

No. 753,302.

PATENTED MAR. 1, 1904.

M. L. OGLE.
MAIL BOX.

APPLICATION FILED AUG. 31, 1903.

NO MODEL.

Fig. 1.

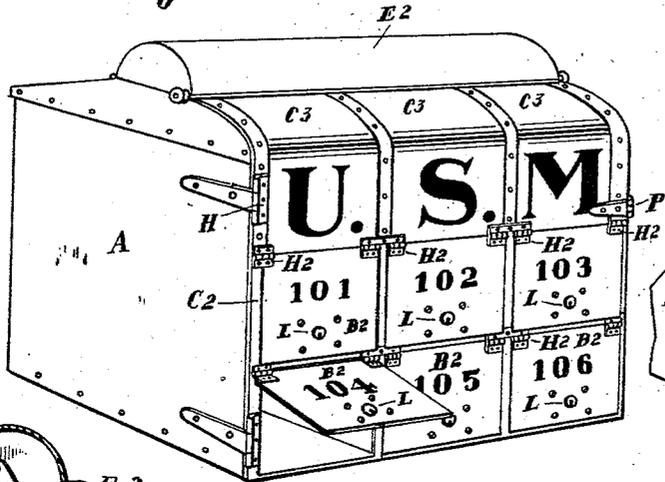


Fig. 3.

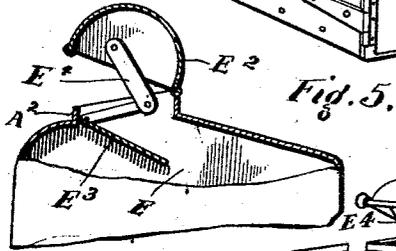
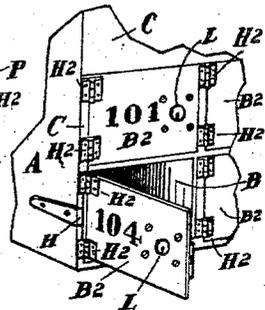
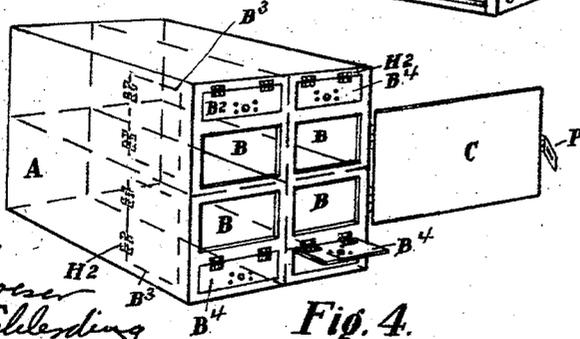
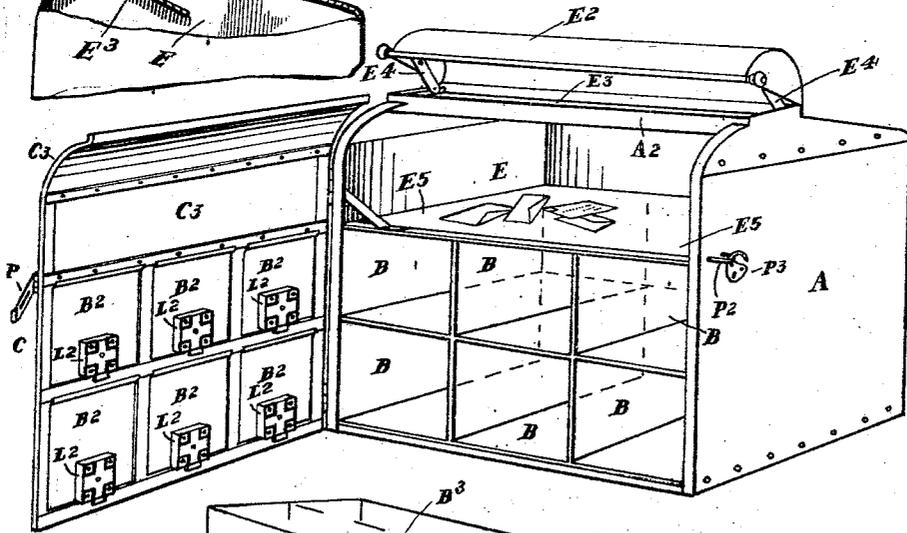


Fig. 2.



WITNESSES

August Gosen
Adolph E. Ebling

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INVENTOR.

Fig. 4.

UNITED STATES PATENT OFFICE.

