

H. A. SCHULTZ.
 MAIL BOX AND CARRIER.
 APPLICATION FILED JUNE 28, 1910.

1,004,476.

Patented Sept. 26, 1911.

2 SHEETS—SHEET 1.

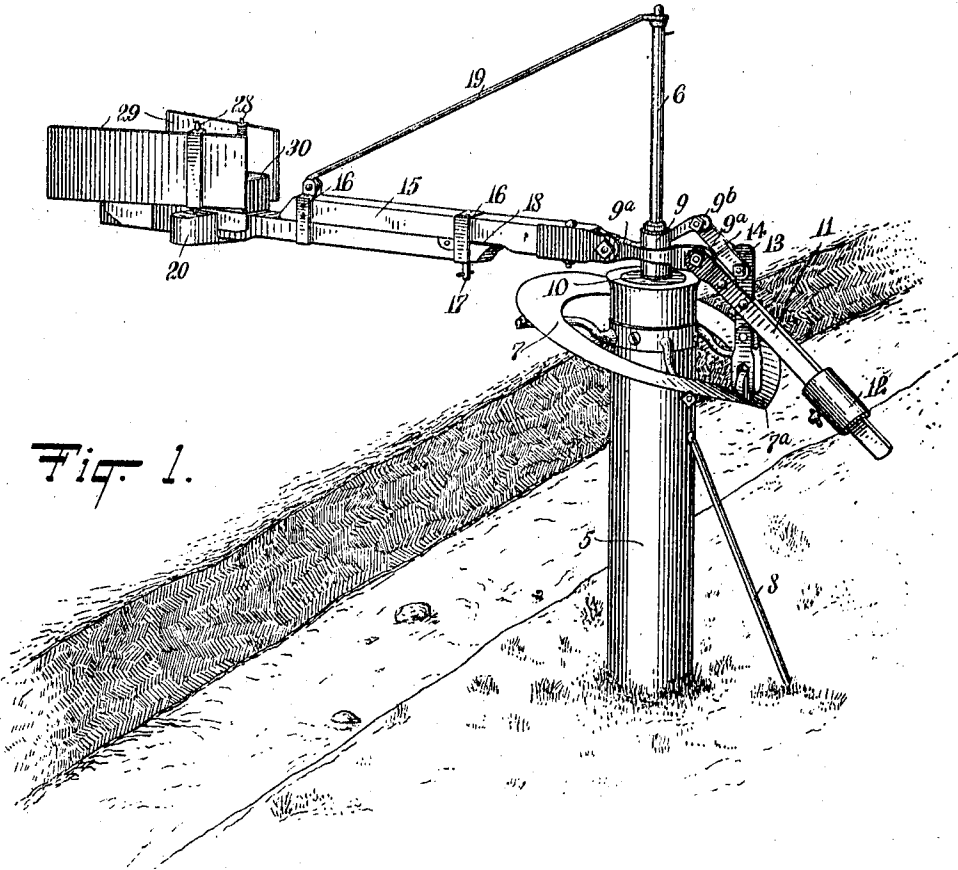


Fig. 1.

