No. 865,113. PATENTED SEPT. 3, 1907.

W. LOUDEN.

ELEVATED CARRIER.

APPLICATION FILED NOV. 22, 1905.

2 SHEETS—SHEET 1.

Fig. 1

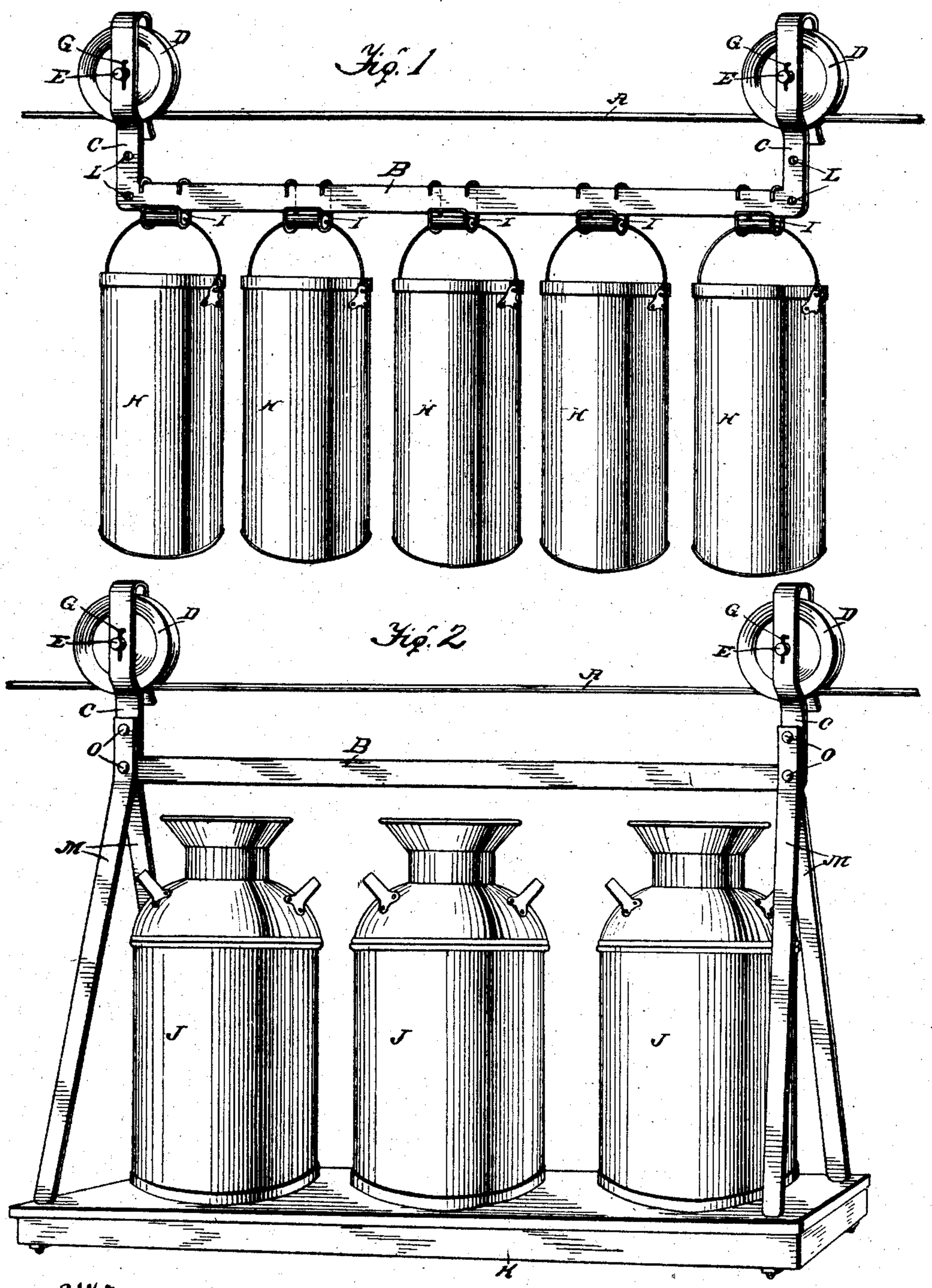

Fig. 2

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2 SHEETS—SHEET 2.

