March 31, 1925. 1,531,677

W. J. MILLER

SUPPORT FOR MAIL BOXES

Filed Feb. 26, 1924

FIG_1_

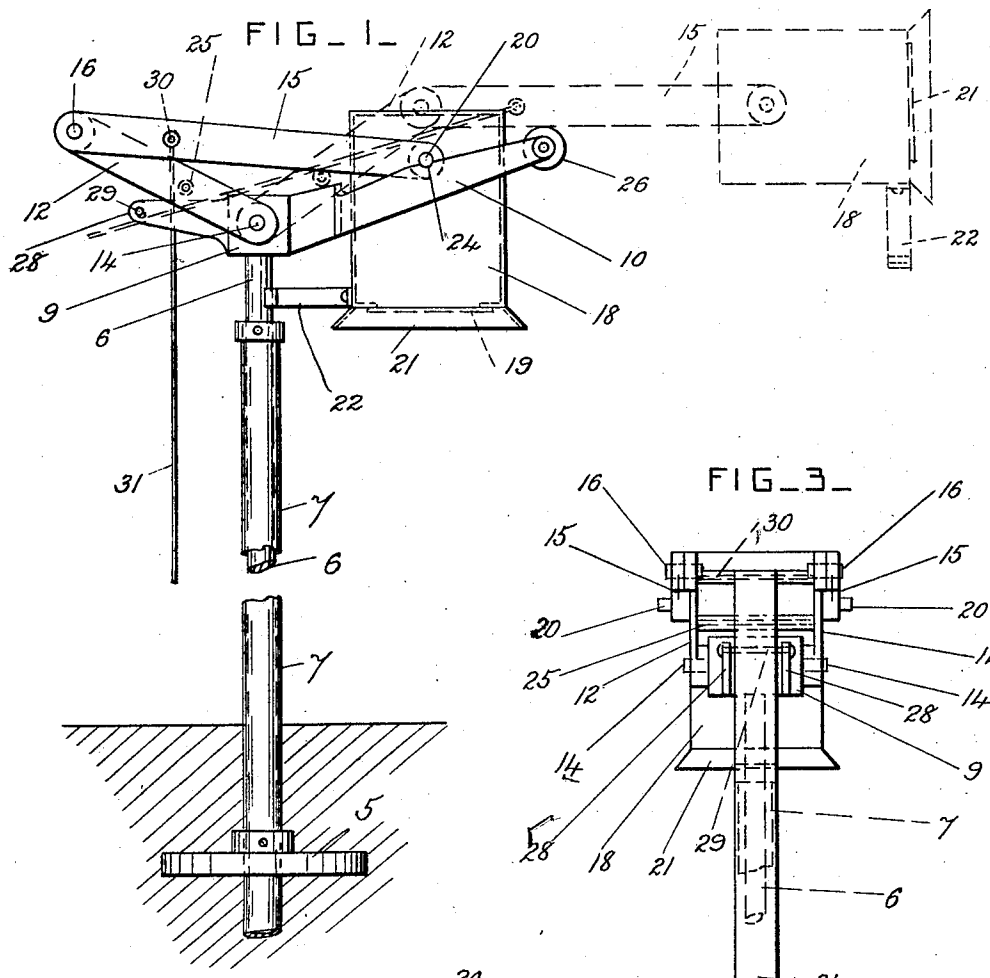


FIG_3_

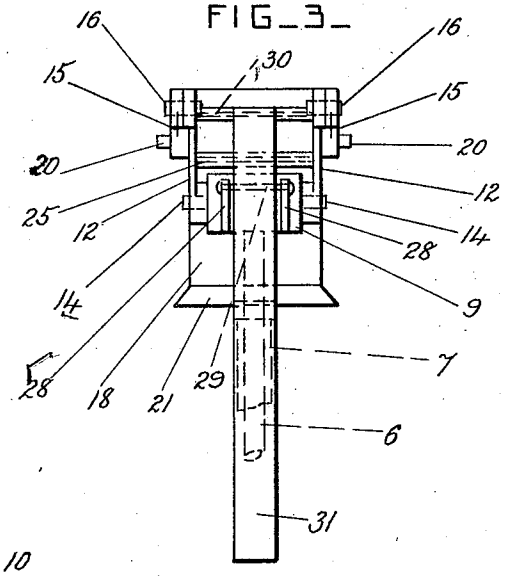
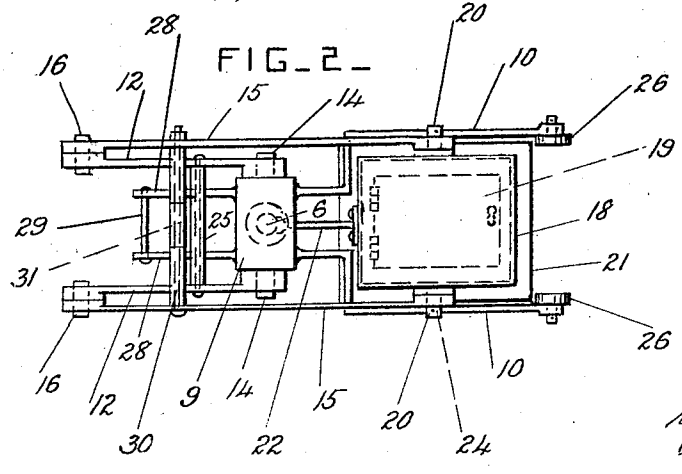


FIG_2_



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UNITED STATES PATENT OFFICE.

WILLIAM J. MILLER, OF DELAWARE, OHIO.

SUPPORT FOR MAIL BOXES.

Application filed February 26, 1924. Serial No. 695,193.

