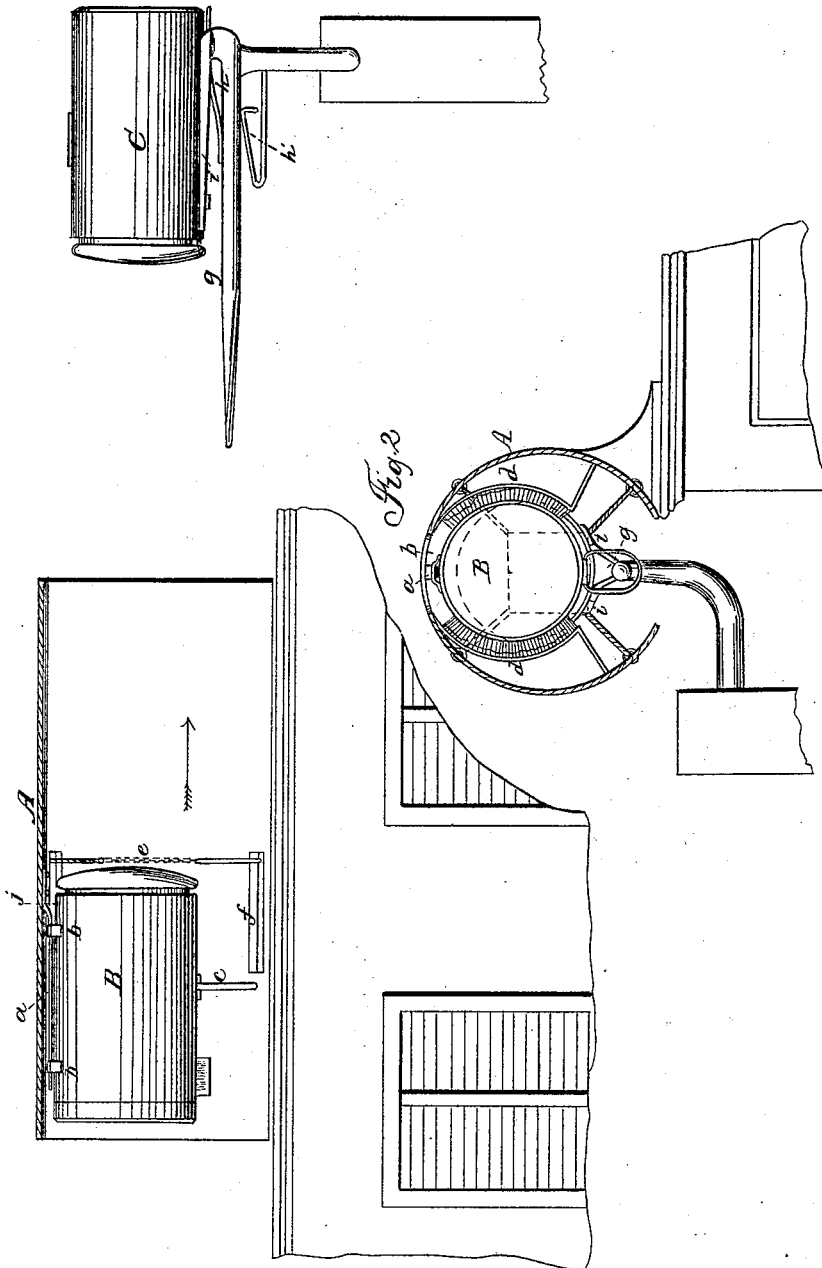


A. CHAVANNE.
Mail-Bag Catcher.

No. 49,056.

Patented July 25, 1865.

Fig. 1.



Witnesses.
Elias Church
J. M. Cornington

Inventor.
A. Chavanne
By Munn & Co
Attys

UNITED STATES PATENT OFFICE.

ANDRÉ CHAVANNE, OF PARIS, FRANCE.

IMPROVED APPARATUS FOR RECEIVING AND DELIVERING MAIL-BAGS TO AND FROM RAILROAD TRAINS AND STATIONS.

Specification forming part of Letters Patent No. **49,056**, dated July 25, 1865.