Fig. 3.

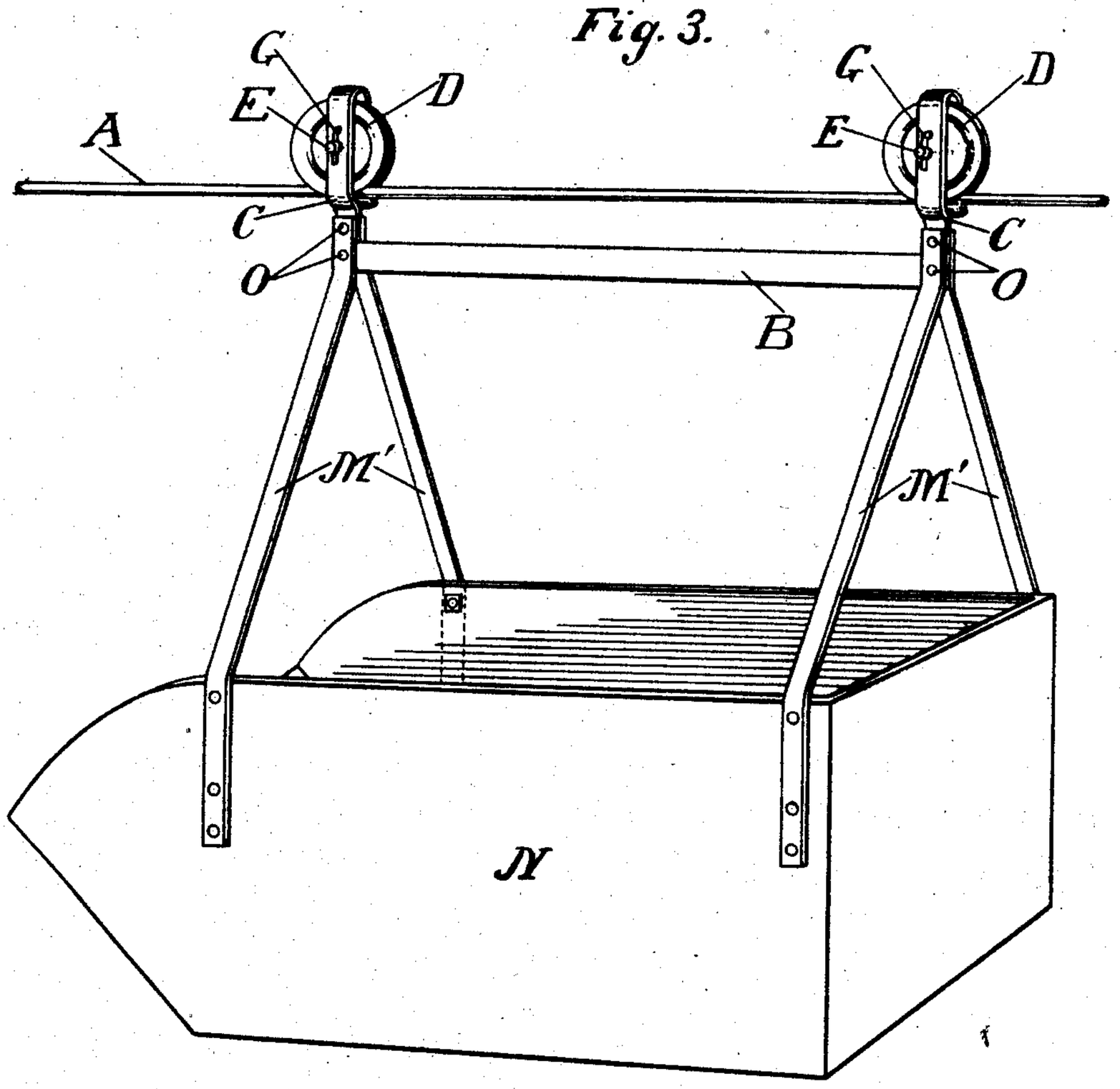


Fig. 4.

