

(No Model.)

M. TRUNDLE.
MAIL BAG HANGER.

No. 505,863.

Patented Oct. 3, 1893.

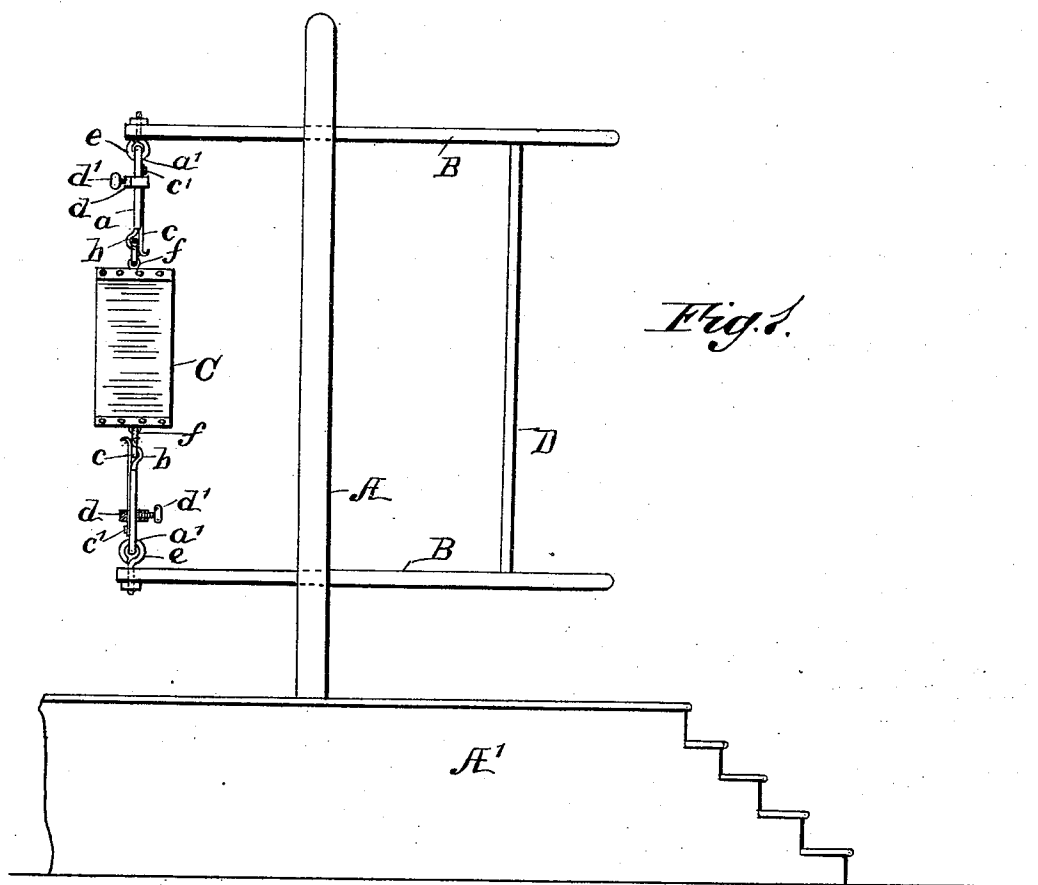


Fig. 1.

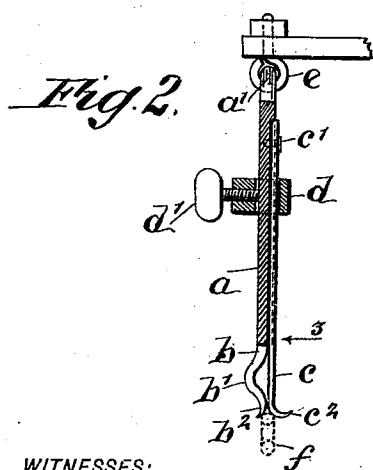


Fig. 2.

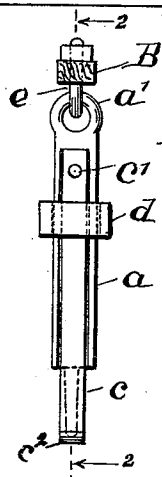


Fig. 3.

WITNESSES:

M. Trundle.
C. Sedgwick

INVENTOR

M. Trundle
BY *Munn & Co.*

ATTORNEYS.

UNITED STATES PATENT OFFICE.

MILTON TRUNDLE, OF KANSAS CITY, MISSOURI.

MAIL-BAG HANGER.