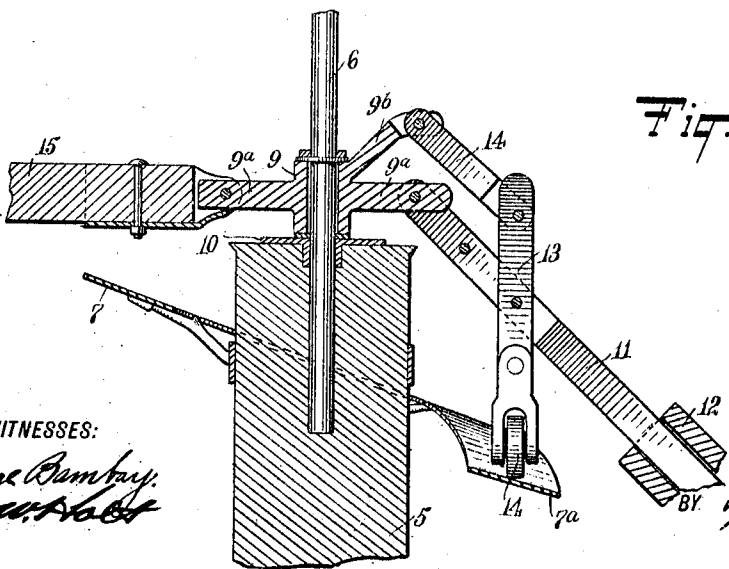


Fig. 2.

WITNESSES:

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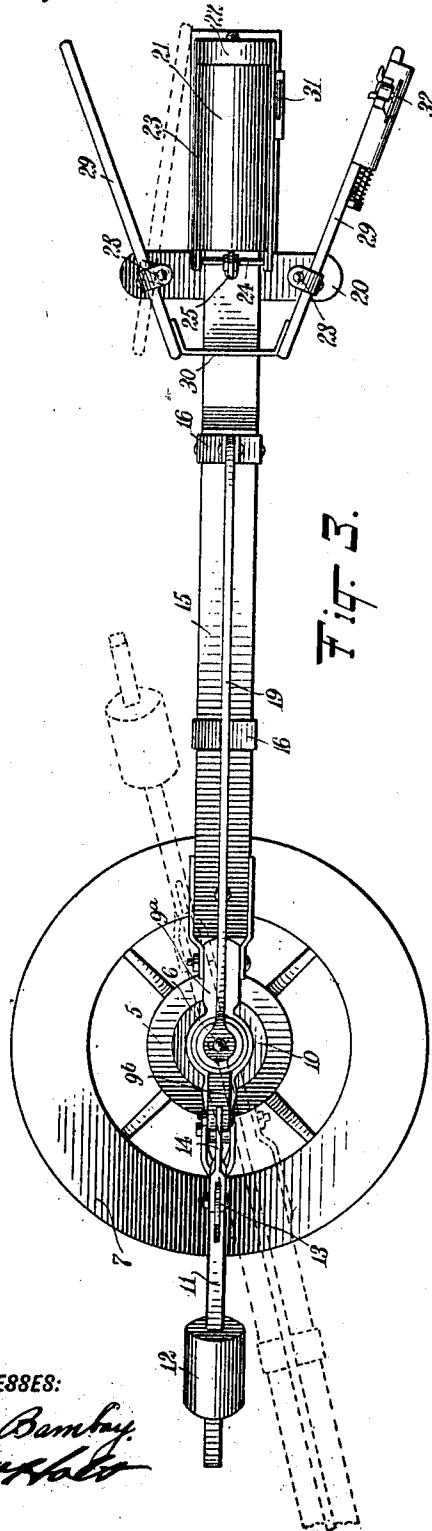


Fig. 3.

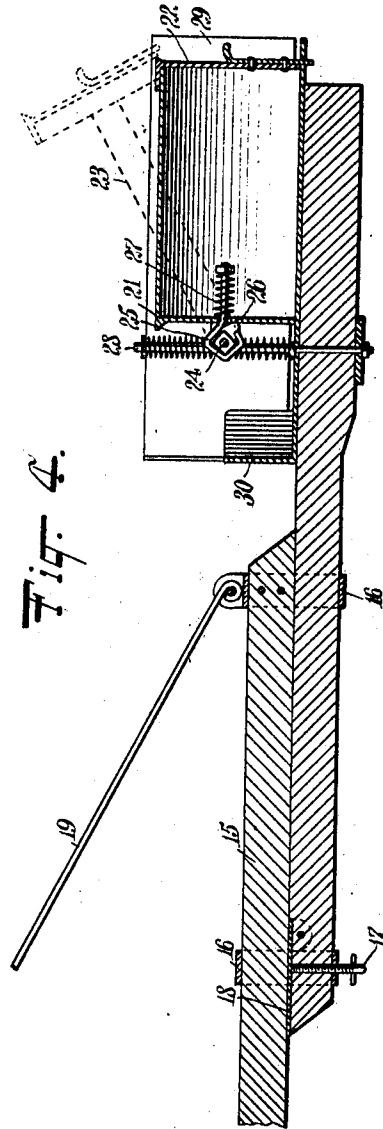


Fig. 4.

