FREDENBURGH & DAVIDSON.

Mail-Bag Catcher.

No. 54,710. Patented May 15, 1866.

Fig. 1.

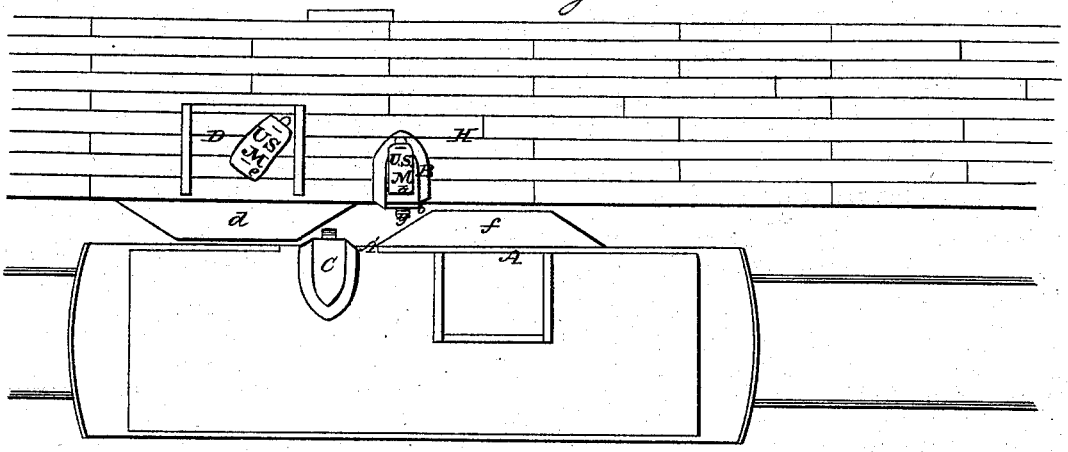


Fig. 2.

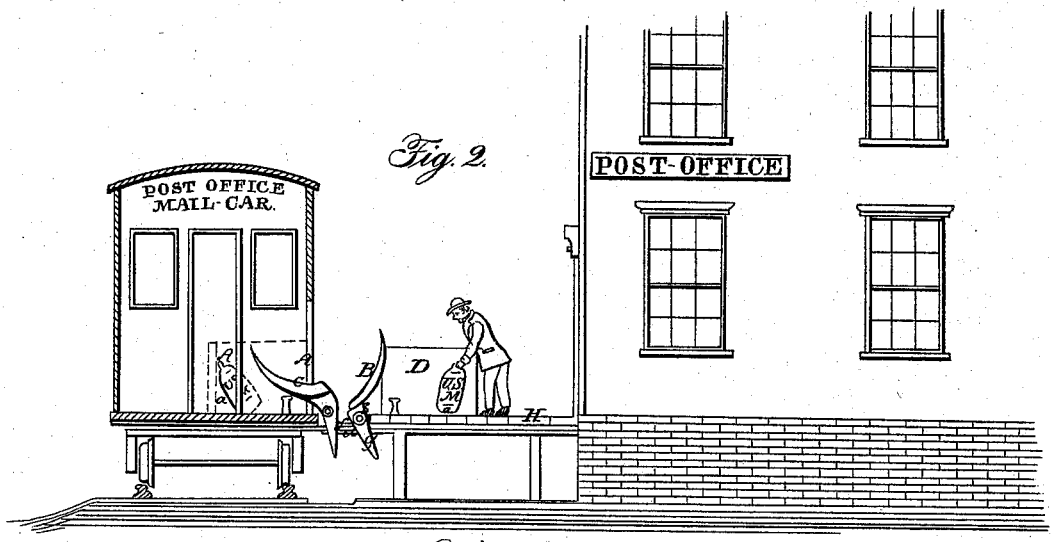
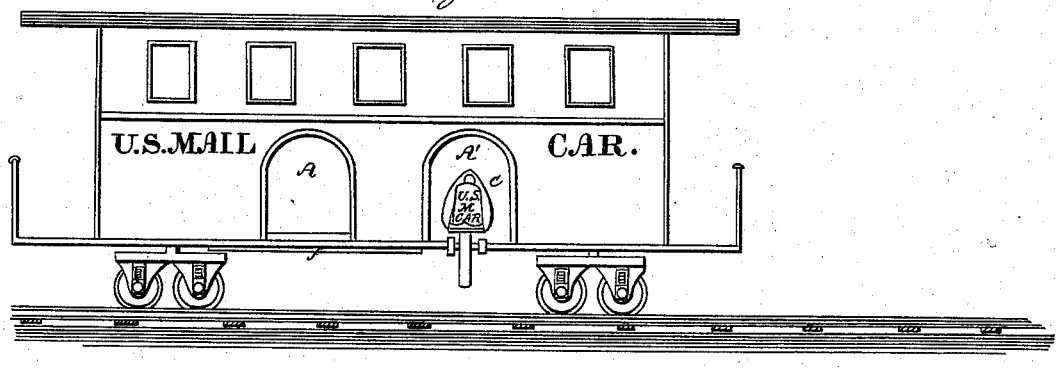


Fig. 3.



