C. O. HALLING.

RURAL MAIL BOX.

APPLICATION FILED MAR. 27, 1913.

1,122,746. Patented Dec. 29, 1914.

Fig. 1

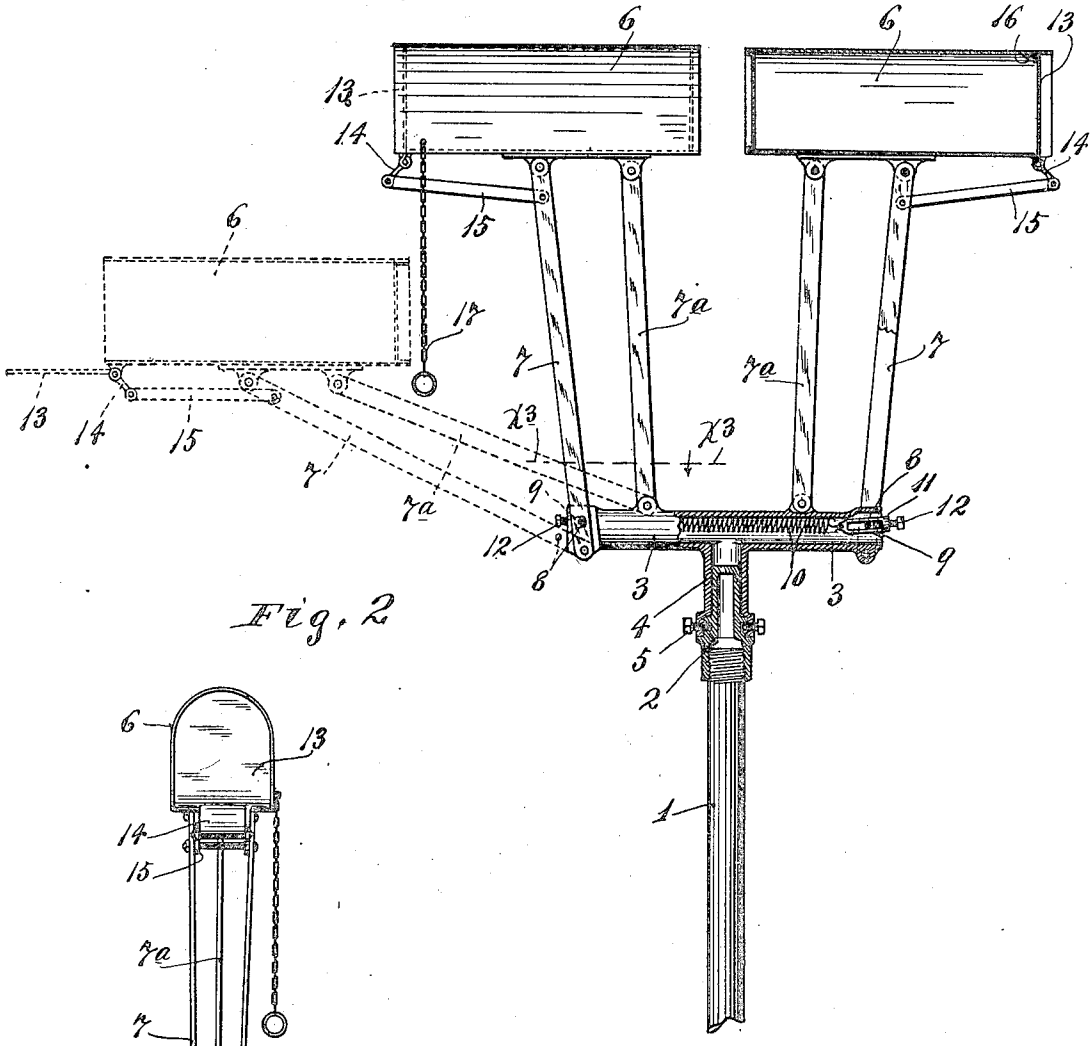


Fig. 2

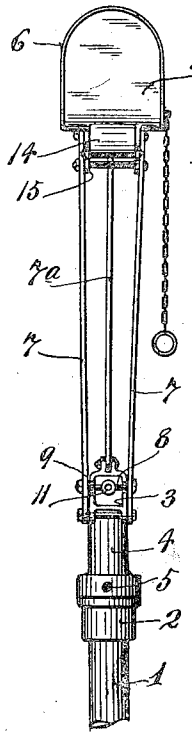
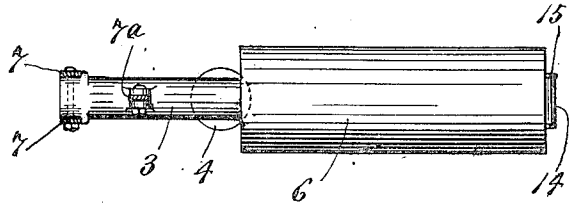


Fig. 3



Witnesses.
A. H. Ashall.
E. C. Skinkle

Inventor.
Charles O. Halling
By his Attorneys
Williamson & Merchant

UNITED STATES PATENT OFFICE.

CHARLES O. HALLING, OF MILAN, MINNESOTA.

RURAL MAIL-BOX.

1,122,746. Specification of Letters Patent. Patented Dec. 29, 1914.

Application filed March 27, 1913. Serial No. 757,082.

To all whom it may concern:

Be it known that I, CHARLES O. HALLING, a citizen of the United States, residing at Milan, in the county of Chippewa and State of Minnesota, have invented certain new and useful Improvements in Rural Mail-Boxes; 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.

My invention has for its object to provide a simple and highly efficient rural mail box, and to such ends, generally stated, the invention consists of the novel devices and combinations of devices hereinafter described and defined in the claims.

