E. W. JONES.

MAIL-BAG CATCHERS.

No. 180,595. Patented Aug. 1, 1876.

Fig. 1.

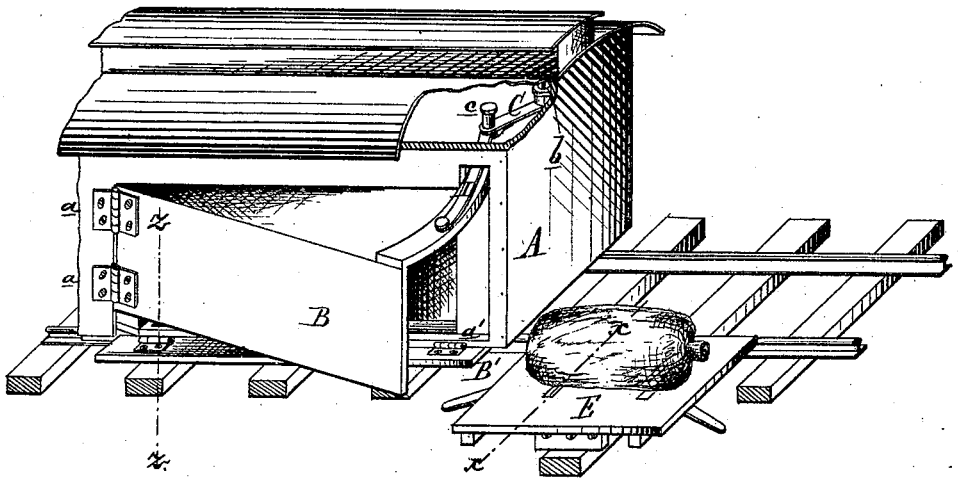


Fig. 2.

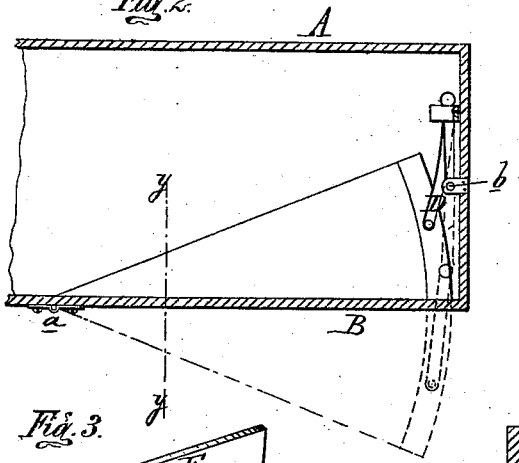


Fig. 3.

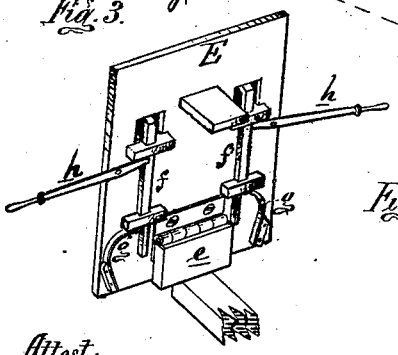


Fig. 4.

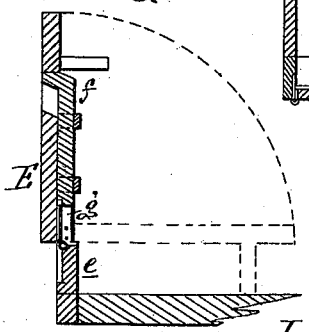


Fig. 5.

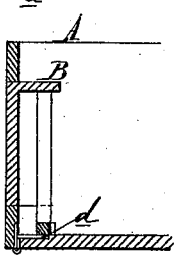
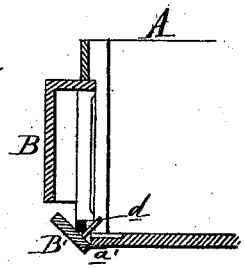


Fig. 6.



