

No. 625,819.

Patented May 30, 1899.

S. D. WARFIELD.

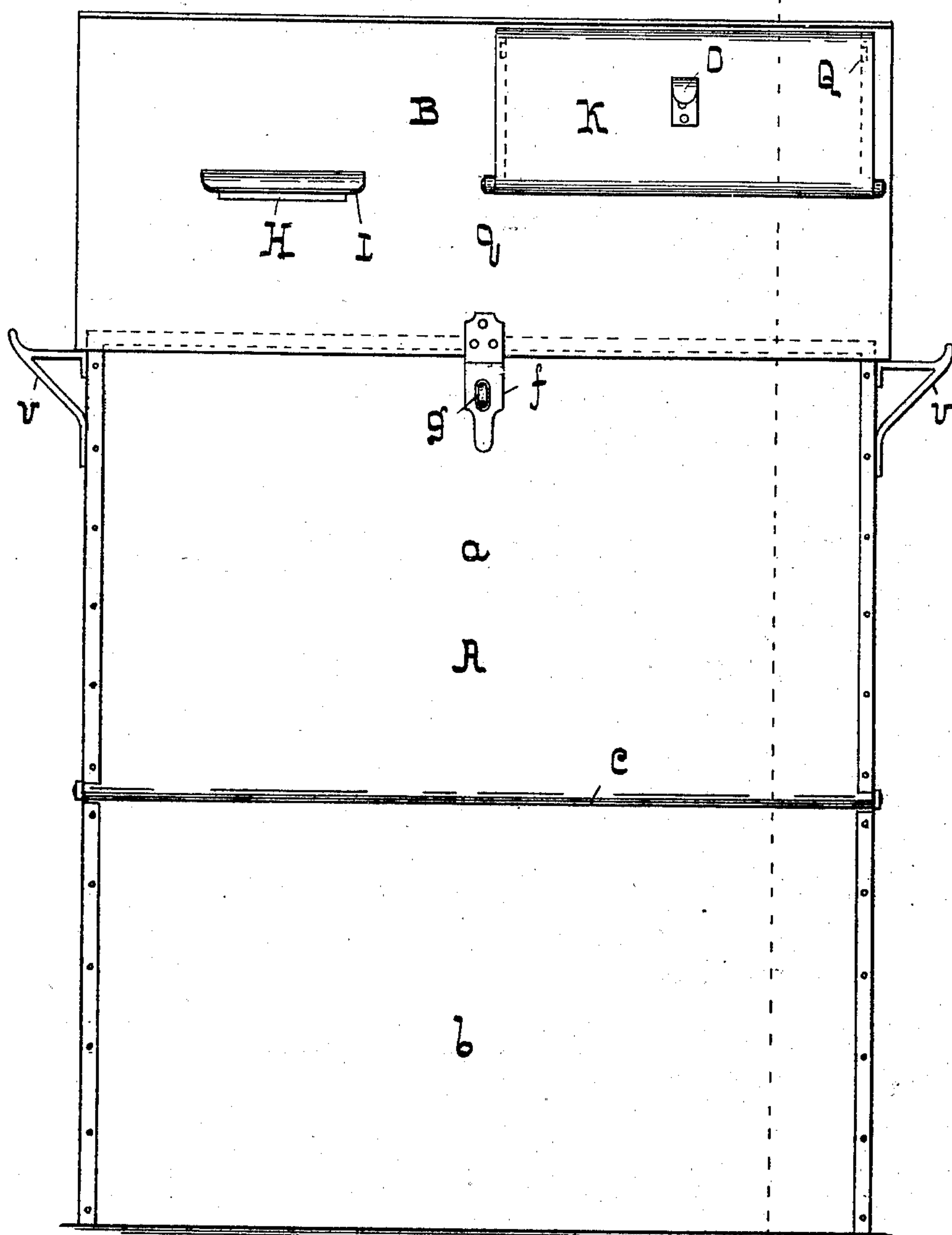
STREET LETTER AND PACKAGE DEPOSIT BOX.

(Application filed June 23, 1897.)

(No Model.)

3 Sheets—Sheet 1.

Fig. 1.



