

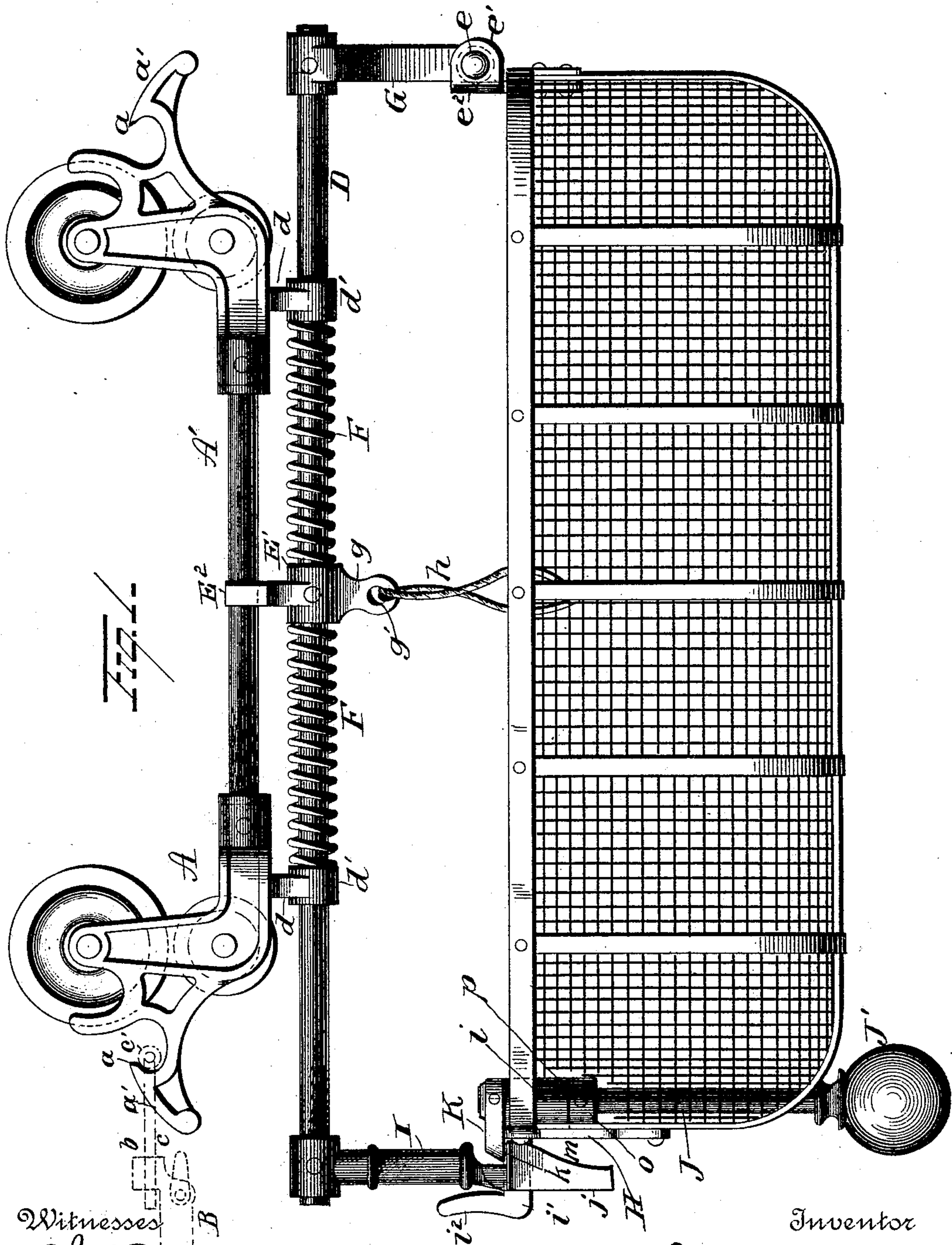
(No Model.)

2 Sheets—Sheet 1.

H. M. WEAVER.
PACKAGE CARRIER.

No. 500,308.

Patented June 27, 1893.