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UNITED STATES PATENT OFFICE.

E. WELLINGTON JONES, OF NEWBURG, MICHIGAN, ASSIGNOR OF ONE-HALF HIS RIGHT TO WILLIAM B. EDDY, OF SAME PLACE.

IMPROVEMENT IN MAIL-BAG CATCHERS.

Specification forming part of Letters Patent No. **180,595**, dated August 1, 1876; application filed June 2, 1876.

To all whom it may concern:

Be it known that I, E. WELLINGTON JONES, of Newburg, in the county of Cass and State of Michigan, have invented an Improvement in Mail-Bag Catching Devices, of which the following is a specification:

The first part of my invention relates to an improvement in devices to be attached to the side of a railway postal-car, and to be operated from the interior thereof, for taking aboard mail-bags at way-stations without stopping the train, the mail-bag being placed on a table at the side of the track.

The invention consists in making a section of the side wall of the car to swing out as a deflector to pass over the table and roll the bag into the car, while a board is projected at the floor-line to pass under the table, and prevent the bag from falling down between the car and the table, and in the devices for operating the moving parts.

The second part of my invention relates to a tilting-table located at the side of the track, and provided with spring-clips for griping and holding a mail-bag until the deflector has started it rolling toward the car.

Figure 1 is a perspective view of one end of a mail-car, showing the catching devices thrown out to pick up a mail-bag lying on the table. Fig. 2 is a sectional plan view, showing the catcher folded in. Fig. 3 is a perspective view of the table tilted up, and the clips on its under side. Fig. 4 is a cross-section of table at *x x*, in Fig. 1. Fig. 5 is a cross-section at *y y* in Fig. 2, showing the devices folded in. Fig. 6 is a cross-section at *z z*, in Fig. 1.

In the drawing, A represents a portion of the body of a railway postal-car, having at one or both ends of each side a section, B, hinged thereto at *a a*, and adapted to be swung out from the side by an arm, C, on a vertical shaft, *b*, inside the car, which arm is connected with the swinging end of the section B by a link, D. The arm may be provided with a handle, *c*, or the shaft with a link, so that the section B can be operated as described.

The section B is provided with a cover, as shown, and its lower edge does not extend to the floor of the car, but the opening below it is closed by a board, B′, hinged at *a′* to the side sill of the car, and on its inner side, near the heel of the section B, there is a stud, *d*, under the lower edge of said section, which, pressing upon said stud, swings up the board when the said section is swung in, as seen in Fig. 5, to close the opening. When the section is swung out, the board is thrown out flat, as seen in Fig. 1. E is a table, hinged at one end to a standard, *e*, at the side of the track, so that it can be tilted up out of the way, as seen in Fig. 3, but when lowered to a horizontal position, as seen in Figs. 1 and 5, the section B will pass over it and the board B′ under its outer edge. The mail-bag is held thereon by the upturned heads of two clip-bars, *f f*, sliding in guides underneath, the heads playing in slots in the table. They are shot forward by a leaf-spring, *g*, acting on each, while they are retracted by a lever, *h*, pivoted under each end of the table, and engaging its short arm with a notch in the side of each bar.

The upper surface of the table is hollowed out around the slots, so that when the clip-heads are drawn back a portion of the lower part of the bag will drop down, and, as the clip-levers are released, the clips will clamp the pendent portion of the bag with sufficient force to prevent it from being knocked off the table when struck by the section B, which will roll it over the board B′ into the car.

What I claim as my invention is—

1. The swinging section B and board B′, hinged at the opening in the side of a mail-car, and in combination therewith the arm C, link D, and stud *d*, for operating them, substantially as described.

2. The combination of the table E, mounted at one side of the rail-track on about the level of the floor of a car, and spring-clips *f f*^{1} for holding a mail-bag in position to be taken aboard a passing car by a deflector, substantially as described and shown.

E. WELLINGTON JONES.

Witnesses:

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A. L. THORP.