

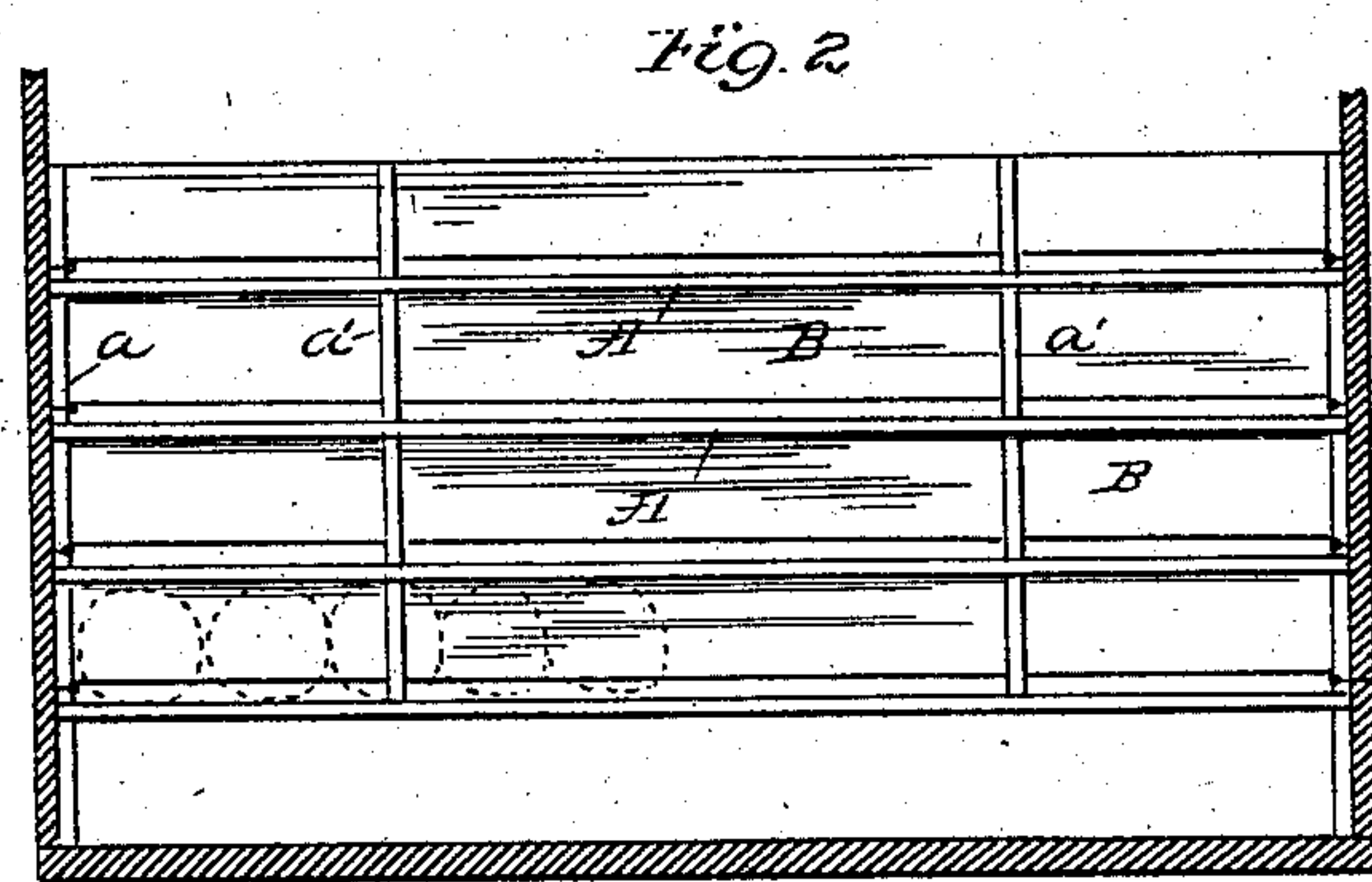