WITNESSES:

George Bamby
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UNITED STATES PATENT OFFICE.

HUGO ARTHUR SCHULTZ, OF DORCHESTER, WISCONSIN.

MAIL-BOX AND CARRIER.

1,004,476.

Specification of Letters Patent. Patented Sept. 26, 1911.

Application filed June 28, 1910. Serial No. 569,268.

To all whom it may concern:

Be it known that I, HUGO A. SCHULTZ, a citizen of the United States, and a resident of Dorchester, in the county of Clark and State of Wisconsin, have invented a new and Improved Mail-Box and Carrier, of which the following is a full, clear, and exact description.

The invention is an improvement in mail boxes and the supports or carriers therefor, particularly for rural service, and has in view a box in which the mail is well protected from the weather and readily introduced and removed; and further and principally resides in the mounting of the box so that it is accessible to the carrier without leaving the road, and also accessible from the premises at a substantial distance from the road, the box and its carrier offering no substantial obstruction to travel along the road, but adapted to swing from a position overhanging the road to a reversely extending position.

To this end I provide a suitable support, such as a post, on which I mount a swinging arm or boom, the outer end of which carries the mail box, and the inner end operatively connected with means tending to swing the boom outwardly to the road, the box being protected at each side by inwardly-yielding blinds, which also relieve the striking object, as also the boom, of shock on impact.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a perspective view of a mail box and carrier constructed in accordance with my invention, the same being shown in the normal position of use; Fig. 2 is a fragmentary central vertical section of the supporting post and adjacent parts; Fig. 3 is a plan of the carrier and mail box, showing one of the blinds pressed inwardly, in dotted outline, as when struck, and the boom and connected parts swung inwardly, in dotted outline; and Fig. 4 is a central vertical section through the box and boom, showing the door of the box in open position, in dotted outline.

The invention more specifically set forth comprises a suitable support, such as a post 5, from the top of which extends a vertical central shaft 6, the post also carrying near the top an annular cam track 7, concen-

trically and obliquely arranged with respect to the post, and having a repression 7^a at the central portion of the low side. At this side of the post is provided a brace 8, which is designed to be anchored in the ground, the post, as shown in Fig. 1, being ordinarily set up to one side of the road, with the depressed point of the track and the brace 8 arranged inwardly. Journalled on the shaft 6, immediately above the post, is a hub member 9, which rests either directly, or through the intermediary of a washer, as shown in Fig. 2, on a bearing plate 10, fixed to the top of the post. The hub member is provided with oppositely-extending radial lugs 9^a, and a lug 9^b extending outwardly and upwardly directly over one of the lugs 9^a. To one of the lugs 9^a is pivoted to swing in a vertical plane a weight arm 11 having on its outer end portion an adjustable weight 12. Fulcrumed intermediate its length to the weight arm 11 is a roller post 13, having a roller 14 at its lower end bearing on the cam track 7, the post being held in an upright position at any point on the track by a link 14, connecting the post with the lug 9^b. Fulcrumed to the other lug 9^a of the hub member is an arm or boom 15, constructed of two overlapping sections, as best shown in Figs. 1 and 4, the two sections being slidably and adjustably held by straps 16, 16, which are each fixed to the outer end of one of the boom sections and slidable on the other boom section, one of the straps, shown to be the inner strap, having a binding screw 17 threaded therethrough and bearing against a clamping-plate 18, as shown in Fig. 4, arranged between the two-boom sections.

