No. 803,690. PATENTED NOV. 7, 1905.

M. HEUS.

ELEVATED CARRIER.

APPLICATION FILED JULY 20, 1905.

Fig. 2.

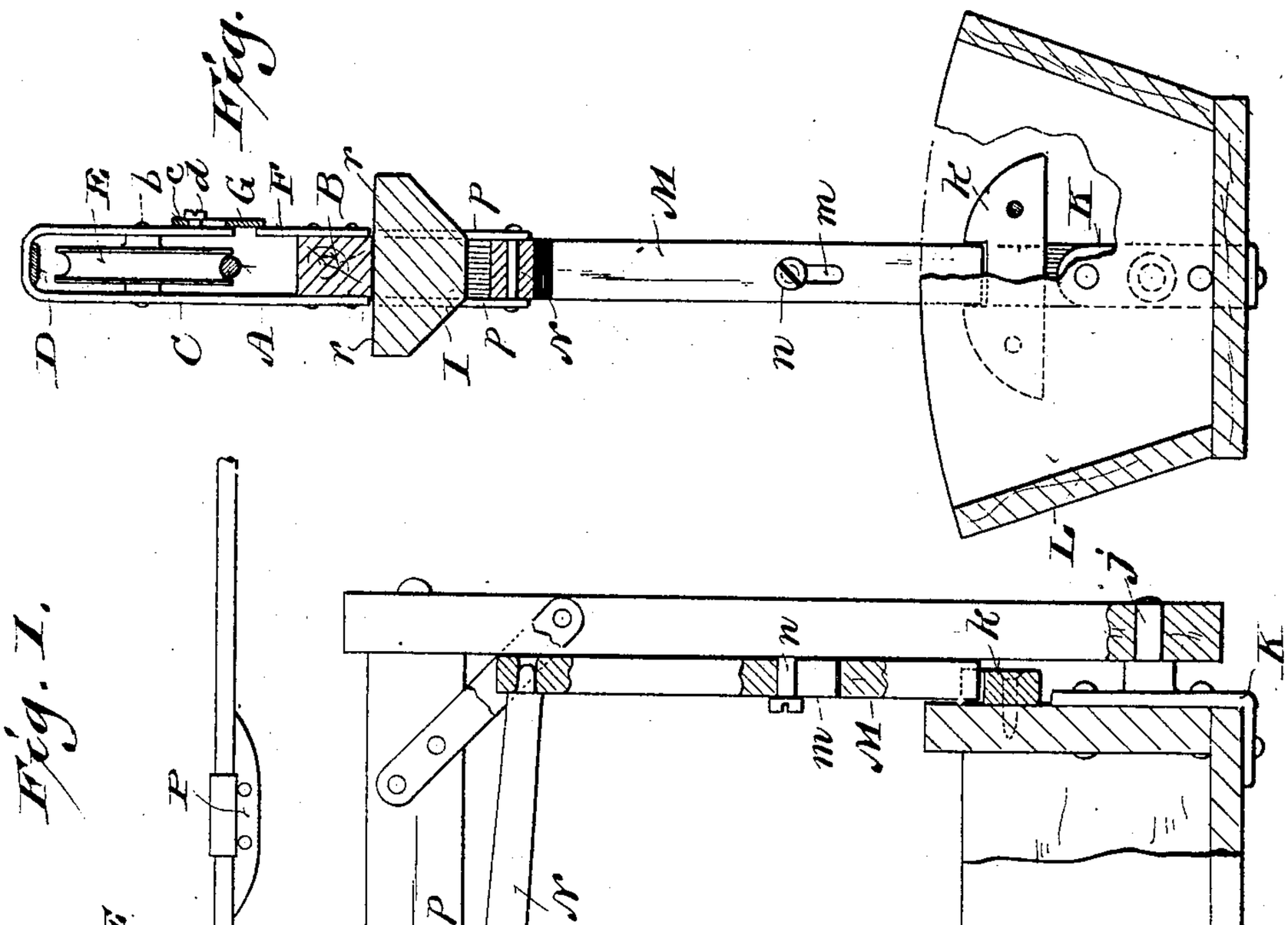

Fig. 1.

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ELEVATED CARRIER.

No. 803,690. Specification of Letters Patent. Patented Nov. 7, 1905.

Application filed July 20, 1905. Serial No. 270,507.

To all whom it may concern:

Be it known that I, MATHEW HEUS, a citizen of the United States, and a resident of Calumet, in the county of Fond du Lac and State of Wisconsin, have invented certain new and useful Improvements in Elevated Carriers; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention consists in certain peculiarities of construction and combination of parts hereinafter particularly set forth with reference to the accompanying drawings and subsequently claimed, its object being to provide simple economical elevated carriers each comprising a traveler having an automatically-adjustable gap-closer, a dump-box bail having swivel connection with the traveler, a latch for holding the bail rigid with said traveler, another latch for holding the dump-box bottom down, and means for automatic trip of the dump-box latch when the carrier is run a predetermined distance from the loading-point.

Figure 1 of the drawings represents a side elevation of an elevated carrier in accordance with my invention suspended from an overhead track, parts of the carrier being broken away and in section. Fig. 2 of said drawings represents a transverse section of said carrier and its track, the major portion of the view being indicated by lines 2 2 in Fig. 1.