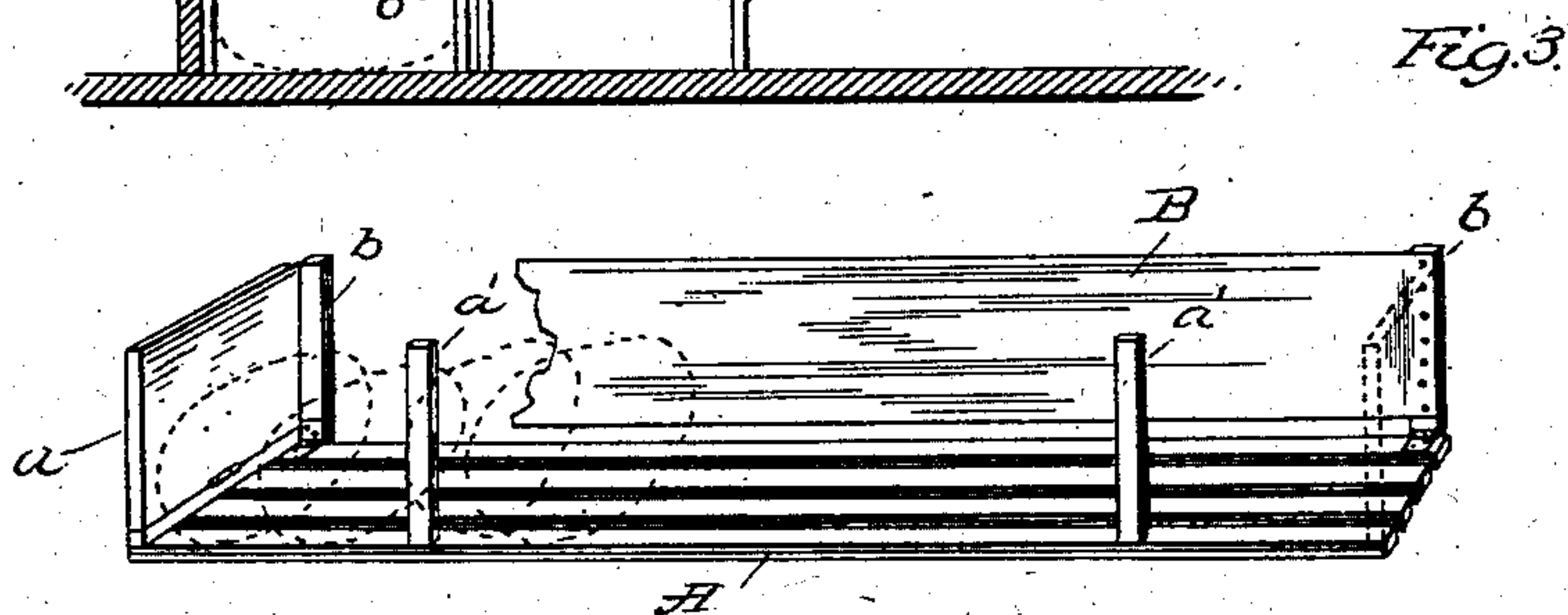