A tension brace 19 supports the outer portion of the boom and extends from the upper end of the shaft 6 to the outer strap 16.

The outer section of the boom is provided with a cross-arm 20, and carries a mail box 21, the box being rounded over at the top to shed the water, and open at the front, where it is provided with a door 22, which is carried on arms 23 attached to a pivot pin 24, the latter being journalled in ears extended from the rear of the box and having an angular enlargement 25 fixed thereto at an intermediate point, this enlargement being shown to be square in cross-section and surrounded by a strap 26, which strap is provided with a shank slidable within the box and normally forced inwardly by a spring 27. By this construction, when the box is

either in its closed or open position, as is shown in Fig. 2, one angle or corner of the enlargement will be engaged by the angle of the strap, and the door thereby frictionally held from displacement, the door, however, being readily moved from one position to the other, in which movement the enlargement draws the strap outwardly against the tension of the spring.

The cross-arm 20, which is shown to be arranged at the rear of the mail box, is provided at the upper side near each end with the pintle of a spring hinge 28, the other member of the hinge being attached to a blind or shield 29 arranged at one side of the box and normally forced to an outwardly-divergent position against a stop 30 attached to the outer section of the boom, the blinds being of sufficient height and length, as shown in Fig. 4, to fully protect the box. The box is provided with the customary signals 31 and 32, which are shown to be respectively carried by the box and by one of the blinds 29, the signals being foldable to an obscured position when not in use.

The mail box carrier when properly set up will normally hold the boom and box in position overhanging the road, over which the carrier travels, as illustrated in Fig. 1, the distance the box is extended over the road being controlled by the adjustment of the outer section of the boom. Should one of the blinds be struck by a vehicle or other object, the blind will yield inwardly under the tension of its spring and cause the boom to swing to one side against the action of the weighted roller on the cam track, the weighted roller again returning the boom to normal position when the obstruction has passed. With the box thus disposed, the carrier can deposit or remove the mail matter without leaving the road, and the party in removing and depositing the mail for the house can, by grasping the weight arm and swinging the boom with the box to a reverse position have access to the box without going close to the main road. This is important in northern sections, as the snow often drifts to considerable depths in the gullies at the side of the road.

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

1. The combination of a support a boom 55 mounted to swing on the support, a letter box carried on the outer portion of the boom, and inwardly-yielding blinds carried by the boom and arranged at the opposite sides of the letter box. 60

2. The combination of a supporting post, a cam track surrounding the post and arranged obliquely thereto, a letter box boom mounted to swing on the post, a weighted arm operatively connected and extending oppositely to the boom, a post fulcrumed intermediate its length on the arm and having a roller bearing on the cam track, and means to retain the roller post approximately vertical in the several positions of the boom. 65 70

3. The combination of a supporting post, a cam track arranged obliquely to and surrounding and supported on the post, a vertical shaft projecting from the top of the post, a hub member journaled on the shaft, a letter box boom connected to one side of the hub member, a weighted arm fulcrumed to the opposite side of the hub member to swing vertically, a post fulcrumed intermediate its length to the weighted arm and having a roller at its lower end bearing on the cam track, and a link retaining the roller post substantially upright in the several positions of the boom, operatively connecting the roller post to the hub member. 75 80 85

4. The combination of a support, a letter box boom mounted to swing on the support, a cam track surrounding and obliquely arranged to the support below the boom, a member movable over the cam track, and a weighted arm fulcrumed to the boom to swing vertically, and operatively connected to the said member. 90

5. The combination of a support, a boom mounted to swing on the support, a letter box carried by the outer portion of the boom, inwardly-yielding blinds hinged at the opposite sides of the letter box, and stops arresting the outward swinging movement of the blinds in outwardly-divergent positions. 95 100

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

HUGO ARTHUR SCHULTZ.

Witnesses:

BERT WELLS,
MILTON BLUNE.