

No. 685,323.

Patented Oct. 29, 1901.

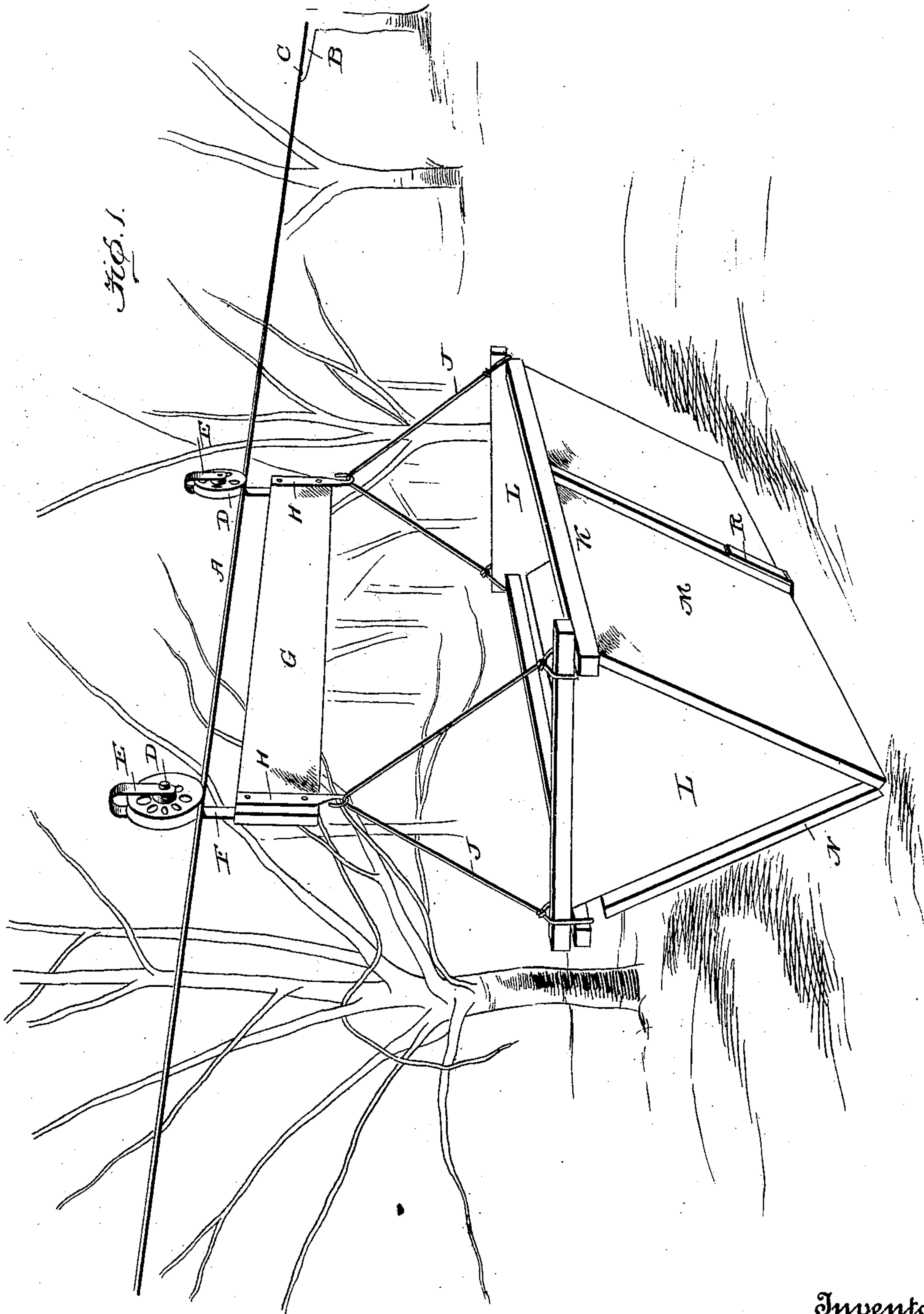
L. CLARK.