-WITNESSES-

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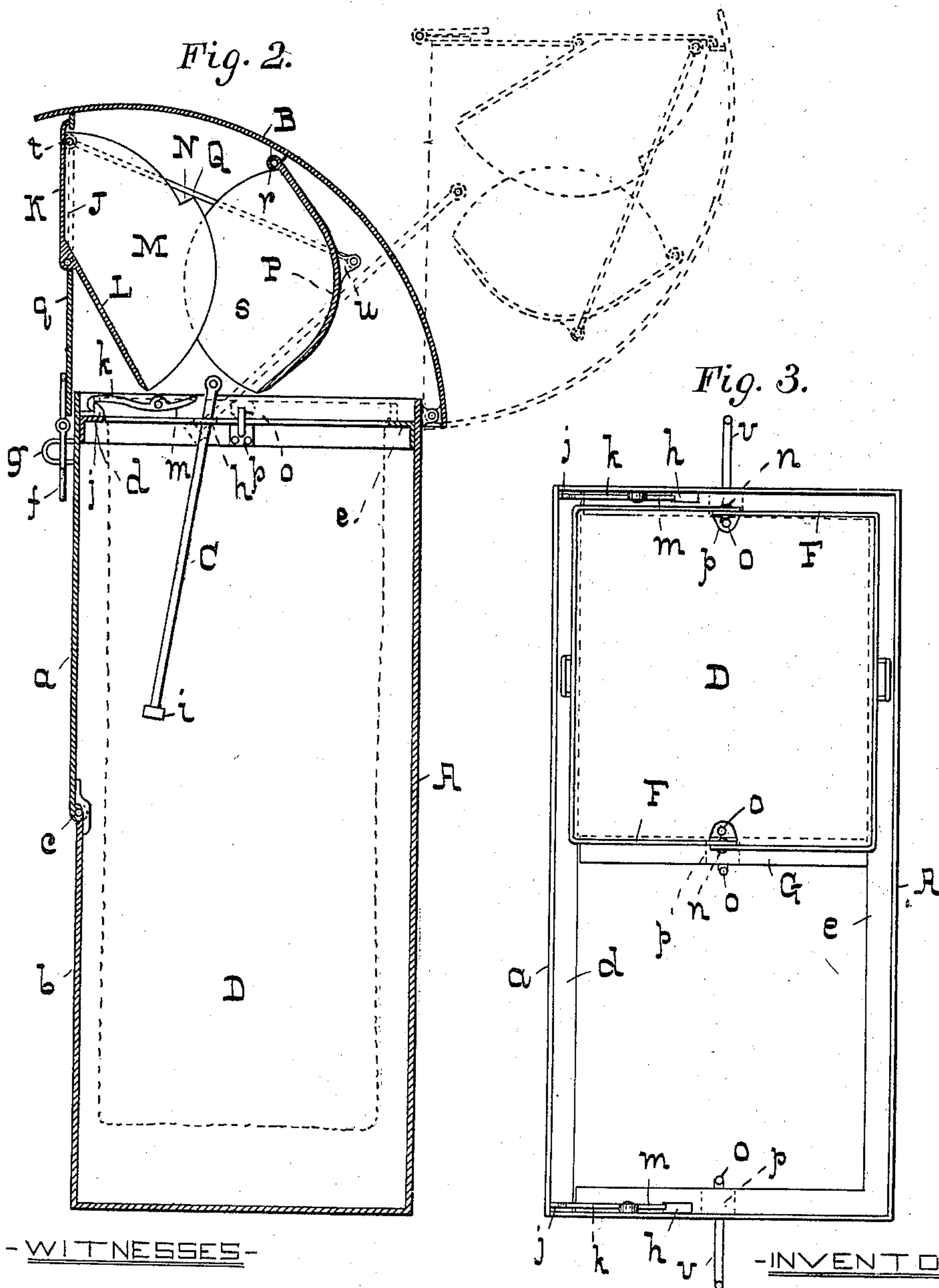
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3 Sheets—Sheet 2.



