B. UNCLES.

Mail-Bag Catches.

No. 164,616. Patented June 15, 1875.

Fig. 1.

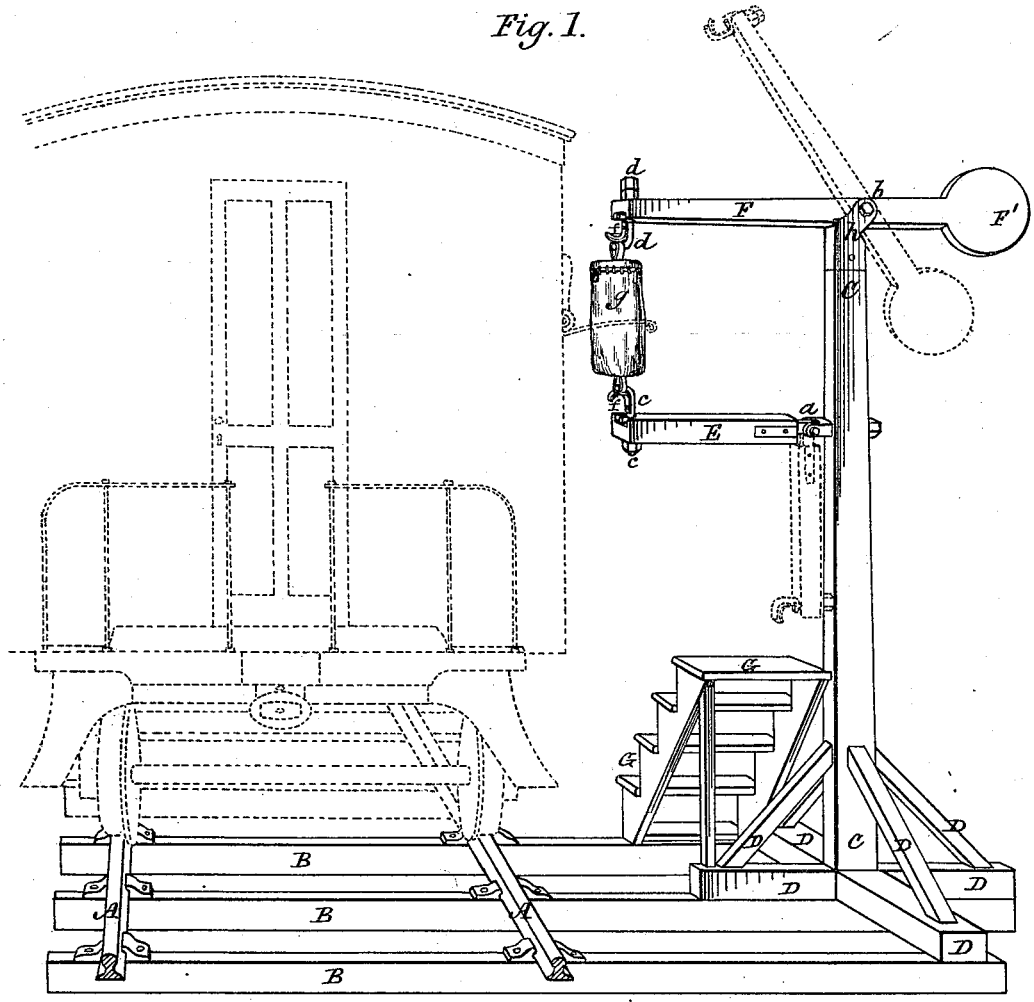
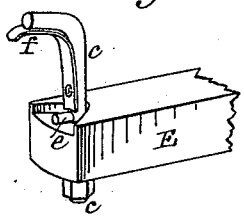


Fig. 2.



Witnesses.

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UNITED STATES PATENT OFFICE.

BENJAMIN UNCLES, OF BALTIMORE, MARYLAND, ASSIGNOR OF ONE-HALF HIS RIGHT TO CHARLES KELLY, OF SAME PLACE.

IMPROVEMENT IN MAIL-BAG CATCHES.

Specification forming part of Letters Patent No. **164,616**, dated June 15, 1875; application filed May 1, 1875.

To all whom it may concern:

Be it known that I, BENJAMIN UNCLES, of Baltimore, in the county of Baltimore and State of Maryland, have invented certain new and useful improvements in apparatus for delivering mail-bags to passing trains of cars; and I do hereby declare the following to be 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, in perspective, the apparatus as arranged for use and action, the car which is to take the bag being shown in dotted lines. Fig: 2 represents, in perspective and on an enlarged scale, a portion of the mechanism detached, to better show its construction.

My invention relates to the special mechanisms shown, whereby the mail-bag is held in position to be taken off by the projecting arm from the car.

A A represent the rails, and B the cross-ties, of any ordinary railroad. The cross-ties B extend beyond the track far enough to form a base or support for the post C and its framework D, as shown. To the post C, at the points *a* and *b*, respectively, are pivoted or hinged the two arms E F, the one F being weighted, as at F′, so as to hang, when not otherwise influenced, in the position shown by the dotted lines. The other arm, E, when not controlled otherwise, drops by its own gravity, as shown by dotted lines, so that both of said arms, when not in immediate use, of themselves swing out of the way. To each of the arms E F, at their outer ends, are attached hooked arms *c d*, which, having upon them a stud or arm, *e*, that works in a V-shaped recess in the arm, can turn a short distance in their bearings. Each of the arms *c d* have a spring-tongue, *f*, which, when the bag *g* is hung upon said arms by its handles at each end, holds said handles to the hooks by their frictional spring-pressure, but not so rigidly but that the forked arm of the car may readily take the bag from the holders. The arms *e* and V-recesses are to prevent the hooks from turning so far as to take the line of slip of the bag out of the way of its easy removal by the forked arm on the car. Of the hooks *c d*, the former projects upward from its arm, and the latter projects downward from its arm. The arms are in horizontal position, or nearly so, while holding the bag *g*, but when the bag is removed the under one drops down and the upper one swings upward, as seen by the dotted lines. The cap *h* on top of the post, to which the arm F is hinged, as shown, is of cast-iron by preference. G are the steps for arranging the bag upon the arms and hooks.

Having thus fully described my invention, what I claim is—

In combination with the two hinged arms E F, the hooks *c d*, having spring-tongues, and studs *e* that move in V-shaped recesses in their respective arms, all substantially as and for the purpose set forth.

BENJAMIN UNCLES.

Witnesses:
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