ELEVATED CARRIER OR CONVEYER.

(Application filed Feb. 9, 1901.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses

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O. O. Clements

Inventor
— *Leander Clark* —

By J. M. Moore
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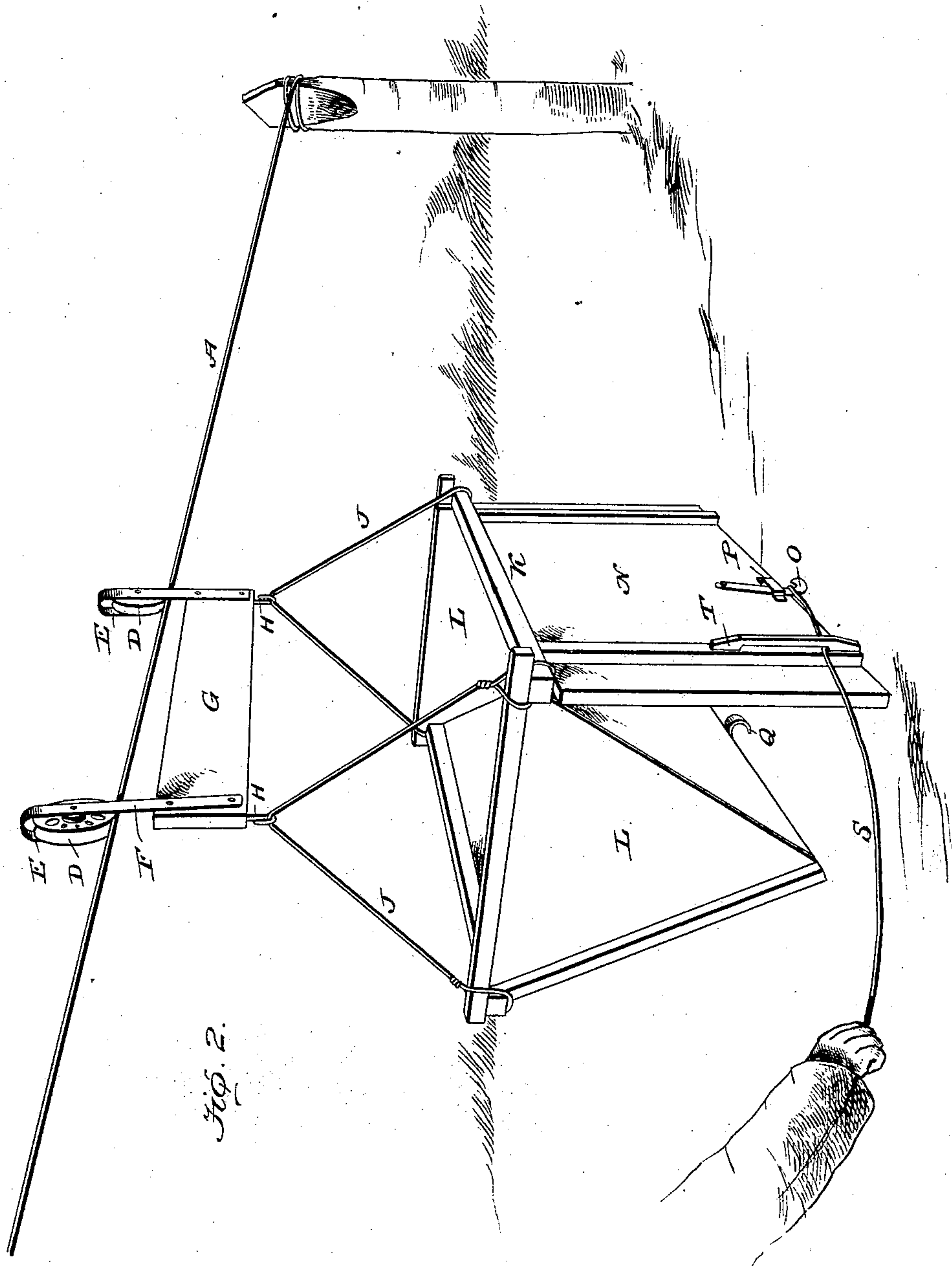


Fig. 2.