To all whom it may concern:

Be it known that I, WILLIAM J. MILLER, a citizen of the United States, residing at Delaware, in the county of Delaware and State of Ohio, have invented certain new and useful Improvements in Supports for Mail Boxes, of which the following is a specification.

This invention relates to supports for mail boxes used on rural routes; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed which enable the mail carrier to draw the mail box, from any direction, towards him and the mail cart which he usually drives along the roadway, and push back the box to its former position after having deposited the mail matter in it.

In the drawings, Figure 1 is a side view of a support for a mail box, constructed according to this invention. Fig. 2 is a plan view of the same. Fig. 3 is an end view of the support.

A vertical upright 6 is provided, and is mounted to revolve in a tube 7 which is secured in the ground. An anchor plate 5 is secured on the tube 7 and is sunk into the ground, but the tube may be dispensed with if desired, and the upright may be secured in a hole in the ground. A crosshead 9 is secured to the top of the upright 6, and 10 is a pair of supporting arms which project laterally from the crosshead on one side of the upright. When the tube 7 is not used the crosshead may be revoluble upon the upright. A pair of inner links 12 is pivoted by pins 14 to the ends of the crosshead, and a pair of outer links 15 is pivoted by pins 16 to the free end portions of the inner links.

The mail box 18 is a rectangular box of any approved construction, having a door 19 at one end provided with any suitable lock or fastenings. The mail box is pivoted to the free end portions of the outer links 15 by pins 20 arranged at its other end portion from the door 19.

The mail box also preferably has a flange 21 which projects outwardly from its end around the door, and operates to shed the rain so that it cannot get into the box around the door when the mail box is in its normal position as shown in full lines in Fig. 1. The mail box also has a projection 22 on one side which bears on the upright when the mail box is in its normal position, and holds the mail box vertical with the door downward. This projection is also adapted to engage with a projection on the mail cart, and hold the mail box steady, when it is drawn towards the cart and supported in a horizontal position, as shown in dotted lines in Fig. 1. The supporting arms 10 have notches 24 in their upper sides, and the pins 20 engage with these notches when the mail box is in its normal position.

A distance piece 25 is secured between the two inner links 12, and when the box is drawn out, as shown in dotted lines in Fig. 1, this distance piece rests on the arms 10 so that the links 12 are supported in an upwardly inclined position. Rollers 26 are provided at the end portions of the arms 10, and project laterally of them, and are arranged one at each inner side.

These projections or rollers 26 support the outer links 15 in a nearly horizontal position when the box is drawn out as shown in dotted lines in Fig. 1, so that the outer links are held at an angle to the inner links. Lugs 28 are formed opposite the inner end portions of the arms 10, and project laterally of the crosshead, on the other side of the upright 6 from the arms. A pin 29 is secured crosswise between these lugs. A flat spring 31 has its upper end portion secured pivotally to the outer links 15 by a bolt 30, and its lower end portion extends between the crosspiece or distance piece 25 and the pin 29. This spring is arranged between the links as seen in the plan view, and it is adjusted in strength so as to operate as a buffer spring and let the outer links fall lightly onto the supporting arms when the mail box is pulled out, and to assist in the return movement of the mail box.

The driver of the mail cart stops at any convenient distance from the support, and is provided with a hook of suitable length. He hooks the mail box with the hook, and draws it towards him so that it assumes the position shown in dotted lines in Fig. 1, and rests on any convenient part of the mail cart or on a shelf attached thereto. After depositing the mail matter in the box he returns the box to its original position as shown in full lines. This support enables the mail to be deposited without requiring the carrier to descend from the cart, and without requiring that the mail cart be driven into any exact position with reference to the mail box, or requiring the mail box

to be arranged inconveniently near the road.

What I claim is:

1. An upright, a crosshead pivoted on a vertical axis at the top of the upright and provided with a pair of laterally projecting arms, inner and outer links pivoted together and arranged in pairs, the inner links being pivoted to the said crosshead, and a mail box pivoted to the outer links and supported by the said arms when the links are not extended.

2. A stationary supporting tube, a vertical upright revoluble in the tube, a crosshead secured to the top of the upright and provided with a pair of laterally projecting arms, inner and outer links pivoted together and arranged in pairs, the inner links being pivoted to the said crosshead, and a mail box pivoted to the outer links and supported by the said arms when the links are not extended.

3. An upright, a crosshead pivoted on a vertical axis at the top of the upright and provided with a pair of laterally projecting arms having projections on their inner sides, inner and outer links pivoted together and arranged in pairs, the inner links being pivoted to the said crosshead and adapted to rest on the said projections when the links are extended, and a mail box pivoted to the outer links and supported by the said arms when the links are not extended.

4. An upright, a crosshead pivoted on a vertical axis at the top of the upright and provided with a pair of laterally projecting arms, inner and outer links pivoted together and arranged in pairs, the inner links being pivoted to the said crosshead, lugs which project opposite the inner ends of the said arms and which have a pin secured between them, a crosspiece secured between the two inner links, a flat spring pivoted to and between the two outer links and extending over the said crosspiece and under the said pin and operating as a buffer spring when the links are extended, and a mail box pivoted to the outer links and supported by the said arms when the links are not extended.

5. An upright, a crosshead pivoted on a vertical axis at the top of the upright and provided with a pair of laterally projecting arms, inner and outer links pivoted together and arranged in pairs, the inner links being pivoted to the said crosshead, a buffer spring which receives the weight of the outer links when the links are extended, and a mail box pivoted to the outer links and supported by the said arms when the links are not extended.

In testimony whereof I have affixed my signature.

WILLIAM J. MILLER.