MARY L. OGLE, OF COVINGTON, KENTUCKY.

MAIL-BOX.

SPECIFICATION forming part of Letters Patent No. 753,302, dated March 1, 1904.

Application filed August 31, 1903. Serial No. 171,413. (No model.)

To all whom it may concern:

Be it known that I, MARY L. OGLE, a citizen of the United States, and resident of the city of Covington, in the county of Kenton and State of Kentucky, have invented certain new and useful Improvements in Mail-Boxes, of which the following is a specification.

This invention relates to mail-boxes; and it consists in the construction and arrangement of the parts thereof, as will be more fully hereinafter described and claimed.

One object of my invention is to provide a mail-box containing two or more subcompartments adapted to enable the postman by opening a single door to uncover the entrances of the subcompartments or sub-boxes, and thus conveniently place the mail in these subcompartments, and after this door is closed also to enable the person who is entitled to the use of one of these subcompartments to reach the latter through a door adapted to give the said owner or user access to that one of these subcompartments to which he is entitled to have admission, but preventing his access to any other subcompartment.

Another object of my invention is to provide in connection with the means already outlined a box for the reception of the outgoing mail.

Still another object of my invention is to make the same door to be opened by the postman of such construction that it shall afford the postman access to the compartment which receives the outgoing mail and to the subcompartments that are to receive the incoming mail.

The several features of my invention and the various advantages, some of which have already been alluded to, resulting from the use conjointly or otherwise of these features will be fully set forth in the description and claims.

I will now proceed to describe my invention in detail.

In the accompanying drawings, making a part of this specification, and in which similar letters of reference indicate corresponding parts, Figure 1 represents in perspective a mail-box embodying my invention, a door of one of the subcompartments being open for

illustration. Fig. 2 represents in perspective the same mail-box, but opened, so that the subcompartments are uncovered. This figure shows the door to the compartment wherein the outgoing mail is received as open. Fig. 3 is a view in perspective of a section of a mail-box, illustrating a mode of hinging the subdoors of the subcompartments different from that shown in Fig. 1. Fig. 4 represents in perspective two modes of locating the subdoor of a subcompartment relative to the large door which closes all of such subcompartments. Fig. 5 is a cross-sectional view of the top of the box.

A indicates a mail-box of suitable size and shape. This box contains subcompartments B, each adapted to receive the mail destined for the owner or user of the said subcompartment. In front of these subcompartments B is a large door C, adapted when shut to close the entrances by which the postman can deliver mail to each of the subcompartments. The much preferred mode for enabling the private use of a subcompartment to reach said subcompartment is as follows: In the large door I locate subdoors B¹, one for each subcompartment. Each subdoor B¹, when the large door is closed, aligns with and covers the entrance to its adjacent subcompartment, but does not give admittance to any other. Two other modes for enabling the private use of a subcompartment are illustrated in Fig. 4. One of these consists in locating the private door of a subcompartment at the side of the compartment, as suggestively illustrated by the dotted lines B² of that figure. The other of these modes consists in locating a subdoor B² in front of a subcompartment. These subdoors B² each covers only a portion of the mouth or entrance of their respective subcompartments. The main door C is in such construction preferably made to cover substantially only that portion of the entrances to the subcompartments that are not covered by the subdoors B². (See Fig. 4.) In each of these various constructions there exist subcompartments to receive distributed mail and a large door adapted when shut to cover the entrances to all subcompartments. Subdoors to enable the users of the respective subcom-

partments to use the same are present at a desired location.

While the features of invention already described are of great value and utility and may be used alone without the feature now to be described, nevertheless the feature now to be described is preferably used with those already particularly specified, and thereby the utility of the constructions thus intimately combined is greatly increased. This additional construction is as follows: In the upper part of the mail-box is a compartment E for receiving the letters, packages, and other matter to be mailed. Such outgoing mail-matter is introduced into the compartment E by lifting the cap E², usually pivoted behind, and rising, as shown, (see Fig. 2.) and laying the matter or things to be mailed on the hinged door E³, hinged at its front edge to the slotted frame A² of the mail-box, which frame is arranged directly above and extends across the large upper compartment of the box. The door E³ is pivotally connected to the hinged cap E² by the end bars E⁴. This construction of the cap E², hinged door E³, and pivoted bars E⁴ is an old and well-known construction in common use.