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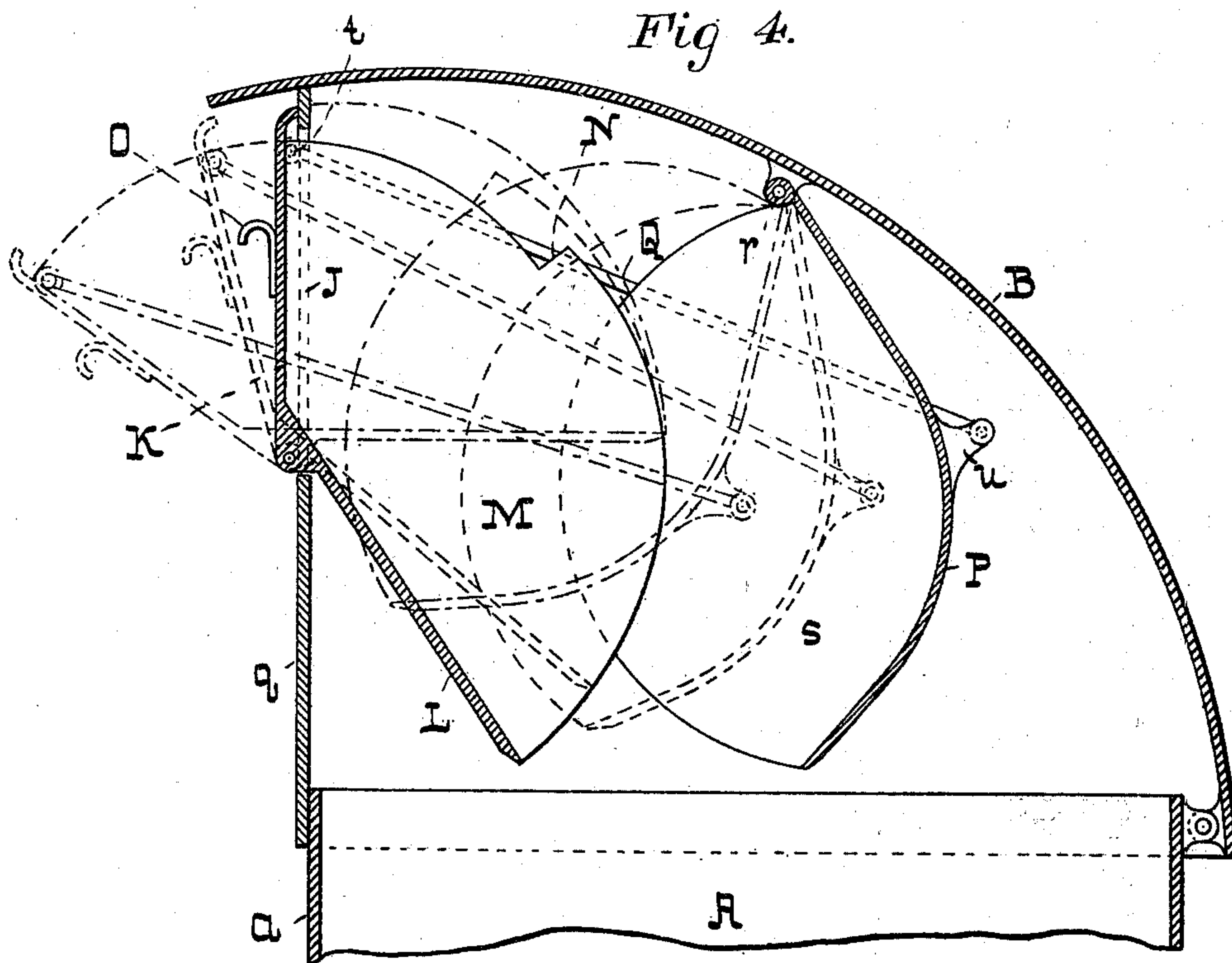
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3 Sheets—Sheet 3.



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# UNITED STATES PATENT OFFICE.

SOLOMON DAVIES WARFIELD, OF BALTIMORE, MARYLAND.

## STREET LETTER AND PACKAGE DEPOSIT BOX.

SPECIFICATION forming part of Letters Patent No. 625,819, dated May 30, 1899.

Application filed June 23, 1897. Serial No. 641,867. (No model.)

*To all whom it may concern:*

Be it known that I, SOLOMON DAVIES WARFIELD, of the city of Baltimore, State of Maryland, have invented certain Improvements in Street Letter and Package Deposit Boxes, of which the following is a specification.

