object of my invention is a mail-bag catcher to be placed on a railway-car to take up the mail-bag at the stations, and at the same time have the mail-bag on the car taken off, all of which will be fully explained hereinafter.

In the accompanying drawings, Figure 1 is a top view of my mail-grabbing device shown closed. The dotted lines on the same show it open ready to receive the impact. Fig. 2 is a side view of the same, Fig. 1, in elevation. Fig. 3 shows the grabbing device after the mail-bag has been caught up and carried into the car or away from it. This is done automatically, as will be shown. Fig. 4 is a device for stopping the catcher when it is wheeled into the car or away from it. Fig. 5 is a cross-section of the turn-table. Fig. 6 is a side view of a railway mail-car, showing a mail-bag hung out ready to be taken up, and also shows a stand, to which is hung a mail-bag to be taken up by the passing train. Fig. 7 is a transverse longitudinal section of Fig. 6 and shows the catcher or grabber open and ready to take up a mail-bag, and on the other side of the car there is shown a mail-bag catcher closed up and drawn inside of the car. This view also shows the catcher on the car set for a mail-bag, and also shows a top view of the stand on the outside, on which is a mail-bag ready to be taken up by the passing train.

A, Fig. 6, represents a mail-car; B, a mail-bag stand along the track in a suitable place and at the proper distance and height, so that the mail-bag B′ hanging thereon can be taken up. *b* is a post on which the mail-bag is hung, an arm being provided for the purpose.

A′ is a track on the inside of the car, along which track the platform G, which supports the mail-bag catcher, may be moved to and from the open door.

B^2 is also a stand, and on it is the mail-bag catcher on the outside, as seen in Fig. 2.

B′ is a mail-bag.

c is a post, which is mounted on a turn-table C′.

C^2 is an arm having the reduced part c^5 to make it springy. To the arm C^2, beyond the reduced portion c^5, is secured one end of a spring *c*′, which extends to an arm C^4. The arm C^4 is rigidly fixed to the arm C^2.

C^6 is a coil-spring extending from the arm c^8 to the pivoted arm C^3, as seen in Fig. 3.

c^2 is a bolt forming the pivot for the arm C^3.

c^4 is a catch on the arm C^3.

c^6 is a pawl; c^7, a niche for the pawl c^6, formed in the turn-table, which table is provided with a projecting curved lug *e* at one side of the niche, which lug strikes the beveled or inclined edge of the pawl c^6 and prevents the same from taking in the niche when the table is rotated by its spring to swing the mail-bag into the car.

D D are braces.

c^9 c^9 are stopping-pins in the turn-table C′.

c^{10} c^{10} are studs or stops.

C^7 is a coil-spring inside the turn-table C′. This spring is fixed to the post *c*.

D′ is a post.

d is a brace.

D^4 is a spring.

To the post D′, near the upper end thereof, is secured an arm D^3, and in the upper portion of the post D′ is pivoted, by means of a pivot d^2, an arm D^2.

The catcher on the car is made like the one on the side of the track, and while the one on the car takes up the mail-bag at the station along the side of the track, the catcher stationed on the ground alongside of the railway-track takes up the mail-bag hung out of the car-door. In either case the mail-bag is carefully turned aside and the bag safely handled.

I provide a stand in the car to be projected from the car-door along or on the track A′, Fig. 6. On this stand the mail-bag is hung or suspended in such a way as to strike the arm C^2 of the catcher that is on the ground. When the mail-bag strikes this arm C^2, the latter is carried back till arrested by the stopping-pins c^9. This stroke of the mail-bag against the arm C^2 will bend the same at c^5, thus throwing off the catch c^4 from the arm C^4, thus releasing the pivoted arm C^3, which by the spring C^6 quickly draws the arm C^3

forward, as seen in Fig. 1, against the mail-bag, holding it tightly till the next movement is made—viz., carrying the mail-bag quarter-round and out of the way of the train or into the car, as the operations are similar. This operation takes the mail-bag off the car much more gently than is done by the present methods of doing this, and at the same time the bag is held tightly till released by hand.

When it is desired to place a mail-bag on the train or mail-car, the bag is hung up on the stand provided for the purpose in the same manner as the other one was (described) hung upon the car ready to be taken off. The catcher on the car is run out and "set," as seen in Fig. 1 on dotted lines. Then as the arm C^2 comes in contact with the mail-bag the operation is repeated, as described before, and the bag is caught up and turned quarter-round and out of the way, all the time being tightly held. In making this quarter-turn the ends of the arms C^5 and C^3 are caught, as seen in Fig. 4.

Having thus described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

1. A mail-bag catcher comprising the upright post secured at its lower end to a turn-table, the main catcher-arm, the auxiliary catcher-arm pivotally connected to the main arm and having its free end normally held away from the end of the main arm, and means whereby the outer end of the auxiliary arm is forced toward the outer end of the main arm when the latter comes in contact with a mail-bag, substantially as shown and described.

2. In a mail-bag catcher, the combination of an upright post, an arm secured to said post and provided with the reduced spring portion and with a short arm or projection C^4, a flexible connection between the arm C^4 and the main arm, the auxiliary catching-arm pivotally connected to the main arm and engaging at one end with the arm C^4, and a coiled spring between said auxiliary arm and the main arm, substantially as shown and described, for the purpose specified.

3. In a mail-bag catcher, a turn-table provided with the fixed stops and the laterally-extending pins, a coiled spring arranged within the table for impelling the same in one direction, and a pawl operating to prevent backward movement of the turn-table, substantially as shown and described.

4. A mail-bag catcher consisting of the upright post connected at its lower end to a suitable turn-table, the spring-arm C^2, rigidly secured to said post and having the right-angled projecting arm C^4, the flat spring connecting the arms C^2 and C^4, the bent arm C^3, pivoted on the arm C^2, and provided at one end with a projecting lug adapted to take around the end of the arm C^4 and hold the arm C^3 away from the arm C^2, and means, substantially as described, for forcing the arm C^3 toward the arm C^2 when the latter comes in contact with a mail-bag, substantially as shown and described.

In testimony whereof I have hereunto set my hand this 3d day of October, A. D. 1890.

SAMUEL WAMPLER.

Witnesses:
BEN STEELE,
JACOB WILL.