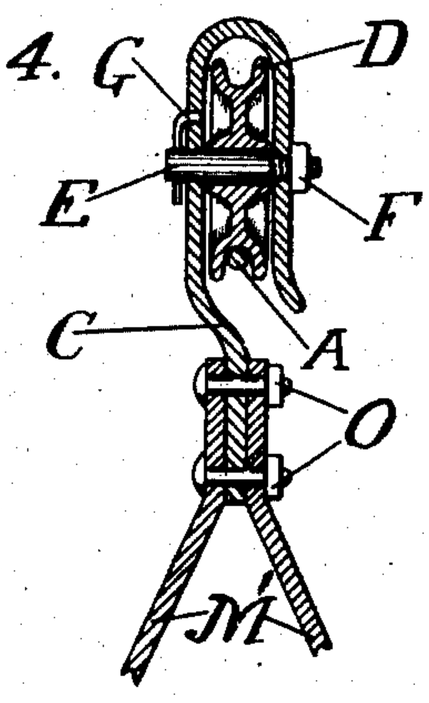
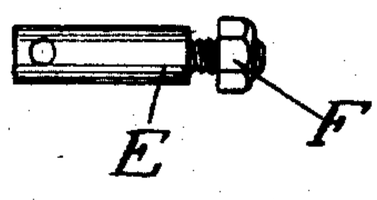


Fig. 5.



WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM LOUDEN, OF FAIRFIELD, IOWA.

ELEVATED CARRIER.

No. 865,113. Specification of Letters Patent. Patented Sept. 3, 1907.

Application filed November 22, 1905. Serial No. 288,522.

To all whom it may concern:

Be it known that I, WILLIAM LOUDEN, a citizen of the United States, residing at Fairfield, in the county of Jefferson and State of Iowa, have invented a new and useful Improvement in Elevated Carriers, of which the following is a specification.

My invention relates to carriers adapted to run on an elevated track and fitted for the attachment of articles thereto so as to be carried thereby, and it has for its object the construction of the main frame in such a way that articles of various kinds may be readily attached to various parts of the frame, and that attachments of one kind may be readily replaced by attachments of a different kind. Also, of other objects and features as set forth in the specification and more specifically defined in the claims.

In the accompanying drawings which form a part of this specification, Figure 1 is a perspective of a carrier embodying my invention as arranged to carry milk cans. Fig. 2 is the same fitted with a platform on which to set the milk cans to be carried. Fig. 3 is the same arranged to carry a feed or litter box or bucket. Fig. 4 is a vertical cross section on line 4—4 of Fig. 3. Fig. 5 is a detail view.

Referring to the drawings, A represents the overhead track which is shown as a suspended wire or cable but may be of any desired construction, forming substantially a single line of track. B represents the main frame which is essentially a single horizontally disposed bar, having upturned ends C, carrying wheels D to run on the track A. The parts C have their ends doubled back so as to form loops or casings in which the wheels D are mounted by means of axles or stud pins E passed through said casings. One of the ends of the stud pin is shouldered and has a threaded end with nut F, and the other end has a hole drilled through it in which is inserted a pin G having one of its ends bent at right angles to its body. A hole is made in the wheel casing adjacent to the hole in which the large end of the stud pin E is passed, and the bent end of the pin is inserted in this hole. By this means the wheel casing is kept from spreading and the stud pin is held from working loose and turning in the holes of the casing.