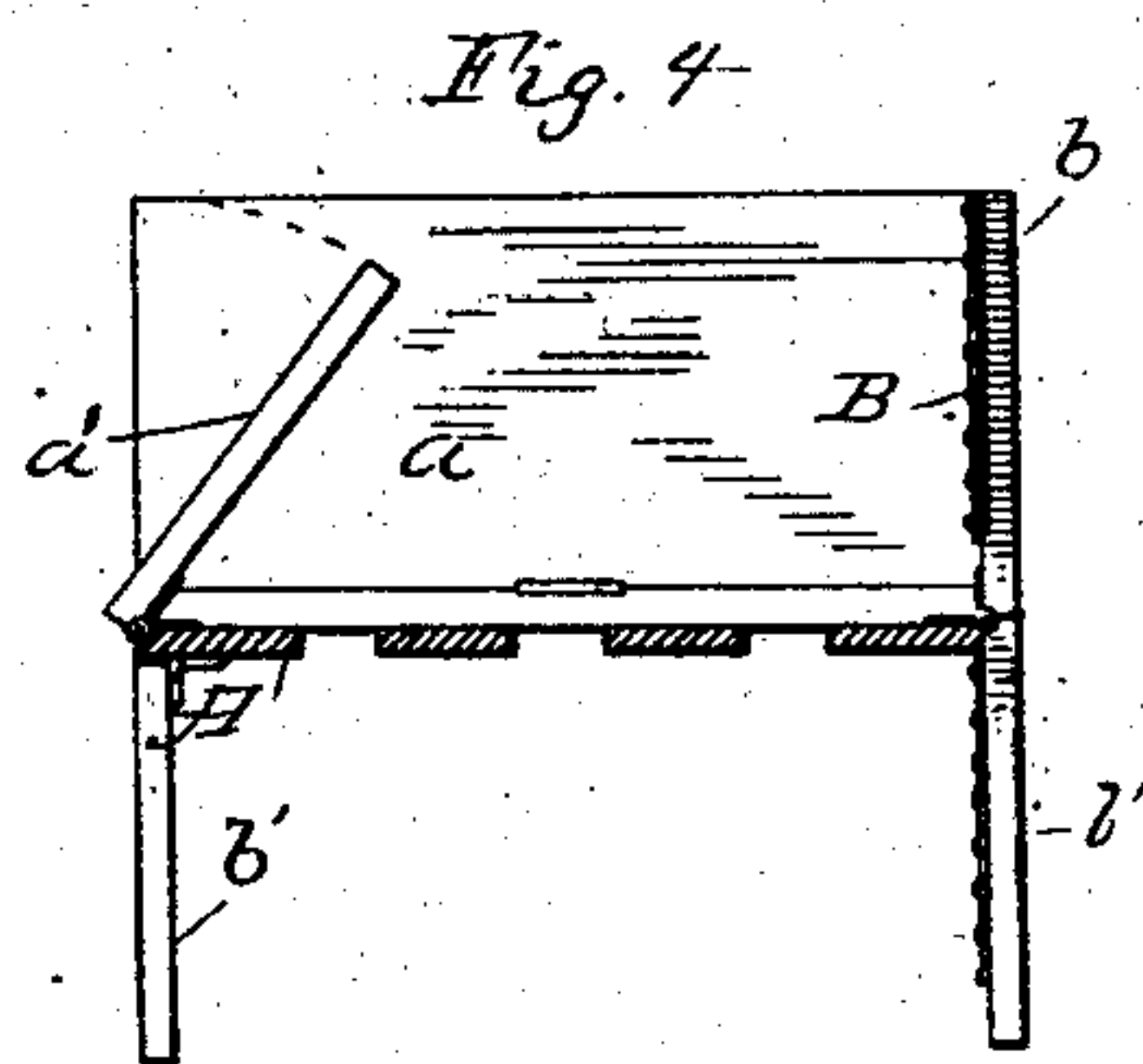
