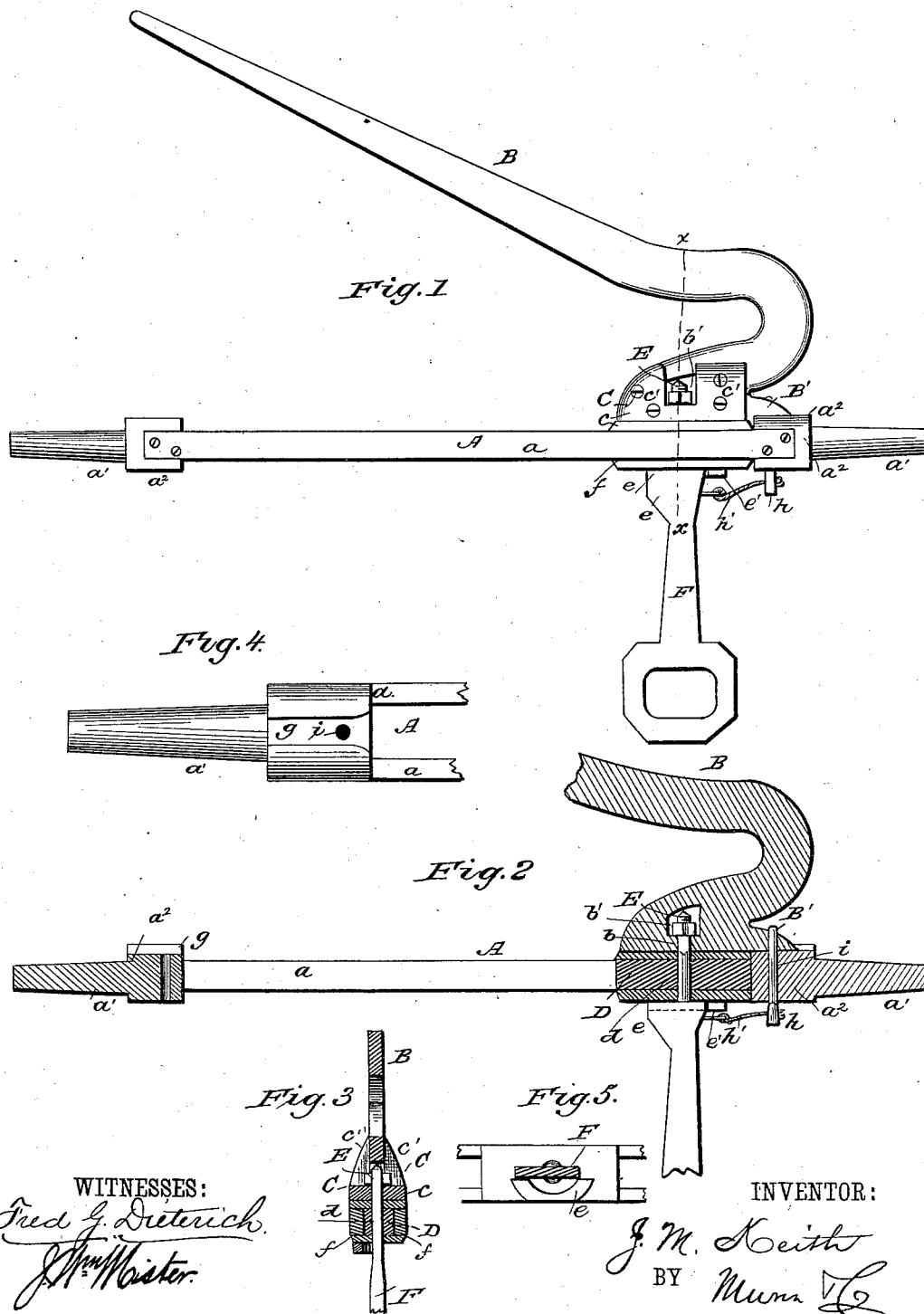


(No Model.)

J. M. KEITH.
MAIL BAG CATCHER.

No. 381,841.

Patented Apr. 24, 1888.



WITNESSES:
Fred G. Dietrich.
J. M. Keith.

INVENTOR:
J. M. Keith
BY *Munn & Co.*
ATTORNEYS.

UNITED STATES PATENT OFFICE.

JARRETT M. KEITH, OF GREENVILLE, SOUTH CAROLINA.

MAIL-BAG CATCHER.

SPECIFICATION forming part of Letters Patent No. 381,841, dated April 24, 1888.

Application filed December 30, 1887. Serial No. 250,426. (No model.)

To all whom it may concern:

Be it known that I, JARRETT M. KEITH, a citizen of the United States, residing at Greenville, in the county of Greenville and State of South Carolina, have invented a new and useful Improvement in Mail-Bag Catchers, of which the following is a specification.

The invention pertains to improvements in mail-bag catchers, having for its object to expedite the adjustment or reversal of the hook or catcher proper, according to the direction in which the train may be moving; and it consists, primarily, in rendering the hook or catcher proper movable bodily from side to side of the door-opening, and in the reversibility of the hook or catcher proper; and it consists, secondarily, in the means for carrying out the aforesaid purposes, substantially as herein-after set forth.