As shown in Fig. 1, the articles to be carried, which may be common milk cans H, are connected to the bar B by suitably shaped hooks I which may be readily placed at any point along the horizontal portion of the bar and be removed as required. When larger dairy cans J are to be handled it will be preferable to use a platform K. In such cases holes L are made in the upturned ends C and bolts O are passed therethrough. Hangers M are secured thereto by means of these bolts and the platform K is supported by these hangers. When a feed or litter box N, or other similar device is to be carried the hangers M to which the platform is connected are removed and similar hangers M′, adapted to support the box, or other device to be carried, are attached by means of the bolts O passed through the holes L, as most plainly shown in Fig. 4. The hangers M and M′ are preferably diverged at their lower ends to more securely support the receptacle. By this means the main frame of the carrier, consisting essentially of the single horizontal carrier bar B having upturned ends C carrying wheels D to run on an overhead track, can be used for a variety of purposes without any change whatever. All that will be necessary will be to remove one attachment and substitute another, and the entire apparatus can be cheaply made and conveniently adapted to the use required. The attachments can be made at any point along the horizontal portion of the carrier bar, and also to the upturned ends by means of the holes therein, and the body of the bar and the upturned ends being all in line with each other and with the track, it will always run substantially true and will hold articles attached thereto in proper position.

What I claim is:—

1. In elevated carriers, an overhead track, a single carrier bar horizontally disposed immediately below the track and having integral upturned ends substantially in line with the track and with the body of the bar, wheels mounted on said upturned ends to run on the track, and means adapted to be removably connected to the bar at sundry points thereon for the suspension of articles thereto.

2. In elevated carriers, an overhead track, a single carrier bar horizontally disposed immediately below the track and having integral upturned ends substantially in line with the track and with the body of the bar, wheels mounted on said upturned ends to run on the track, and means adapted to be interchangeably connected to the bar at sundry points thereon for the suspension of articles thereto.

3. In elevated carriers, an overhead track, a single carrier bar horizontally disposed immediately below the track and having integral upturned ends substantially in line with the track and with the body of the bar, wheels mounted on said upturned ends to run on the track, and hangers removably connected to the bar at sundry points thereon for the suspension of articles thereto.

4. In elevated carriers, an overhead track, a single carrier bar horizontally disposed immediately below the track and having integral upturned ends substantially in line with the track and with the body of the bar, wheels mounted on said upturned ends to run on the track, and hangers removably connected to the upturned ends of the bar, and a receptacle secured to the lower ends of the hanger.

5. In a device of the character described, a track, a wheel to run upon the track, a casing for the wheel, a stud pin having a hole in one of its ends passed through the wheel and casing, a pin having one of its ends bent at right angles to its body, passed through said hole in the stud pin, and a hole in the adjacent side to the casing to receive the bent end of the pin.

6. In a device of the character described, a track, a wheel to run upon the track, a casing for the wheel, a stud pin having a shoulder and threaded nut on one end, and a hole in the other end, said stud pin being passed through the wheel and casing, a pin having one of its ends bent at right angles to its body, and a hole in the

adjacent side of the casing to receive and hold the bent end of the pin.

7. In elevated carriers, an overhead track, a single carrier bar horizontally disposed immediately below the track and having integral upturned ends substantially in line with the track and with the body of the bar, wheels mounted on said upturned ends to run on the track, and hangers connected to opposite sides of the upturned ends and downwardly and outwardly diverged, and a receptacle secured to the lower ends of the hangers.

8. In elevated carriers, an overhead track, a single carrier bar horizontally disposed immediately below said track, and having upturned ends in line therewith and with the body of the bar, wheels mounted on said upturned ends to run on the track, holes in said upturned ends, bolts passed therethrough, hangers connected to the opposite sides of the upturned ends by means of said bolts, and a receptacle attached to the lower ends of the hangers.

WILLIAM LOUDEN.

Witnesses:
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