

J. A. KILPATRICK.
MAIL CARRIER'S BOX.
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1,018,325.

Patented Feb. 20, 1912.

2 SHEETS—SHEET 1.

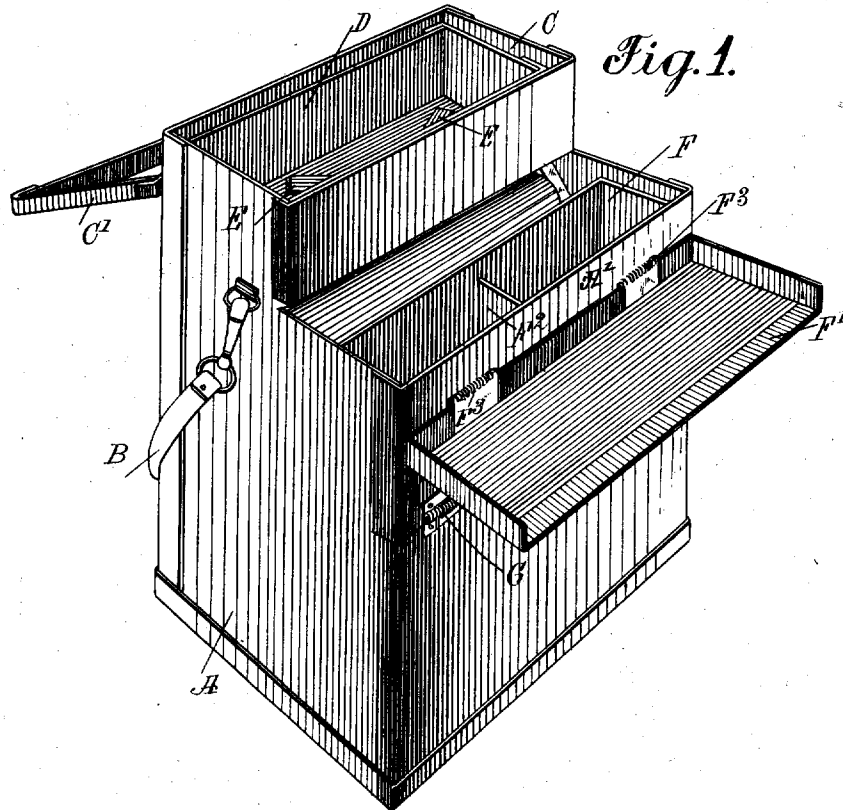


Fig. 1.

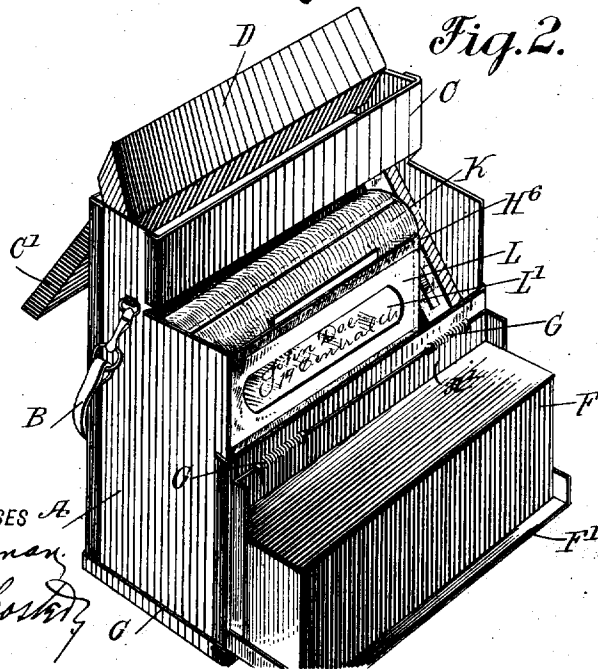


Fig. 2.

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2 SHEETS—SHEET 2.

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Fig. 5.