SPECIFICATION forming part of Letters Patent No. 505,863, dated October 3, 1893.

Application filed November 26, 1892. Serial No. 453,243. (No model.)

To all whom it may concern:

Be it known that I, MILTON TRUNDLE, of Kansas City, in the county of Jackson and State of Missouri, have invented a new and useful Improvement in Mail-Bag Hangers, of which the following is a full, clear, and exact description.

My invention is an improvement in that class of devices which are placed alongside a railroad track, for supporting mail-bags in proper position to be caught by a grab-hook on a passing car.

The invention includes the devices which are directly, but detachably, connected with the mail-bag, for holding it properly suspended, and also the slidable frame to which such devices are themselves loosely connected, as hereinafter described and more specifically indicated in the claim.

To this end my invention consists in the construction and combination of parts, as is hereinafter described and claimed.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a side view of the slidable, mail-bag-supporting frame and the special devices which are connected with the free opposite ends of such frame and support a mail-bag in proper position to be removed by a grab-hook. Fig. 2 is an enlarged sectional view—on line 2—2 Fig. 3—of the devices which support the mail-bag; and Fig. 3 is a side view of such devices, looking in the direction of the arrow, 3, in Fig. 2.

A vertical post, A, is fixed upon a platform, A', and provided with two transverse slots. Two bars B, B, are adapted to fit and slide freely in these slots, the same being arranged horizontally, one above another, but separated the distance required to permit a mail-bag and my improved suspending devices to be arranged between them. A vertical brace, D, is arranged between the rear ends of the bars, B, B, as shown, and also serves as a handle by which the frame may be pushed forward to bring the mail-bag, C, into the required proximity to the railroad track. The devices for holding the mail-bag, C, suspended between the free ends of the bars B, B, are the hanger-bar, a, spring plate, c, and an adjust-

able clamp composed of a ring, d, and clamp-screw d'. These devices are duplicated, one set being loosely jointed to the upper frame bar, B, and the other set to the opposite, lower bar. For this purpose, the two hanger-bars, a, are each provided with an eye, a', which engages one of the rings, e, swiveled in the bars B.

Each hanger-bar, a, is channeled longitudinally, on one side, and the spring plate, c, is arranged in the channel and secured by a single screw c'. The lower end, c², of the spring is curved outwardly, and the opposite terminal of the hanger-bar, a, has a corresponding lateral curve, b². This construction enables the handles—see Fig. 2—of the mail-bag, to be easily and quickly inserted between the ends of the parts a, c, and, in order to hold it after such insertion—as shown in Fig. 1—the bar, a, is provided with a lateral bend, b.

It will be noted, that the channel of the hanger-bar, a, prevents independent lateral movement of the lower end of the spring, and, for this purpose, it takes the place of a screw, or similar device, yet without obstructing the free vertical adjustment of the clamp ring, d. Such adjustment enables the tension of the spring, c, and the consequent firmness of grip on the mail-bag handle, f, to be changed at will, as required by the weight of the bag and its contents. (It is obvious that the upper grip requires to be stronger than the lower one, since it sustains the bag.)

By the above described construction, arrangement, and combination of parts, I provide an improved mail-bag hanger which is not only adapted to be easily adjusted as to tension of the grip, but also as to proximity to a railroad track.

It is to be especially noted, that the construction of the hanger-bars, a, provides, first, for attachment of the spring, c, in such manner that it is securely held as well as protected from lateral movement, and injury by contact with any object; and, second, that the screw clamp may be freely adjusted up or down, and likewise secured in any required position, so that it cannot be accidentally displaced. The joint between the hanger-bars, a, and the frame bars, B, is likewise flexible, and provides for the freedom of movement requisite in this class of apparatus.

Having thus described my invention, what I claim is—

A mail-bag hanging apparatus, comprising the slotted post, A, the parallel frame bars, B, B, adapted to slide through said post, and the upright piece, or brace, D, placed between their rear ends, their forward ends being free or disconnected to permit passage of the mail-bag catcher, the means for holding the mail-bag, detachably, between said forward ends of the frame bars, the same comprising

a loosely-jointed hanger-bar, *a*, having a longitudinal groove, and a terminal curved prong, *b'*, the spring plate, *c*, arranged in said groove and secured at its upper end, and the slidable clamp having a screw for holding it securely in any adjustment, all as shown and described.

MILTON TRUNDLE.

Witnesses:

WILLIAM I. CONRAD,
W. W. MCENTIRE.