

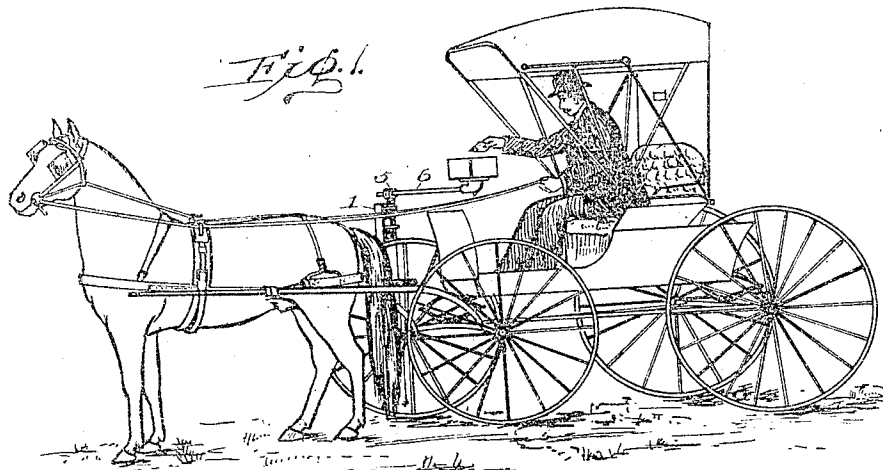
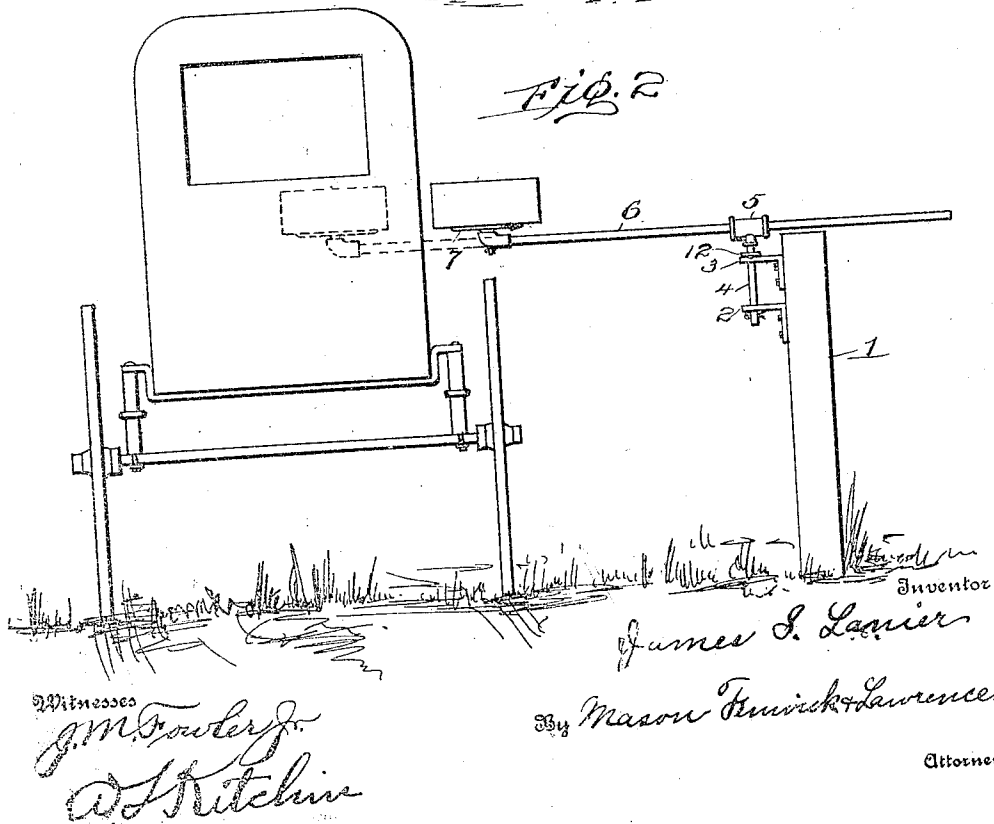
No. 839,607.