Witnesses

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UNITED STATES PATENT OFFICE.

LEANDER CLARK, OF GREENVILLE, OHIO.

ELEVATED CARRIER OR CONVEYER.

SPECIFICATION forming part of Letters Patent No. 685,323, dated October 29, 1901.

Application filed February 9, 1901. Serial No. 46,725. (No model.)

To all whom it may concern:

Be it known that I, LEANDER CLARK, a citizen of the United States, residing at Greenville, in the county of Darke and State of Ohio, have invented certain new and useful Improvements in Elevated Carriers or Conveyers, of which the following is a specification, reference being had therein to the accompanying drawings.

This invention relates to an improved elevated carrier or conveyer; and the main object of my invention is the provision of a suspended carrier which is especially adapted for use in excavating or for conveying products from a field to a central point or cover, thus dispensing with the necessity of good roads or the laying of tracks.

Another object of my invention is the provision of a suspended carrier or conveyer which is the embodiment of simplicity, durability, and cheapness and one which is thoroughly efficient and practical in operation.

To attain the desired objects, the invention consists of an elevated carrier or conveyer embodying novel features of construction and combination of parts, substantially as disclosed herein.

In the drawings, Figure 1 is a perspective view of my elevated carrier and its supporting means, and Fig. 2 is a similar view with the hinged floor or wing open, as during the operation of dumping or after.

Referring by letter to the drawings, A designates the supporting rail or wire, which is secured upon the arms B, its ends of course being made rigid, while a recess or seat C is secured upon the arms to receive the wire and allow the grooved wheels D to pass thereover. These wheels are journaled in the space between the hooked ends E of the metal rods F, which are secured to and support the frame G. Attached in the hooked ends of the rods H, carried by the frame, are the triangular arms J, to which are secured the end pieces of the rectangular frame K. Secured to and depending from the end pieces are the triangular ends or walls L, and to one of the long side pieces of the rectangular frame and also to the end L is secured the inclined wall M. Hinged to the front long side piece of the frame is the wing or wall N, which is provided with the pivoted catch or keeper O, guided by the cleat or strap P upon the lower outer

face of the hinged wall. This keeper is adapted to engage the hooked end Q of the member R to lock the lower edge of the hinged wall to the inclined stationary wall to form a receptacle. In order that this locking device can be easily operated, I secure the pull wire or rod S to the pivoted keeper, said rod passing through the guide-strip T, connected to the outer face of the hinged wall, as shown in Fig. 2.

From this description, taken in connection with the drawings, the operation of my elevated carrier is readily understood and its numerous advantages fully appreciated; but briefly stated it is as follows: The car is pulled by any desired motive power to the place to be filled, the hinged wall being connected to the stationary wall. The car is then filled and the contents conveyed to the desired spot, when the pull-rod is pulled upon, releasing the catch, the weight of the contents forcing the hinged wall outward and allowing it to fall to the desired place.

It is evident that I provide an elevated carrier which is very simple, durable, and cheap, as well as useful and practical.

I claim—

1. The combination with a trolley, the wheels mounted thereon, the bail-shaped brackets in which the wheels are journaled, the frame secured to the brackets, the angular end walls suspended from the frame, the side wall rigidly connected to the end walls, the side wall hinged to the said end walls, the whole forming a tapering carrier, a catch to secure the hinged wall, and means to release the catch to empty the carrier.

2. The elevated carrier consisting of the tapering carrier having one side hinged, a catch for securing the hinged side to prevent accidental release, a connection leading to the said latch for releasing the same to empty the carrier, arms for suspending the carrier, a frame carrying hooks to receive said arms, wheels carried by the frame and a trolley on which said wheels travel in moving the carrier.

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

LEANDER CLARK.

Witnesses:

E. LAWRENCE,
S. V. HARTMAN.