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RURAL MAIL DELIVERY APPARATUS.

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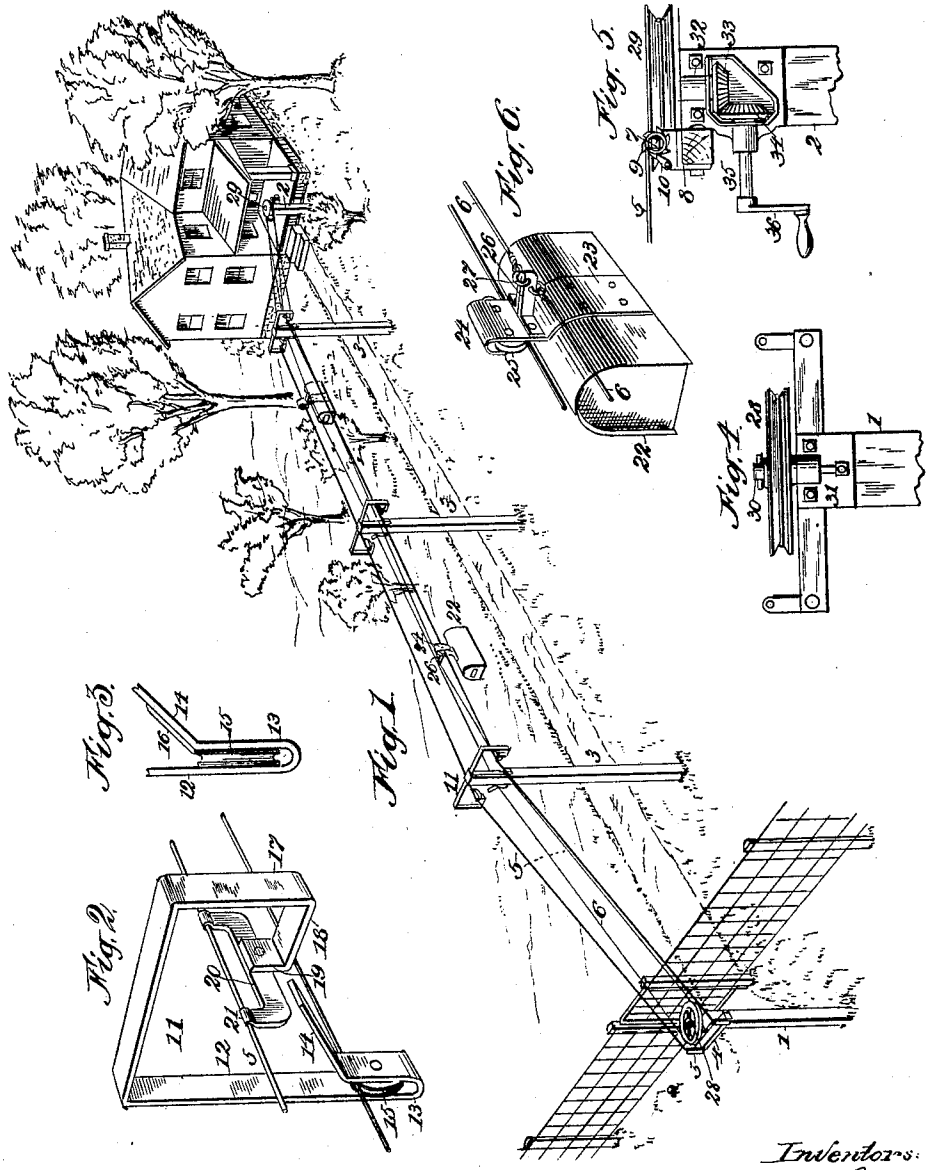


Fig. 1.

Fig. 2.

Fig. 3.

Fig. 6.

Fig. 5.

Fig. 4.

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UNITED STATES PATENT OFFICE.

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RURAL-MAIL-DELIVERY APPARATUS.

1,113,451. Specification of Letters Patent. Patented Oct. 13, 1914.

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To all whom it may concern:

Be it known that we, CLEMENT C. LEVASSEUR and DANIEL M. MORRIS, citizens of the United States, residing at Mastelle, in the county of Jones and State of Iowa, have invented certain new and useful Improvements in Rural-Mail-Delivery Apparatus; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to the delivery of mail on rural mail routes; and has for its object to provide convenient means whereby mail may be transported from the place of deposit at the roadside to the house more or less remote therefrom.