PATENTED DEC. 25, 1906

J. S. LANIER.
MAIL RECEIVING AND DELIVERING APPARATUS.

APPLICATION FILED FEB. 20, 1906.

2 SHEETS—SHEET 1.



Witnesses

J. M. Fowler Jr.
A. L. Kitchin

James S. Lanier
Inventor
By *Mason F. Finnick & Lawrence*

Attorneys

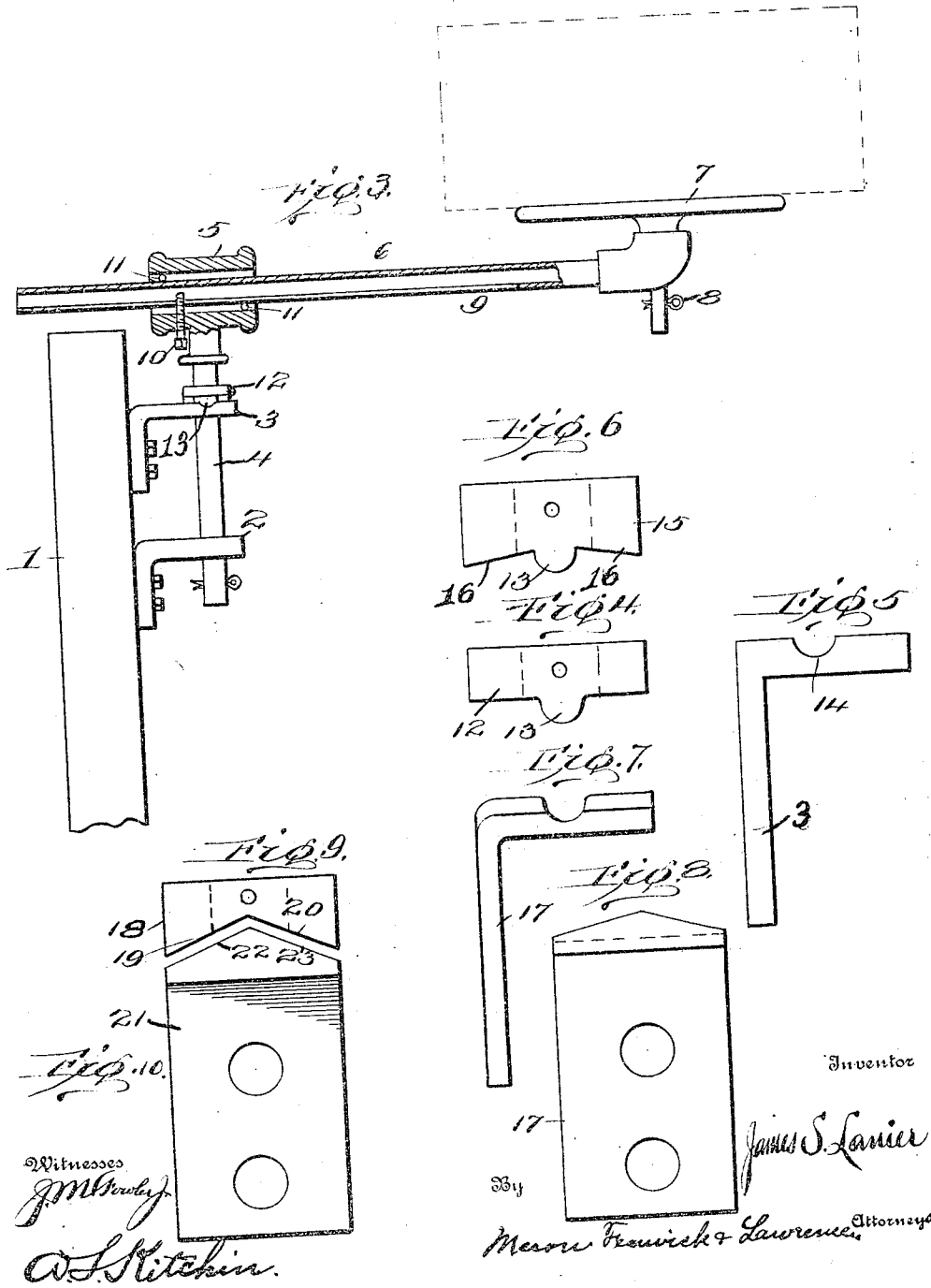
No. 839,607.