This invention relates to a special form of collection deposit-box, to be used in connection with street letter and package railway-post-office cars now employed in carrying United States mails.

In operation the collectors of mail make their rounds of the smaller letter and package boxes placed on the corners of streets and bring the contents of these boxes to the deposit collection-boxes hereinafter described, which are distributed along the line of the street-railways on which are run the postal cars. When the collectors gather the mail from the smaller boxes, they empty it into their satchels, and these satchels are emptied directly into the pouches or bags which are hung within the said deposit-boxes. The lids or hoods are provided with two openings, one for letters and the other for packages, as a convenience to the public; but the collectors open the lids and empty their satchels directly into the pouches.

When a car passes a collection and deposit box, the collector leaves the car, carrying with him two empty pouches. He opens the box, withdraws the two full pouches therefrom, and replaces them with the two empty ones he has brought with him. He then returns to the car and passes to the clerk therein the filled pouches he has withdrawn from the box. This provides a rapid means of bringing mail from boxes to the cars. The pouches having hinged mouths which are closed as they are withdrawn from the box, there can be no loss of letters or packages in transferring them from the box to the car.

While this deposit-box is designed particularly for the purpose described, it is evident that it can be used as a regular letter and package drop-box for street service, in which case the pouch could be left out, if desired, the opening in the hood being protected to prevent robbery of the box.

It is obvious that it is not necessary that the deposit-box should be used in its double

form. Either the letter or the package side may be used alone.

In the further description of the said invention which follows reference is made to the accompanying drawings, forming a part hereof, and in which—

Figure 1 is an exterior front view of the improved street letter and package deposit box. Fig. 2 is a section of Fig. 1, taken on the dotted line *xx*. Fig. 3 is a plan of Fig. 1 with the hood of the box removed. Fig. 4 is an enlarged view of the upper part of Fig. 3, showing the various relative positions of certain parts thereof hereinafter fully described.

Referring now to the drawings, A is the casing of the box, formed of sheet iron or steel, having a flap *a*, shown as hinged to the front plate *b* at *c*. The position of the hinge *c* is about midway between the top and the bottom of the box. The flap *a* opens outward and is provided at its upper edge with an angle-iron rim *d*, which when the flap is closed is in alinement with a similar angle-iron rim *e*, which extends around the three sides of the casing.

B is a hood or cover for the box A. It is curved, as shown, and hinged at the rear to the upper part of the casing. The lower edge of the hood laps over the upper edge of the casing and its front flap and is provided with a hasp *f*, which passes over a staple *g*, secured to the flap. A lock of any suitable description (not shown) is used to complete the fastening. To sustain the hood when it is thrown back into the position indicated by its dotted delineation in Fig. 2, it is furnished with a pivoted rod C at each side, the said rods passing through slots *h* in the angle-iron rim *e* at the sides of the casing and having at their ends lugs *i*, which as the hood is thrown back come into contact with the under side of the said angle-iron rim.

To hold the flap *a* in place when the hood is raised, it is provided with two catches *j*, and the sides of the casing have latches *k* to engage therewith. The latches have each a tailpiece *m*, whereby they are operated to throw them out of contact with the catches.

The box A is intended to hold two removable flexible mail pouches or bags D, one for letters and the other for packages. These



bags, only one of which is shown in full lines of Fig. 3, are fitted with metal straps F at their mouths, the same being in two parts hinged together at *n*, so as to close, and they rest, when the bags are open and in place, on the angle-iron rims *d* and *e* and the central bar G, as shown in Fig. 3. The bags or pouches are steadied by hooks *o* on lugs *p* on the angle-bars and the cross-bar G, the material of the bags being cut away at the hinges to allow of such connection.

From the foregoing description it will be understood that when the bags are in place in the box they are sustained at the four sides, and therefore remain in an extended or open condition, and it will be seen that there is no space left around the exterior of the bags through which anything dropped to them can pass.

The front side *q* of the hood has a slot H for letters, which is covered with a shield I to prevent the entrance of rain to the box. Letters inserted through this slot fall to one of the bags D.