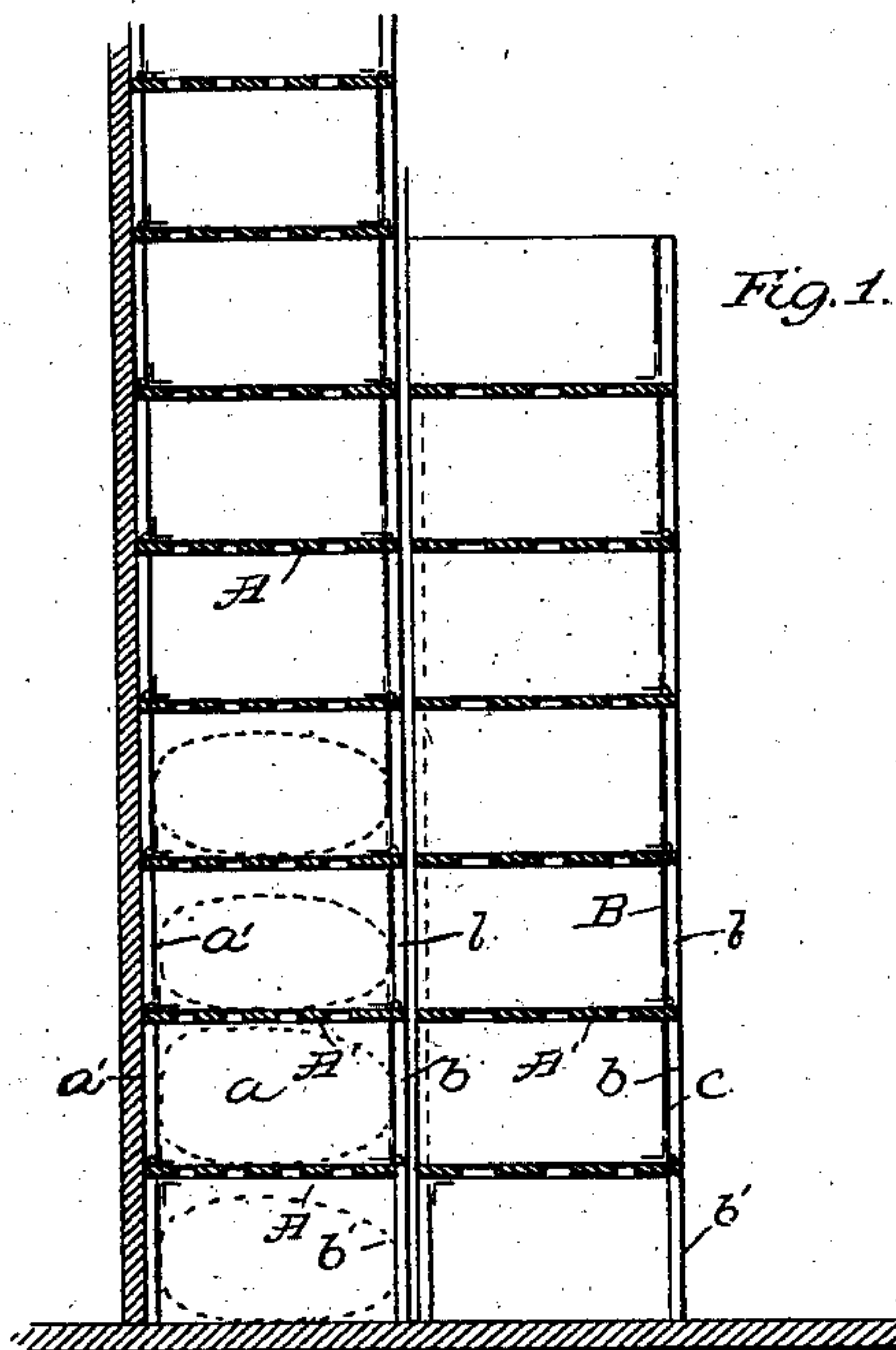
(No Model.)