PATENTED DEC. 25, 1906.

J. S. LANIER.
MAIL RECEIVING AND DELIVERING APPARATUS.

APPLICATION FILED FEB. 20, 1906.

2 SHEETS—SHEET 2.



UNITED STATES PATENT OFFICE.

JAMES SMITH LANIER, OF WEST POINT, GEORGIA.

MAIL RECEIVING AND DELIVERING APPARATUS.

No. 839,807.

Specification of Letters Patent.

Patented Dec. 25, 1906.

Application filed February 20, 1906. Serial No. 302,141.

To all whom it may concern:

Be it known that I, JAMES SMITH LANIER, a citizen of the United States, residing at West Point, in the county of Troup and State of Georgia, have invented certain new and useful Improvements in Mail Receiving and Delivering Apparatus; and I 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 letter-box fasteners, and more particularly to those that are specially adapted for rural delivery service.

The invention comprises the production of means for mounting a letter-box upon a supporting-arm that may be easily brought within the reach of the mail-carrier or any other person from the road without being compelled to leave the vehicle in which they are.

It further comprises a letter-box support provided with means for adjustably mounting the same upon a post, so that the box may be raised or lowered to suit the particular height of the road without being compelled to adjust the post to which it is attached.

It also consists in means for permitting the letter-box to be swung into a road.

It also comprises means for locking the letter-box support in its normal position alongside of the road.

With these and other objects in view the invention comprises certain novel constructions, combinations, and arrangements of parts, as will be hereinafter fully described and claimed.

In the accompanying drawings, Figure 1 is a perspective view of one embodiment of my invention, showing how the same may be brought into close proximity to any one passing the same in a vehicle. Fig. 2 is an elevation of my invention, showing in connection therewith a mail-carrier's wagon, and a box in position for having the contents removed. Fig. 3 is a side elevation of my invention with certain parts being broken away to better disclose the mechanism of the same. Fig. 4 is an enlarged detail view of a collar used in adjusting the height of the supporting-arm. Fig. 5 is an enlarged detail view of one of the brackets for supporting my arm-carrying mechanism. Fig. 6 is an enlarged detail view of a slightly-modified form of collar used

in supporting the arm of my invention. Fig. 7 is an enlarged detail view of a slightly-modified form of bracket for supporting my arm mechanism. Fig. 8 is a front view of Fig. 7. Fig. 9 is an enlarged view of a further slightly-modified form of collar for supporting the adjustable arm of my invention. Fig. 10 is an enlarged detail view, in front elevation, showing a slightly-modified form of bracket used in supporting my arm mechanism.

This invention contemplates the production of means for overcoming many of the objections to the rural delivery service. In the delivery of mail in the rural districts it is often the case that the same is injured by being wet while being transferred from the mail-carrier's wagon to the box.

It is among the objects of this invention to overcome these objections as well as to overcome the objection of compelling the mail-carrier to dismount from his wagon and walk to the box, especially in rainy weather.

In the present invention the securing means for the box is so adapted as to be capable of being revolved out of the way of passing vehicles; but in case the box is desired to be used the same may be brought into the road by the use of the whip or any convenient rod by the driver of any vehicle desiring to use the box, and thus obviating the necessity of losing time by getting out of the vehicle and going over to the box.

In the present invention I have overcome the objections above noted, and in the preferred embodiment of my invention I show the same mounted in any preferable way to any suitable post 1. Secured to this post 1 are brackets 2 and 3, used in supporting and holding in proper position the movable mechanism mounted thereon. The bracket 2 is of the usual type, having an aperture, there-through for accommodating an upright shaft 4. The bracket 3 is of peculiar construction and is adapted to accommodate the locking means for normally holding the box near the post to which the same is attached. Passing through suitable apertures in the brackets 2 and 3 is a shaft 4, which has mounted upon its upper end a sleeve 5, preferably made from the commercial T-joint. Located within the sleeve 5 is a reciprocating arm 6, which has a mail-box receiving support 7 revolvably secured to one end thereof. This support is made of any convenient size, but preferably of liberal proportions, so as to give to