Referring by letter to the drawings, A indicates the overhead wire track for the traveler of my improved elevated carrier. The traveler consists of a lower block B under the track, a pair of vertically-disposed bows C C, each fastened at its lower end to the block, a brace D connecting the upper ends of the bows, trolley-wheels E E, each loose on an axle *b*, supported by a bow, vertically-disposed plates F F, fast to said block opposite the lower straight portions of the bows, and a slide G, having vertically-slotted ears *c*, engaged by pins *d*, extending laterally from the upper extremities of said bows, the slide being a gap-closer between the aforesaid bows and plates.

Extending through the block B of the traveler, central of the same, is a sleeve H, having an angular head *e*, countersunk in said block, and loose on the sleeve under the aforesaid block is the upper horizontal portion I of a bail, a nut *f* being run on the lower screw-threaded end of said sleeve against the said horizontal portion of the bail. Each end of the traveler-block is provided with an under recess, and metallic reinforcing-clips *g* on the block ends are each provided with an aperture in register with the adjacent recess. A latch-pin *h*, guided in the horizontal portion of the bail, is caught in one or the other of the aforesaid recesses to hold said bail in rigid parallel connection with the traveler-block. A lever J in connection with the lower end of the latch-pin is suspended in pivotal connection with hanger-strips *i*, made fast to the sides of the horizontal portion of the bail.

The vertical arms of the bail are provided with bearings for trunnion projections *j* of brackets K, fastened to ends of a dump-box L, and one end of this box is provided with a keeper K for a latch-bar M, having a vertical slot *m*, engaged by a lateral inner guide-pin *n* in connection with one of the bail-arms. The upper end of the latch-bar is connected to an end of a lever N, suspended in pivotal connection with hanger-strips *p*, made fast to the horizontal portion of the bail, and the other end of said lever is connected to the lower end of a pin O, that is guided in the sleeve H aforesaid and preferably provided with a convex head. Arranged on the track A at a predetermined point is a bracket P, curved at its ends in the path of the head *q* of the pin O, this head being normally at a predetermined elevation above the upper end of the sleeve in which said pin is guided.

From the foregoing it will be understood that the dump-box is normally held bottom down and horizontal by the engagement of the latch-bar M with the keeper *k*, and the bail in which said box is suspended is capable of pivotal adjustment on the swivel-sleeve H when the latch-pin *h* is retracted from its engagement with an end recess of the traveler-block. This swivel connection of the bail with the traveler is an important feature of my invention, as it permits of pivotal adjustment of the dump-box at the loading-point, this being of particular advantage in a cow-stable to save the operator from getting in between the box and cattle when loading said box with stuff to be carried to a more or less distant point from said barn. To increase the bearing-surface of the bail in opposition to the traveler-block B when said bail and dump-box are pivotally adjusted out of normal position, the horizontal portion of said bail is provided with lateral extensions *r* central thereof. The dump-box being loaded and locked parallel to the horizontal upper portion of the bail, the carrier is run out on the track until the head *q* of the pin O comes into contact with the bracket P, by

which said pin is automatically depressed to actuate the lever N, and thereby cause a lift of the latch-bar M clear of its keeper, whereupon there is an automatic upsetting of said box.

The ends of the slide or gap-closer G of the traveler are preferably beveled, and said gap-closer is automatically lifted by contact with the flange *s* of a track-switch Q to afford clearance for said flange when the traveler is turning a corner of the track. Otherwise the gap-closer is full down to prevent the traveler from jumping the track when on straight stretches of the same.

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

1. An elevated carrier comprising a traveler, a bail in swivel connection with the traveler, means for latching the bail rigid with said traveler, a dump-box hung in said bail, and means for latching the dump-box bottom down.

2. In an elevated carrier comprising a traveler, a sleeve constituting a rigid portion of the traveler, a bail loose on the sleeve, a dump-box hung in the bail, and means for latching the dump-box bottom down.

3. An elevated carrier comprising a traveler, a sleeve constituting a rigid portion of the traveler, a bail loose on the sleeve, a lever-controlled pin guided in the bail to have engagement with said traveler, a dump-box hung in the bail, and means for latching the dump-box bottom down.

4. An elevated carrier comprising a traveler, a bail in connection with the traveler, a dump-box hung in the bail and provided with a keeper, a latch in connection with said bail for engagement with the keeper, a lever attached to the aforesaid bail, and a pin arranged in connection with the lever to extend upward through the bail and traveler for contact with a depressing device in its path.

5. An elevated carrier comprising a traveler consisting of a lower block, bows fastened at their lower ends to the block, trolley-wheels mounted in the bows, plates fastened to said block opposite the lower straight portions of the bows, and a slide in connection with said bows to normally close the gaps between the same and the plates.

6. An elevated carrier comprising a traveler having an automatically-adjustable switch-gap closer, a bail in swivel connection with the traveler, a latch for holding the bail rigid with said traveler, a dump-box hung in the bail, a keeper on the box, a lever-controlled latch engageable with the keeper, and a pin in connection with the lever to extend upward through the aforesaid bail and traveler for contact with a depressing device in its path.

In testimony that I claim the foregoing I have hereunto set my hand, at Calumet, in the county of Fond du Lac and State of Wisconsin, in the presence of two witnesses.

MATHEW HEUS.

Witnesses:
PETER HEUS,
JOHN LANGENFELD.