The nature of the invention is fully disclosed in the description and claim following, reference being had to the accompanying drawings, in which—

Figure 1 is a general view of a mail-carrier embodying our invention, as seen in perspective. Fig. 2 illustrates in perspective the manner of mounting and supporting the trolley and draft wires at intermediate posts. Fig. 3 is a fragmentary elevation, showing the mounting of the sheave and adjacent parts in the bracket shown in Fig. 2. Fig. 4 shows the terminal apparatus at the roadside. Fig. 5 shows the terminal and pulling apparatus at the house. Fig. 6 shows the mounting of the mail box and its connection with the pull-wire.

In the drawing, 1 designates a post set at the road-side, convenient to the man who collects and delivers mail on rural routes. 2 is a similar post set at the house, which in many cases is remote from the mail-route road. These posts are of a suitable height to make the mail-box easily accessible when mounted in the manner to be described presently. Between these terminal posts are set intermediate posts 3, which should be high enough to give head clearance under the wires strung thereon. Cross-arms 4 are attached to the terminal posts, the upstanding members 5 being designed merely to bring the trolley-wires 5 connected therewith to about the level of the draft-wire 6. The connection of the trolley-wires at the other terminal is best made with a spool 7 mounted to turn on a bracket 8, and provided with a ratchet 9 and pawl 10, of a simple and well known construction, by which means the trolley-wires may be drawn taut. The intermediate posts are provided with brackets 11, which in practice are formed of bar steel bent to the angular form shown. An upright portion 12 is adapted to be bolted to the post. The lower end of this forms a loop 13, with a diagonal terminal 14 springing therefrom. In the loop is mounted a small sheave 15 to carry the draft wire, which is lifted therefrom as the mail-box passes it. The diagonal extension is for the purpose of catching the wire and returning it to normal position. To prevent any possible catching of the wire between the sheave and the bracket the extension is provided with a guide-plate 16, the lower end of which lies close over the outer flange of the sheave, and thus carries the wire back to the groove of the sheave. From the horizontal upper arm of the bracket depends a downwardly bent member 17, having a shorter horizontal arm 18 terminating in an upturned lug 19. To this lug is pivoted a stirrup 20 having terminal eyes 21 to take the body of the trolley wire. The purpose in pivoting the stirrup is to permit it to rock a little as the mail-box passes along under it. This allows the wire, which necessarily sags somewhat between posts, to accommodate itself to the weight and movement of the box, so that in approaching the stirrups the box is carried all the way along a smooth and slight curve, instead of meeting an abrupt curve or hump where the wire joins the stirrup, as would be the case, to some extent, if the stirrup were rigid. The effect is to permit the box to travel on the trolley with no obstruction at any point, and with no tendency to jump as it passes the points of support at the posts.

To the mail-box 22 is attached a hanger 23 formed with a loop at 24 containing a pair of small sheaves 25 adapted to run on the trolley wire. In practice a pair of boxes is used, so that one may always be at the road and another at the house. To bracket 26 is attached the ends of a draft-wire 6. In practice it is found that if said wire is connected directly to the bracket the vibration tends to break the connection. To avoid this the draft-wire is connected to loose rings 27, which yield under the vibration sufficiently for the purpose. The draft-wire passes around terminal sheaves 28 and 29. The former is an idler, and is loosely mounted to turn on a stud 30 of a bracket 31

bolted to the roadside post. The other sheave is attached to a shaft mounted in the bearing 32, and at the lower end is provided with a bevel gear 33 meshing with a similar gear 34 on a shaft 35. To this shaft is attached a crank 36. By the turning of this crank the mail boxes may be alternately transported from the roadside to the house, and to any desired distance, in a manner so evident as to need no explanation.

The apparatus makes it possible for those living at a considerable distance from the regular mail-route road to have the advantage of free delivery, even in cases where the houses are not otherwise accessible from the mail road.

Having thus described our invention, we claim:

Combined with supporting posts and trolley and draft-wires, substantially as described, a bracket having an inwardly disposed, upstanding lug, and a trolley-wire-supporting stirrup pivotally attached thereto and securely attached to the trolley wire.

In testimony whereof we affix our signatures in presence of two witnesses.

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