the mail-box a firm support; and is held in position by means of a suitable pin 8. The supporting-arm 6 is, preferably, made from commercial pipe and is provided in its lower side with a slot 9. A movable guiding-pin 10 is positioned, preferably, on the lower side of the sleeve 5 and is adapted to project through the slot 9 into the tube 6. The slot 9 is preferably made a trifle shorter than the tube 6, so that when the arm 6 is extended to its outermost position the pin 10 will prevent the arm 6 from being removed from its position in sleeve 5. In order to more freely permit the arm 6 to reciprocate in the sleeve 5, there is provided suitable antifriction-bearings, as 11 11, suitably positioned in the sleeve 5 above and below the arm 6. Upon the shaft 4 is adjustably mounted a collar 12, which is provided on its lower surface with a locking projection 13, adapted to fit into a notch 14 in the bracket 13. From this construction it will be evident that when the arm 6 is swung so as to be parallel with the road the lug 13 will engage the notch 14 and lock the supporting mechanism in position. When it is desired to use the box, the arm 6, carrying the mail-box, is swung toward the road. The lug 13 being rounded will ride out of the notch 14, and thus permit the above movement of the arm 6. After having used the box it is only necessary to swing the arm so as to come parallel with the road and the lug 13 will engage the notch 14 and will lock the box in a position out of the way of passing vehicles.

In Fig. 6 I have shown a slightly-modified form of collar 15. In this form I use the lug 13, but level the sides of the collar, as at 16. When using this form of collar, I preferably use a modified form of bracket 17, as seen in Figs. 7 and 8. By this construction of bracket and collar when the box has been swung into the road it is only necessary to give the same a slight push in order to cause it to take its normal position parallel with the road, as the beveled portions will normally tend by gravity to revolve the arm 6 so as to cause the same to take a position horizontal to the road.

In Fig. 9 I have shown a still further modified form of collar, as 18, which is not provided with any lug portion, but is simply provided with two beveled portions, as 19 and 20. In using this form of collar I preferably use a slightly-modified form of bracket, as 21, which has its upper surface beveled, as 22 23, to accommodate the bevels 19 and 20. This structure will also have the effect to normally return the arm 6 to its normal position parallel with the road.

The different modified forms of bracket

may, if it is desirable, be used with the preferred form of collar 12, as it will be evident that the beveled portions of said brackets will allow the lug 13 to take its position by gravity in its normal position parallel with the road.

I have shown and described my preferred structure; but it will be evident that slight changes and modifications, all within the limits of the claims, may be made by me, and I shall feel myself protected in the manufacture and use of the same.

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

1. In a mail receiving and delivering apparatus, the combination with a suitable support, of arms rigidly secured thereto, an adjustable rotatably-mounted shaft supported by said arms, means for securing said adjustable shaft in its adjusted positions, a sleeve carried by said rotatable shaft, a reciprocating arm mounted within the said sleeve, a pivotally-mounted support removably secured to one end of said arm for supporting a mail-box.

2. In a mail receiving and delivering apparatus, the combination with a suitable support, of brackets rigidly secured thereto, an adjustable shaft revolvably secured to said brackets, a collar, having a locking portion integrally formed therewith secured to said sleeve, said locking portion being adapted to engage a receiving portion formed in one of said brackets, and means secured to the upper portion of said revoluble shaft for sustaining the mail-box.

3. In a mail receiving and delivering apparatus, the combination with a suitable support, of brackets secured thereto, a shaft revolvably mounted therein, an adjustable collar secured to said shaft and formed with a locking portion that normally tends to revolve said shaft when said locking portion is out of engagement with its retaining portion formed in one of said brackets, a sleeve secured to said shaft, antifriction-bearings mounted therein, a reciprocating arm formed with an elongated slot and adapted to reciprocate in said sleeve, means mounted within said sleeve for limiting the reciprocatory movement of said arm, and means provided upon the end of said arm for revolvably mounting a letter-box.

In testimony whereof I affix my signature in presence of two witnesses.

JAMES SMITH LANIER.

Witnesses:

JOHN L. FLETCHER,
EDWARD T. FENWICK.