It is a very common practice along rural mail routes to have a number of mail boxes located at road crossings and at various other designated places, where the owners of the boxes may deposit and receive mail, either letters or parcels. As the rural mail carrier has a long route, all possible conveniences and the greatest possible accessibility of boxes are very desirable. In northern climates, the snow in winter time often makes it difficult for the carrier to reach the boxes which are placed, usually on posts at the most accessible points. It, therefore, follows that the greater the number of boxes that can be assembled and reached by the carrier, from one point or position, the greater will be the saving of the carrier's time, and the less will be the difficulty in keeping the snow cleared where necessary, in order to reach the boxes.

The improved post and multi-compartment mail box, in its preferred form, is illustrated in the accompanying drawings wherein like characters indicate like parts throughout the several views.

Referring to the drawings, Figure 1 is a view chiefly in side elevation with some parts in vertical section and with some parts broken away, showing the improved post and box; Fig. 2 is an elevation of the parts shown in Fig. 1, looking at the same from the right toward the left; and Fig. 3 is a horizontal section taken on the line x^3 x^3 on Fig. 1.

The post proper, is preferably in the form of a wrought iron or steel pipe 1, the lower end of which is adapted to be set into concrete, or otherwise suitably anchored to the ground. A swivel pipe 2 is, as shown, screwed onto the upper end of the post 1.

A supporting head 3, which is preferably of tubular form is provided with a depending sleeve 4 swiveled on the pipe 2 and held against displacement by set screws 5. The present form of the device includes two mail boxes or compartments, and the elements 3—4 form a hollow T which is swiveled to the post. Where four boxes are desired, the swiveled head would be provided with transversely intersecting tubular portions affording four radial arms to which boxes may be applied. Obviously, the swiveled heads should have as many arms as there are boxes applied thereto.

The mail boxes proper 6, are preferably constructed from sheet metal and are tubular in form, being preferably provided with flat bottoms. These boxes are supported from the arms of the swiveled head, each, as shown, by means of two approximately parallel and normally upright links 7—7^a, pivotally connected to the said head and to the bottoms of the said boxes. The outer links 7 are provided with short transverse pins 8 that work freely through slots 9 in the sides of the ends of the tubular portion 3 of the swiveled head. These pins 8 are connected by a coiled spring 10, the tension of which is sufficient to normally hold the boxes 6 in raised positions shown in Fig. 1. To make the said spring adjustable, it is preferably anchored directly to metallic yokes 11 that straddle the pins 8 and are provided with adjusting screws 12 for engagement with said pins.

The inner ends of the mail boxes 6 are closed, but at their outer ends, they are provided with hinged doors 13 having short depending arms 14 connected by links 15 to the outer box supporting links 7. The doors 13 are set inward of the outer edges of the boxes 6 so that rain cannot dash into the box. As shown, small stop clips 16 on the tops of the boxes 6 limit the inward movements of the hinged doors 13.

Normally, the mail boxes will be held in their uppermost positions close together and high enough up so that they will not be likely to be broken. To make it an easy matter to lower the boxes, they may be provided with depending chains or cables 17. When articles are to be placed within the boxes or to be removed therefrom by per-

sons on foot, they may be drawn down into a position shown by dotted lines in Fig. 1, in which position, the leverage is such that the lowered boxes will be held down by gravity against the tension of the springs 10. It will be noted that the very act of drawing the mail box downward, causes its hanger door 13 to be automatically opened and moved into a horizontal position, so that it affords a convenient shelf for articles to be inserted or removed, also, it is important to note that the box, throughout its raising and lowering movements, remains always horizontal. Of course, also, the very act of moving the box back to its normal position, automatically closes its door. When the box is to be returned to its normal or uppermost position, it is only necessary to raise the same to a point where the spring becomes operative to complete the return movement. As the box supporting head is swiveled, a person standing at one point may cause any one of the several boxes to be rotated to a position where it may be easily reached.

The mail carrier usually drives a closed vehicle and with such a rig, when he drives to the proper position at the side of the post, he may rotate the head and draw down the boxes, one after the other, until any one or all thereof, have been examined, and the contents removed or articles placed therein. When the mail box is drawn downward, it is projected outward from the post, so that it will come to a proper position in front of the mail carrier while on the seat of his vehicle.

This improved box and post may be constructed at comparatively small cost and is strong, and durable. Of course, mail boxes of this character may be made of any desired sizes, either for the reception only of letters and ordinary mail matter, or also for the reception of such articles as may properly come by parcel post.

What I claim is:

1. The combination with a post having a horizontal tubular head, of a mail box, a pair of outer laterally spaced links and an inner link pivotally supporting said mail box from said tubular head, the lower ends of said outer links embracing said head, and a coiled spring anchored in said head, connected to said outer links and normally holding said links in upright positions.

2. The combination with a post, having a horizontal tubular head, of a mail box, having a hinged door, a pair of outer laterally spaced links and an inner link pivotally supporting said mail box from said tubular head, the lower ends of said outer links embracing said head, a coiled spring anchored in said head, connected to said outer links and normally holding said links in upright positions, and a link connection between said hinged door and certain of said links, operative to cause said door to open when said box is drawn downward and outward, and to positively close when said box is returned to normal position.

3. The combination with a post, having a horizontal tubular head with slots in its sides, of a mail box, a pair of outer laterally spaced links and an inner link pivotally supporting said mail box from said tubular head, the lower ends of said outer links embracing said head, a transverse pin connecting said laterally spaced links, arranged to be seated in the slots in said tubular head, and a coiled spring anchored in said head, connected to said transverse pin and normally holding said links in upright positions, and said pin seated in said slots.

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

CHARLES O. HALLING.

Witnesses:
O. K. OPJORDEN,
GUDRUN OPJORDEN.