I leave all or a portion of the front of the compartment E open, and I extend the door C so that when it (the door C) is closed it will cover the opening E³ of the front of the compartment E. Thus the door C when shut will close the open entrances to the subcompartments B and to the compartment E. That part of the door C which closes the compartments B may be indicated by the character C², and that part of the door which closes the compartment E may be indicated by the character C³.

The subdoors may be hinged or otherwise properly secured at any one or more of their edges, as desired. One such change in connection to the large door, differing from that shown in Fig. 1, is illustrated in Fig. 3. The hinges illustrated for the subdoors B² are indicated by the letter H², and the hinges of the large door by the letter H; but any other suitable kind or kinds of hinge may be employed. Such obvious changes do not involve invention and are deemed sufficiently illustrated by said Fig. 3.

The large door may be swung out sidewise, as is the case in common doors or may swing up or down.

The mail-box and its parts may be of any suitable material or materials.

Of course the large door and the subdoors will ordinarily be provided with locks, and these locks may be those which have keys, or they may be keyless locks, of which latter what are known as "combination" disk locks are one kind. In other words, any suitable locks may be employed.

The compartments and the joints between them and the doors are preferably dust-proof.

and when the box is located out of doors the compartments and said joints should be rain-proof and snow-proof.

The specific construction at the junction of the side and the top and bottom and rear ends of the compartments and of the joint formed between the doors and said compartments are to be according to the requirements of the locality where the box is to be used.

In the drawings the key-holes L of locks are shown in Fig. 1, and locks L² in Fig. 2, respectively, in connection with the subdoors B², and a hasp P on the door C, and an eye P² on the box A, and a padlock P³ for locking the door C when closed to the box A are shown.

These mail boxes or stations may be placed by the roadside, so that the carrier can easily obtain access to it without dismounting from his vehicle, as unlocking and opening the postman's large door at the side of the box gives access to all of the compartments at once.

Mail is distributed to the individual boxes and removed from the upper compartment, thus requiring but little time in distributing and collecting mail for a dozen or more families.

The subdoor of a given subcompartment is opened with a key of the owner and contents removed by the individual, thus giving both the carrier and the distributees ease and despatch in obtaining the mails.

This invention is particularly useful for flats, boarding-houses, hotels, suburban towns, villages, and subdivisions that have no free delivery, but adjoin a delivery route. The size of the boxes is in accordance with the size of the locality served. Each box contains from one to forty compartments, each compartment being a letter-box owned or controlled by an individual who has his own key to same.

The access to all of the compartments at once by opening one door is of immeasurable value to the carrier and Government as being the means through which efficient and rapid service can be given along the rural routes throughout the United States.

Especially is this invention a valuable convenience at cross-roads, remote points, mountain roads, river crossings on prairies or deserts, small towns, hamlets, villages, and thickly-populated communities, as it is also to the family who desires the one compartment for the house along the route.

What I claim as new and of my invention, and desire to secure by Letters Patent, is—

1. In a device of the character described, the combination with the body of a mail-box, of a series of small compartments formed therein and a large compartment extending entirely across the upper portion of the box above the small compartments and separated therefrom, a slot-frame arranged above the said upper compartment, drop means carried on said frame, and a door having a series of

small doors mounted therein, each adapted to close one of the small compartments, and being provided with a curved upper portion adapted to engage the slot-frame to close the upper large compartment, substantially as described.

2. In a mail-box, a body having its front and a portion of the top open, small compartments formed in said body, a large compartment in said body formed above the small compartments extending across the entire upper portion of the body of the box, a slot-frame arranged above the large compartment, drop means carried thereby normally adapted to cover the slot thereof, a main door having a series of small doors therein adapted to close the small compartments when the main door is closed, and means projecting above said door adapted to close the top of the box and the upper compartment upon closing of the door, said means adapted to engage the slot-frame and lie beneath the drop means, substantially as described.

3. In combination with a mail-box having an open front and partially open top, a series of small compartments, a large upper com-

partment independent thereof formed across the upper portion of the body of the box, and a door hinged to the box and adapted to close the front thereof, and having a curved extension thereon adapted to close the top of the box and the upper compartment, substantially as described.

4. In a device of the character described, the combination with the body of a mail-box, of a series of small compartments arranged therein, a large compartment extending entirely across the top of the box above the small compartments, a main door provided with a series of independent small doors for the small compartments, and a curved extension formed upon the upper portion of said door adapted to close the upper compartment upon closing the door, substantially as described.

In testimony whereof I have hereunto set my hand in the presence of two subscribing witnesses.

MARY L. OGLE.

Attest:

A. E. STICKLETT,
K. SMITH.