Witnesses:

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UNITED STATES PATENT OFFICE.

J. FREDENBURGH AND G. A. DAVIDSON, OF GREEN, NEW YORK.

IMPROVED MODE OF RECEIVING AND DELIVERING MAIL-BAGS UPON RAILWAY-CARS.

Specification forming part of Letters Patent No. **54,710**, dated May 15, 1866.

To all whom it may concern:

Be it known that we, JOHN FREDENBURGH and GEORGE A. DAVIDSON, of Green, in the county of Chenango, in the State of New York, have invented a certain new and useful apparatus for receiving and delivering or changing mail-bags from the station to the car and from the car to the station while the train is in full motion or going at any rate of speed; and the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 represents a top view of railroad-station plank platform, with the track, the mail-car, and apparatus for changing the mail-bags in front of the plank platform uncovered. Fig. 2 represents an end view of a post-office mail-car, way-station platform, with the apparatus attached to both the car and to the platform, and country post-office. Fig. 3 shows a side view of a United States mail-car, with the openings to receive and deliver the mail-bags at the stations as the train passes.

The object of our invention is to deliver and at the same time receive mail-bags at all of the way-stations for country post-offices on the line of railroads without stopping or slacking the speed of the cars.

Our invention consists in placing in the side of a car for carrying and delivering mail-bags a scoop or hopper, and also on the edge of the station-platform another of the same size and form, into which the mail-bags to be changed are placed, the scoops being secured to rock-shafts, so that by their arms coming in contact with inclines which are secured to the under side of the car-platform and the station-platform the mail-bags placed in the scoop will be thrown from the station-platform into the car, and from the car onto the platform—presto, change.

To enable others skilled in the art to make and use our invention, we will describe it more in detail, referring to the drawings and to the letters marked thereon.

The same letters indicate the same parts in all the figures.

In one side of the post-office or distributing mail-car we make two openings, A and A′, they being of sufficient height and width to allow the free access of any required sized mail-bag, one of them, A, being provided with a box to receive the mail-bag *a* when thrown in from the scoop or hopper B, which is secured to the edge of the station-platform H. In the other opening in the side of the car, A′, is placed the scoop C, which is so hung on a rock-shaft, *c*, and balanced that it will find and retain its position in the car at all times except at the moment it is operated by the cam or incline *d* to throw the mail-bag out into the box D on the station-platform H. At the same time the bail-bag *e* is being thrown out, the cam or incline *f*, which is secured to the under side of the car, directly in front of the opening A, operates on the lever *g* of the rock-shaft *b*, and suddenly lifts the scoop B so as to throw the mail-bag *a* into the box in the car. Thus a change of the mail-bags is instantly effected while the cars are running at their usual rate of speed, without the least liability of injury to any one in the car or on the platform at the mail-station. As soon as the train passes the agent in the car can take his bag out of the receiving-box A and assort it for the next station; and the postmaster can also take his mail that the train left out of the box D and assort it for delivery.

The operation is so simple and efficient that no one can fail to see the benefits to be derived from adopting such a method of changing the mails. The agent in the car has his mails made up for the different stations on the route, and as the train approaches a station he places the mail-bag to be left at that station in the scoop or hopper C and has the opening and box A clean. The postmaster at the station gets his mail ready, and a short time before the train is due he places his mail-bag in the hopper or scoop B, and has his receiving-box D all clear. The train of cars come thundering on, and as quick as a flash the mail-bags are changed, and no damage done, nor anybody hurt.

It is conceded by all who have seen our apparatus tested that nothing can be more simple in its construction, or more efficient in its operation, or less liable to get out of order. The apparatus at the stations can be under cover to protect them from snow and ice, as well as the apparatus which is placed on the car, so that at no season, day or night, will they fail to deliver or receive a mail if it is placed in the scoop.

We are aware of the fact that others have

invented devices for picking mail-bags off from hooks where they are hung suspended at the station, and also automatic devices for dropping or tumbling out the bags to be left, and that Letters Patent have been granted for such devices. We therefore do not claim, broadly, receiving and delivering mail-bags automatically; but,

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

1. The scoop or hoppers B and C, constructed and arranged in the manner described, the same being secured to the mail-car, and also one placed on the front edge of each mail-station platform, to be operated by the passing car, as herein set forth.

2. The method of tossing or throwing the mail-bags from the car to the station-platform, and from the platform to the car, at the same time by the means employed, substantially as herein described, for the purpose specified.

Subscribed to on this 23d day of March, 1866.

JOHN FREDENBURGH.
GEO. A. DAVIDSON.

Witnesses:

JOSEPH E. JULIAND,
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