The aperture J, through which packages are inserted, has a door K, hinged at its bottom to the front plate *q* and arranged when closed to come in contact with the outside of the said plate, which furnishes a stop. The hood B projects over the top of the door K to prevent entrance of rain to the aperture covered by it and also to assist in preventing the abstraction of letters and packages from the bags or pouches D, as hereinafter explained.

From the lower edge of the door K extends a downwardly-inclined table L, which is within the hood, and at the ends of the table are side pieces *m*, which connect the table with the door and serve to prevent the disclosure of lateral openings when the door is opened for the insertion of packages. The lower portion of the side pieces *m*, which are within the hood when the door is opened to its fullest extent, are wider than the remaining portion, thereby forming stops N, which prevent the fall of the door to a position below that shown by its dotted delineation in Fig. 4. The door is operated by means of a finger-hook O.

P is a curved plate hinged at *r* to the under side of the hood. It has side pieces *s*, similar to those on the door K.

Q Q are links pivoted at *t* to the door K and to the lugs *u* on the curved plate P. The length of the links Q is such that when the door K is closed the curved plate P is held in the position shown in the drawings in full lines, which gives ample space between the lower edge of the inclined table L and the lower edge of the curved plate P for the passage of packages.

The arrangement of the inclined table L and the curved plate P, together with that of the connecting-links Q, is such that at no time can any instrument be inserted through the door opening into the box below the hood for the abstraction of packages. This will be apparent by reference to the Fig. 4, in which

the relative positions of the various movable parts are shown in dotted lines. From these it will be seen that when the door K is opened so as to just clear the projecting edge of the hood the lower edges of the inclined table L and the curved plate P have crossed. When the door is fully opened, the table is in a horizontal position, and the lower edge of the curved plate P is then near the front plate of the hood and there is no opportunity of inserting a wire or other instrument into the box or the bag therein. When the door is fully closed, the spaces between the lower edge of the inclined table and the lower edge of the curved plate are sufficiently separated to admit of the free passage of packages to the bag, as before stated. It will therefore be seen that in no relative position of the door and table is there any opening left for the insertion of an abstracting instrument.

As before stated, the box contains two bags or pouches, one for the letters and the other for packages, and when the mail-matter is to be collected the hood is unlocked and then lifted or thrown back, as shown by dotted lines in Fig. 2. The flap is then unlatched and allowed to fall forward, when the bags may be easily lifted out of the casing and empty ones substituted for them. Without the movable flap, in view of the height of the box, it would be almost impossible to lift out the bags, and the hinged flap therefore becomes an important and necessary feature of the invention.

While I have stated that the flap *a* is hinged, it is evident that it could be made to slide without materially affecting the character of the invention.

The mail-collector first hangs the empty bags which are to be substituted for those in the box on the hooks *v*, one of which is on each side of the box, until the withdrawal or removal of the filled ones. This arrangement obviates the necessity of placing the empty bags on the ground while the partially-filled ones are being removed. After the substitution of the empty for the filled bags the flap *a* is raised and the hood closed and locked.

I claim as my invention—

1. In a street letter and package box, a casing having a hinged flap susceptible of an outward movement, and a hood hinged to the rear side of the said casing, the lower edge of which hood overlaps the upper edge of the casing, and the top of the flap, combined with a removable mail-bag suspended within the said casing by means of a metallic strap in two parts hinged together so as to close and which rests on the rim formed within and near the top edge of the said casing, substantially as specified.

2. In a street letter and package box, a hinged hood having a package-door with an inclined table extending from its lower edge, combined with a curved plate hinged to the inner surface of the hood, and pivoted rods to connect the upper part of the door with the



5 said curved plate, whereby the spaces between the lower edges of the table and curved plate are entirely lapped before the upper edge of the door passes beyond the overhanging edge of the hood, substantially as specified.

10 3. In a street letter and package box, the following elements in combination, viz, a casing having a front flap hinged at the bottom to the casing, a hood hinged to the rear side of the casing and adapted to pass over the upper edge of the casing and top of the flap, a package-door in the front of the hood hav-

ing an inclined table extending from its lower edge, a curved plate hinged within the hood, a pair of rods pivoted at one end to the upper part of the package-door, and at the other to the hinged curved plate, and one or more mail-bags suspended within the casing, substantially as specified. 15

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Witnesses:

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