In the accompanying drawings, Figure 1 is a plan view of my improved mail-bag catcher. Fig. 2 is a horizontal section, partly in plan, of the same, with certain parts broken away. Fig. 3 is a sectional view on the line *xx* of Fig. 1. Fig. 4 is an enlarged detail view of the invention, and Fig. 5 is a similar view of the same.

In the embodiment of my invention I employ a support or guide, A, which consists of parallel bars or rails *a a*, which at their ends are connected to shoulders or enlargements *a² a²*, formed in connection with pivots *a' a'*. These pivots in practice bear in eyes or ears which are applied to the car, one at each side of the door-opening.

B is the hook or catcher proper, in its general outline of usual construction, but at its inner end is provided with an apertured projection, B', (the purpose of which will appear hereinafter,) and is secured or bolted edgewise to and between castings C C, each consisting of a base piece or bar, *c*, and two cleats or cheeks, *c' c'*, one at each end of said base piece or bar. The lower edges of the inner end of the hook or catcher proper and of the castings are flush with each other and rest upon a carriage, D. The said end of the hook or catcher proper, B, is provided in its lower edge with an angular aperture, *b*, opening into a recess, *b'*, in said hook or catcher proper. The carriage D is also provided with an aperture, *d*, a cylindric one, which receives a piv-

oting-bolt, E, for the hook or catcher proper, said bolt having a cylindric portion which turns in said aperture, while its outer end is adapted to conform to the shape of the angular aperture in the said hook or catcher proper, to which it is held by a nut, as shown, permitting of the reversibility of the hook. The object of this is of course to effect the reversing of the hook, so as to cause its free end to point in either direction in which the train may be moving. To the inner end of the pivoting-bolt E is suitably connected an operating handle or lever, F, having, preferably, a key-like-shank shape, as shown, to promote convenience in manipulating the same. At the inner end of the handle or lever F is provided a projection, *e*, which is adapted to engage with a stop, *e'*, upon the carriage D, to limit the turning movement of the handle as the hook or catcher proper is reversed, in order to arrest the latter just at the required point.

The carriage D consists of a block or casting, which is fitted and slides between the rails or bars *a a* of the guide or support A, said bars being received in longitudinal grooves *f f* at the sides of said block or casting. The carriage is thus rendered capable of having a back-and-forth sliding movement by the proper manipulation of the handle or lever F, whereby the hook or catcher proper can be adjusted or shifted to the required side of the car-door opening, according to the direction in which the car or train may be moving.

The projection B' on the hook or catcher proper, B, is received in either of two grooves or recesses, *g g*, one made in each of the pivot enlargements or shoulders *a² a²* of the support A, and a pin, *h*, is passed through either of two apertures, *i i*, one made in each of said enlargements or shoulders, and into the aperture of said projection, for holding the carriage with said hook or catcher proper at the required point of adjustment. The pin *h* is suitably connected by a cord or chain, *h'*, in order to be conveniently at hand, to the carriage D.

Of course it will be understood that the support or guide A is operated by properly manipulating the handle or lever F, so as to cause it to turn horizontally to effect the discharge of the mail-bag received upon the hook or catcher proper into the car.

Having thus described my invention, what I

claim, and desire to secure by Letters Patent, is—

1. The mail-bag catcher comprising the axial support, the carriage mounted thereon, the hook or catcher proper applied to said carriage, and the handle or lever provided with a pivoting-bolt connecting with the hook or catcher proper and passing through the carriage, whereby the carriage with the hook is adapted to be moved along the axial support from side to side of the doorway or opening and the hook is reversed by the manipulation only of the handle, substantially as set forth.

2. The mail-bag catcher comprising the axial support having near its ends grooved and apertured shoulders, the hook or catcher proper provided with an apertured projection fitting in either of the grooves of said shoulders, a pin or means for effecting connection between said projection and either of said shoulders, the carriage mounted upon said axial support, and the handle or lever provided with a pivoting-bolt passing through said carriage and connecting with said hook or catcher proper, whereby, after sliding or moving the carriage with the hook or catcher proper along the axial support to its destination and the hook is reversed by the manipulation only of the handle, connection is effected between the hook or catcher proper and

the axial support, securing the hook with the carriage to said support, substantially as set forth.

3. The mail-bag catcher combining the axial support, the carriage mounted upon said support, the hook or catcher proper applied to said carriage, and the handle provided with a pivoting-bolt having a cylindric portion passing through the carriage and an angular portion fitting in a similarly-shaped aperture in the hook or catcher proper, substantially as and for the purpose set forth.

4. The mail-bag catcher combining the axial support having grooved and apertured shoulders near its ends, the carriage mounted upon said support and provided with a stop, the hook or catcher proper applied to the carriage and provided with an apertured projection fitting into either of the grooves of said shoulders, and the handle or lever having a projection engaging with the stop upon the carriage, and the pivoting-bolt having a cylindric portion passing through the carriage and an angular portion entering a correspondingly-shaped aperture in the hook or catcher proper, substantially as specified.

JARRETT M. KEITH.

Witnesses:

W. S. GRAY,
L. T. PRIOR.