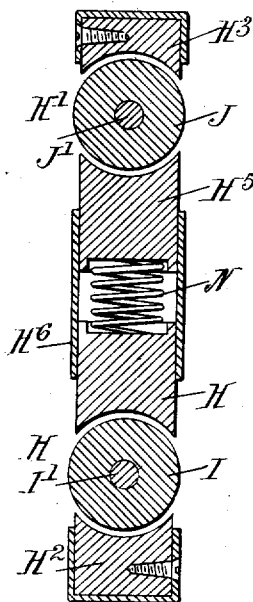


Fig. 3.

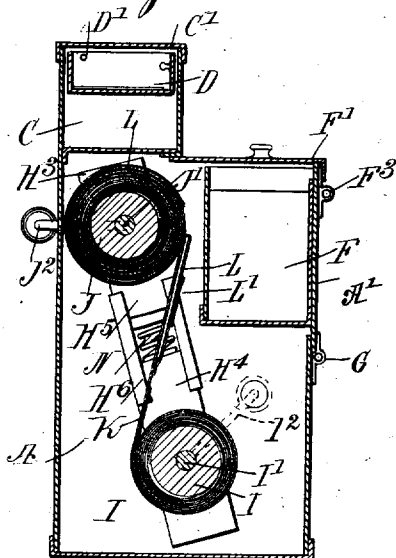
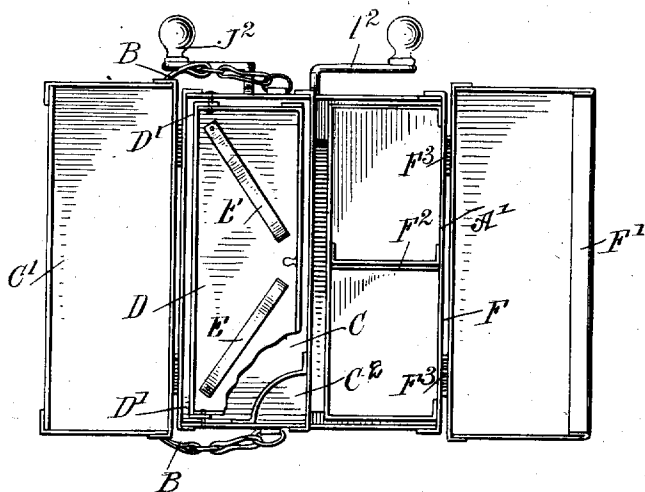


Fig. 4.



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JOHN ALMOND KILPATRICK, OF FORT DODGE, IOWA.

MAIL-CARRIER'S BOX.

1,018,325.

Specification of Letters Patent.

Patented Feb. 20, 1912.

Application filed July 7, 1911. Serial No. 637,294.

To all whom it may concern:

Be it known that I, JOHN A. KILPATRICK, a citizen of the United States, and a resident of Fort Dodge, in the county of Webster and State of Iowa, have invented a new and Improved Mail-Carrier's Box, of which the following is a full, clear, and exact description.

The invention relates to rural mail delivery, and its object is to provide a new and improved mail carrier's box for use on rural mail routes, to safely and conveniently contain mail matter, stamps, money orders, envelopes and the like, and to permit the delivery and transfer of the mail matter to its destination without danger of being lost, soiled or mutilated.

For the purpose mentioned, use is made of a casing provided with a pair of rollers, and a web carrying a series of pockets for the reception of letters and other mail matter to be delivered to the delivery boxes on the route, the web winding up from one roller and unwinding from the other roller. On the casing are also arranged special compartments for the reception of postage stamps, money orders, envelopes and mail matter that cannot be bent and carried in the pockets.

A practical embodiment of the invention is represented in 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 the mail carrier's box with the covers in open position; Fig. 2 is a similar view of the same in completely open position; Fig. 3 is a cross section of the mail carrier's box; Fig. 4 is a plan view of the same with the covers open; and Fig. 5 is an enlarged cross section of the bearings for the rollers.

A casing A, preferably of sheet metal, and of a suitable size, is provided with a strap B for conveniently supporting the mail carrier's box from the shoulders of the mail carrier. The casing A is provided at the upper rear portion with an extension compartment C having a cover C' and containing a tray D, pivoted at its ends at D' on the ends of the compartment C so as to permit of swinging the tray D outward into an open position at the time the cover C' is open to gain access to the lower portion of

the compartment C, as will be readily understood by reference to Fig. 2. The compartment C is provided with a corner pocket C² for the reception of postage stamps and the like, and in the said compartment C can be stored money orders, envelopes and the like, and in the bottom of the tray D are arranged retaining devices E in the form of flat springs for retaining the mail or other matter in the tray under the retaining devices E to permit of swinging the tray D into open position without losing its contents.