Witnesses

E. S. Nottingham
G. F. Downing.

Inventor

H. M. Weaver.
By R. A. Symmon.
Attorney

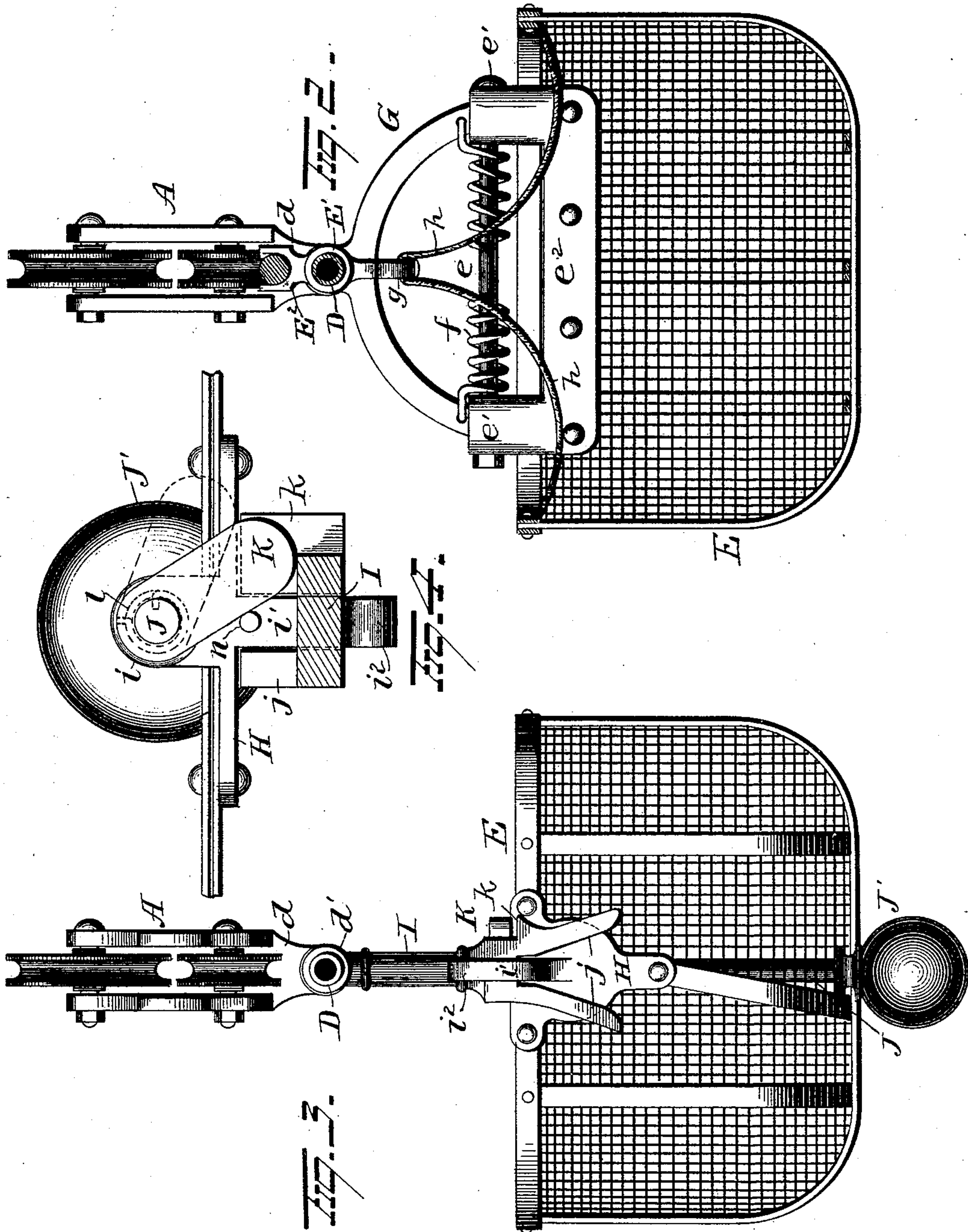
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UNITED STATES PATENT OFFICE.

HENRY M. WEAVER, OF MANSFIELD, OHIO.

PACKAGE-CARRIER.

SPECIFICATION forming part of Letters Patent No. 500,308, dated June 27, 1893.

Application filed November 15, 1892. Serial No. 452,079. (No model.)

To all whom it may concern:

Be it known that I, HENRY M. WEAVER, of Mansfield, in the county of Richland and State of Ohio, have invented certain new and useful
5 Improvements in Package-Carriers; 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.

10 My invention relates to an improvement in package carriers,—its object being to construct the device in such manner that the introduction and withdrawal of articles to and from the basket will be greatly facilitated.

15 A further object is to provide simple and efficient means for hinging the basket at one end to the carrier.

20 A further object is to produce simple and efficient means for locking and unlocking one end of the basket to the carrier.

A further object is to produce a carrier and basket constructed and arranged so that they shall be simple and efficient in the performance of their functions.

25 With these objects in view the invention consists in certain novel features of construction and combinations and arrangements of parts as hereinafter set forth and pointed out in the claims.

30 In the accompanying drawings: Figure 1 is a side elevation illustrating my improvements. Fig. 2 is a transverse sectional view. Fig. 3 is a front end view. Fig. 4 is a view illustrating the lock.

35 A represents a wheeled carrier adapted to run on a suitable trackway and provided at each end with a hook *a* having inclined ends *a'* adapted to engage a catch *b*. The catch *b* may conveniently consist of a yoke *c* having
40 a sleeve *c'* of flexible material mounted thereon, and having its arms secured to the operating lever B.

Depending from the carrier A, preferably in proximity to the ends thereof, are arms *d*
45 which terminate in collars or perforated bosses *d'*, and through these collars or perforated bosses a rod D loosely passes, said rod constituting the handle of the basket E.

50 Fixed to the rod D centrally between its ends is a collar or stop *E'*, from the top of which an arm *E²* projects, said arm being bifurcated for the accommodation of the rod A'.