W. DAVIS.

PACKING AND TRANSPORTING MELONS.

No. 289,993.

Patented Dec. 11, 1883.



Attest:

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UNITED STATES PATENT OFFICE.

WEBSTER DAVIS, OF ATLANTA, GEORGIA.

PACKING AND TRANSPORTING MELONS.

SPECIFICATION forming part of Letters Patent No. 289,993, dated December 11, 1883.

Application filed August 29, 1883. (No model.)

To all whom it may concern:

Be it known that I, WEBSTER DAVIS, of Atlanta, in the county of Fulton and State of Georgia, have invented a new and useful Improvement in Packing and Transporting Melons; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention relates to devices for the transportation of melons, to be used in connection with cars, steamboats, or other vehicles; but it is mainly intended for railroad transportation.

The object of my invention is to provide an inexpensive and convenient system of packing shelves or crates adapted to support separate tiers of melons, and to prevent them from being crushed by the weight of the upper tiers of melons, or to be bruised by jolting upon the way.

My invention consists in a series of crates or shelves collapsible, and adapted to rest one upon the other and to be built up in advance of the melons, whereby when one tier is completed it makes a solid structure filled with melons, while at the same time the crates may be easily emptied, beginning at the top, without interfering with the crate below.

In the drawings, Figure 1 represents a vertical longitudinal section of a part of a railway-car with a number of crates in position, the crates also being in section. Fig. 2 is a cross-section of a car with the crates in place therein. Fig. 3 is a detail of an upper crate; and Fig. 4 is a detail view of the crate as used upon the floor of the car.

The crate to be used on the bottom of the car, and which is shown in Fig. 4, is different, preferably, from those above it, and is composed of a slotted shelf, A, supported upon legs *b' b'*, hinged to the shelf, end pieces and posts *a' a' b b*, also hinged to the upper part of the shelf, and all adapted to fold inward to make a compact device when not in use. The slats of the bottom are held in place by suitable cross-pieces, or in any convenient manner. This lower crate answers practically for the first and second, as the floor of the car serves the purpose of the shelf A, and the legs *b' b'* serve to support the crate above the first row of melons, which are placed upon the floor.

The crates above the first or lowest crate are in all respects similar to the first, with the exception of the legs *b' b'*, which are dispensed with, for the reason that the slatted shelf of the crate rests upon the end piece and posts of the crate beneath. The melons, when in place within the crates, lie close together, and thus prevent lateral movement; but as longitudinal movement is possible in this position I attach strips of cotton or canvas to the posts *b b*, thus forming a front wall to the crate, against which the ends of the melons may rest without injury to the melons. The canvas or cotton still permits the crate to be collapsed. The canvas or other material is attached in the same manner to the legs *b' b'* of the lower crate, and thus protects the melons upon the floor in the same manner as those above are protected. No canvas is placed upon the posts *a' a'* at the back, for the reason that these posts are simply supports for the crate above it, and the cloth fronts of the first tier of crates serve as backs for the next succeeding tier, and so on. Of course, if it is desired, the legs *b' b'* may be omitted from the lower crates, and they may be allowed to rest directly upon the floor; but I prefer the arrangement first described, as more economical.

In packing the melons within the car I prefer to begin at one end and lay a row of melons upon the floor, close together. I then place over this row the crate, as illustrated in Fig. 4, (throwing open all the hinged parts,) which, it will be seen, completely covers the first row of melons and leaves this crate ready to be filled. When this is done, another crate is brought, the hinged parts opened, and this crate placed upon the first and then filled in like manner, and this building up and filling are continued until the car is filled throughout. When the car is to be emptied, the melons are taken from the upper crate, which is then removed and collapsed and stowed away in any convenient place, or shipped back for further use. This is continued in like manner until the melons are all removed.

Many obvious modifications may be made in the structure without departing from the spirit of my invention, such as change in the number of or position of the supporting-posts, floor, and cotton front. I do not therefore

limit myself to the precise construction of crates represented.

What I claim as my invention is—

1. In combination with a car or other vehicle, a series of crates for containing melons, each crate consisting of a bottom for supporting the melons, end pieces to prevent lateral movement of the melons, and a front wall to prevent longitudinal movement of the same, the vertical parts being made collapsible, and the crates being fitted to each other, substantially as described, and for the purpose set forth.
2. In combination with a car or other vehi-

cle, a series of crates, each crate having hinged ends *a*, hinged posts upon the front support- 15 ing a cloth partition, and hinged posts upon the opposite side, uncovered and adapted to support the crate above, substantially as described.

In testimony whereof I have signed my name 20 to this specification in the presence of two subscribing witnesses.

WEBSTER DAVIS.

Witnesses:

L. W. SEELY,

E. L. WHITE.