The front of the casing A is divided and its upper portion A' forms part of a compartment F, having a hinged cover F' for closing the compartment F and the front top portion of the casing A in which said compartment is disposed. The compartment F is provided with a partition F² to form separate compartments for the reception of postal cards, photographs and other mail matter not capable of being bent, and also for the reception of collected letters to be mailed by the mail carrier on his return to the postoffice.

The cover F' is held in closed position by spring hinges F³, and the compartment is held in normal closed position by spring hinges G connecting the casing A and its portion A', as shown in Fig. 3, whereby the said compartment F with the cover F' closed can be swung downward at the front of the casing A to gain access to the interior of the casing A and the means arranged therein for carrying the letters as presently to be described.

Within the casing A are arranged bearings H and H' for rollers I and J to turn in, and on which winds and unwinds a web K of canvas or other suitable fabric material, and provided on one face with pockets L for the reception of letters and other mail matter. The web K contains as many pockets L as there are delivery boxes along the postal route, the pockets being arranged on the web K in the order of the delivery boxes along the route, so that the mail for each delivery box is placed in a corresponding pocket, which is preferably provided at the front face with a name plate L' indicating the name of the owner of the corresponding delivery box.

The shafts I' and J' of the rollers I and J

are provided at one side of the casing A with crank arms I², J² so as to permit the mail carrier to turn either roller for winding up the web on its roller and unwinding it from the other roller. By the arrangement described the pockets L can be brought successively into full extended position into the casing A, as indicated in Fig. 3, so as to permit of placing the mail matter in the proper order into the pockets L at the postoffice and then bringing the corresponding pockets into proper view while on the route, for removal of the mail matter from the pockets to the delivery boxes on the route. From the foregoing, it will be seen that by the arrangement described, the mail carrier on turning the corresponding roller can successively bring the pockets L into extended position between the rollers for the removal of the mail as he proceeds on the route. It is understood that in order to obtain access to a displayed pocket L, it is necessary to swing the compartment F into an open position, as indicated in Fig. 2.

The bearings H and H' are arranged to prevent accidental unwinding of the rollers I and J, and for this purpose the bearings H and H' are provided with fixed members H², H³ and movable members H⁴, H⁵ mounted to slide in guideways H⁶, and pressed apart and in contact with the rollers I and J by a spring N, as will be readily understood by reference to Fig. 5.

By the use of the mail carrier's box, mail matter, stamps, money orders and the like can be readily and safely carried along by the carrier to their destination without danger of such matter being lost, soiled or mutilated, and the contents of the mail carrier's box are not liable to be moistened or otherwise injured in rainy weather.

Having thus described my invention, I

claim as new and desire to secure by Letters Patent:

1. A mail carrier's box, comprising a casing, fixed members secured to the inner sides of the casing and having concave faces, rollers having their ends disposed against the said concave faces, and provided with cranks extending exteriorly of the casing, guides fixed to the inner casing sides between the rollers, members slidable in said guides and provided with concave faces engageable outwardly against said rollers, springs disposed within said guides and compressed between the adjacent ends of said sliding members, and a flexible mail-carrying web fixed on the said rollers so as to wind up on one and unwind from the other.

2. A mail carrier's box comprising a casing having a top compartment, a hinged cover normally closing said compartment, and a tray mounted in the upper portion of said compartment, on pivots adapted to permit said tray to be swung upwardly and expose the lower portion of said compartment.

3. A mail carrier's box comprising a casing open at its upper front portion and having its front divided to form upper and lower portions of which the former is hinged to the latter, a receptacle secured to the inner side of the upper front casing portion and of which the latter forms a part, and a cover hinged to said upper casing portion and closing said receptacle and the upper open casing portion.

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

JOHN ALMOND KILPATRICK.

Witnesses:

D. J. COUGHLAN,
W. L. HAMILTON.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."