By this means the basket will be prevented from any lateral movement relatively to the car frame or carrier. Springs F encircle the
55 rod D bearing at one end against the collar or stop *E'* and at the other end against the collars *d'*,—said springs lending a yielding action or cushion to the basket when the car or carrier comes into contact with the stop at
60 the end of the track.

A yoke G is secured to one end of the rod D and at its ends is provided with perforated bosses or enlargements for the passage of a shaft *e*, said shaft being held fast in ears *e'*
65 projecting from a plate or bracket *e²* secured to one end of the basket E. Springs *f* encircle the shaft *e* and are secured at their respective ends to the yoke G and shaft *e*. In this manner the basket is hinged at one end so
70 that it can be swung down for the reception of articles and for the insertion of the same, the spring *f* serving to restrain the downward movement of the free end of the basket and preventing it from falling too quickly.

75 An arm *g* projects downwardly from the collar or stop *E'* and is made with a perforation *g'* for the reception of one end of a cord or chain *h*, the other end of which is connected to the basket and adapted to limit its
80 movement.

Secured to the free end of the basket E is a bracket H from which a perforated boss *i* projects. An arm *i'* projects from the bracket H and at right angles thereto, and terminates
85 in an upwardly projecting arm or guide *i²*. An arm I is secured to the end of the rod D and terminates in downwardly and laterally projecting curved arms or guides *j*. From this construction it will be seen that the arm
90 *i'* will enter between the curved arms *j* when the basket is made to assume its normal position to travel on the track, being guided to such position by said arms *j* and the arm or guide *i²*. A shaft J passes through the boss
95 *i* and projects downwardly through the bottom of the basket E, where it is provided with a knob *J'* by means of which to turn it. A locking bar K is secured to the upper end of the shaft J and is adapted to project over a
100 shoulder *k* formed at the top of one of the arms or forks of the arm I and thus lock the free end of the basket to said arm. A spring *l* is located within the boss *i* and is adapted

to maintain the shaft J in position to retain the locking bar K normally in locked position. At least one of the arms or guides *j* is made with an inclined or curved inner edge *m* and the free end of the locking bar K is beveled or curved whereby to facilitate the automatic locking of the basket.

In order to limit the bar K in its movement when in locked position, a stop *n* is located on the arm *i'*. A collar *o* is secured to the shaft beneath the boss *i* to prevent the upward movement of the shaft and projecting from this collar is an arm or pin *p* adapted to strike the bracket H and limit the movement of the shaft J and the locking bar carried thereby, when said shaft is turned to release or free the end of the basket.

The device constructed and arranged as above set forth is very simple, renders the insertion into and the removal of goods from the basket very easy,—the basket can be brought down within easy reach of the merchant or clerk, and the device is altogether very effectual in the performance of its functions.

Various changes might be made in the details of construction of the car or carrier and of other features of the invention without departing from the spirit of my invention and hence I do not wish to limit myself to the precise details of construction herein set forth, but,

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

1. The combination with a car or carrier, of a basket, devices for connecting the opposite ends of the basket to the car or carrier, and means independent of the connecting devices, extending from the car or carrier to the basket for limiting the downward movement of the basket, substantially as set forth.

2. The combination with a car or carrier, and a rod, of a basket having a hinged connection at one end with said rod, an arm projecting downwardly from the other end of the rod and having curved guides at its free end, an arm projecting outwardly from the basket adapted to pass between the guides on the downwardly projecting arm, and a locking device connected with the basket for engaging the depending arm, substantially as set forth.

3. The combination, with a car or carrier, and a basket hinged thereto, one having guides and the other an arm adapted to enter between the guides, of a locking device connected with one part and adapted to engage the other, substantially as set forth.

4. The combination with a car or carrier, and basket hinged thereto, of an arm on the basket and one on the carrier, one adapted to receive the other, and a spring actuated catch in position to be forced aside by one of the arms and adapted to automatically engage said arm to lock the two arms together, substantially as set forth.

5. The combination with a car or carrier, and a rod supported thereby, of a basket having a hinged connection at one end with said rod, an arm depending from the other end of said rod, guides, an arm adapted to enter between the guides, a shoulder projecting from the first named arm, a shaft, a locking bar carried by said shaft and adapted to project over the shoulder on said depending arm, and a knob to operate said shaft, substantially as set forth.

6. The combination with a car and a hinged basket, of an arm having a shoulder, a vertical shaft, a locking bar at one end of said shaft adapted to project over the shoulder on said arm, a knob at the other end of said shaft, a spring for retaining said locking bar normally over said shoulder, and stops for limiting the movements of said shaft, substantially as set forth.

7. The combination with a car or carrier and a basket having a hinged connection therewith at one end, of a depending arm, guides projecting from said arm, one of the guides having a curved inner face, and provided with a shoulder, a shaft, a knob on said shaft and a locking bar carried by said shaft and adapted to project over said shoulder, said locking bar having a beveled end, substantially as set forth.

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

HENRY M. WEAVER.

Witnesses:

HOWARD B. DILAM,
E. L. MARSHALL.