To all whom it may concern:

Be it known that I, ANDRÉ CHAVANNE, of Paris, France, have invented a new and Improved Apparatus for Catching Mail-Bags from a Railway-Train in Motion; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents a side elevation of this invention. Fig. 2 is an end view of the same. Similar letters of reference indicate like parts.

The object of this invention is a device or apparatus by means of which a mail-bag or other package carried on a railroad-train can be deposited on any station and at the same time a bag or package from the station delivered to the train while said train is moving at its full speed. This object is effected by the application to the mail-car of a slotted tubular case provided with a spring-hook, from which the mail-bag or package to be delivered is suspended, in combination with a stationary horizontal pointed rod and support, which serves to sustain the mail-bag or package to be delivered from a station in such a manner that when the train passes the station the horizontal pointed rod or spike runs into a loop secured to the lower surface of the bag or package which is suspended from the spring-hook in the tubular case, and at the same time the mail-bag or package resting on the support in the station is knocked off and caught by the tubular case, and after the train has passed the station the mail-agent in the car can take in the bag or package from the tubular case and put up another for the next station, and the master of the station just passed can remove the bag or package from the spike at his leisure, and, if necessary, adjust another mail-bag before the arrival of the next mail-train.

A represents a tubular case, which is secured to the top of the mail-car, projecting over its side, as shown in Fig. 2 of the drawings. Said case is made of sheet metal or any other suitable material, and it is provided with a spring-hook, *a*, on its inner top surface, capable to receive and support a mail-bag, B, or any other

package which may be provided for this purpose, with loops *b*, through which the spring-hook passes, as shown. These loops are secured to the upper surface of the bag, and from its lower surface is suspended a ring, *c*, the object of which will be presently explained.

Two semi-cylindrical bushes, *d*, secured to the interior of the case A on opposite sides of the mail-bag or package as shown in Fig. 2, serve to keep the same from swaying to and fro by the motion of the car, and a screen, *e*, made of cords or other suitable flexible material, is extended transversely across the interior of the case A, its four ends being secured to rods *f*, which are firmly fastened to the case, and which allow said screen to move in a longitudinal direction.

The car to which the case A is secured is supposed to move in the direction of the arrow marked on the case in the Fig. 1 toward the station, from which rises a post supporting a spike, *g*, bent so as to point in a horizontal direction, and provided with two lateral points, *i*, much shorter than the main spike *g*, and rising from its sides for the purpose of supporting the mail-bag or package C, which is to be delivered to the passing train. A spring, *h*, secured to the upper surface of the spike *g*, and pointing in a direction opposite to the point thereof, catches in the ring attached to the under surface of said mail-bag or other package, and thereby said bag or package is prevented from dropping off accidentally from the trident *g i*.

A spring-catch, *k*, attached to the vertical shank of the spike *g*, serves to retain the bag or package, which is to be adjusted on the trident *g i* from the passing train, as will be presently explained.

When the train passes the station the mail-bag or package B in the case A comes in contact with the mail-bag or package C on the trident *g i*, and at the same time the ring *c* passes over the spike *g*. The inertia of the bag or package C forces the bag or package B out of the spring-hook *a*, and by the momentum of the bag or package B the bag or package C is forced off from the trident *g i*, and, being caught by the open case A, is carried along on the car, while the bag or package B, being retained by its ring *c* catching over the spike *g*, is depos-

ited on the trident *g i*. After the train has passed the station, therefore, the mail-agent has plenty time to take the bag or package C from the open case A and to put in another for the next station, and the station-master or mail-agent on the station has time to take from the trident the bag or package B and put on another bag or package for the next mail-train, if he desires.

The screen *e* in the case A serves to prevent the bag or package C passing clear through the case, and in order to ease off the blow said screen is made movable. Mail-bags are constructed expressly for this purpose. They are made with elastic ends to prevent injury when the same come in contact.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The open case A applied to a railroad-car, and operating, in combination with the trident *g i*, secured to a post or other stationary part in a station, substantially as and for the purpose set forth.

2. The movable screen *e* in the interior of the open case A, to operate, in combination with the mail-bag or package C, substantially as and for the purpose described.

A. CHAVANNE.

Witnesses:

E. SHERMAN GOULD,
DAVID THOS. FULLER.