

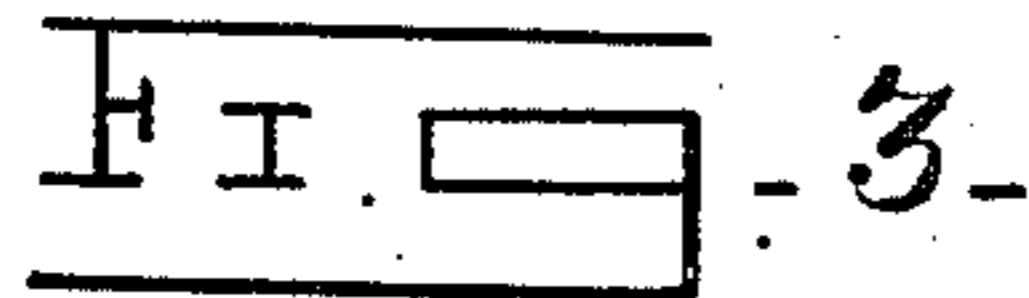
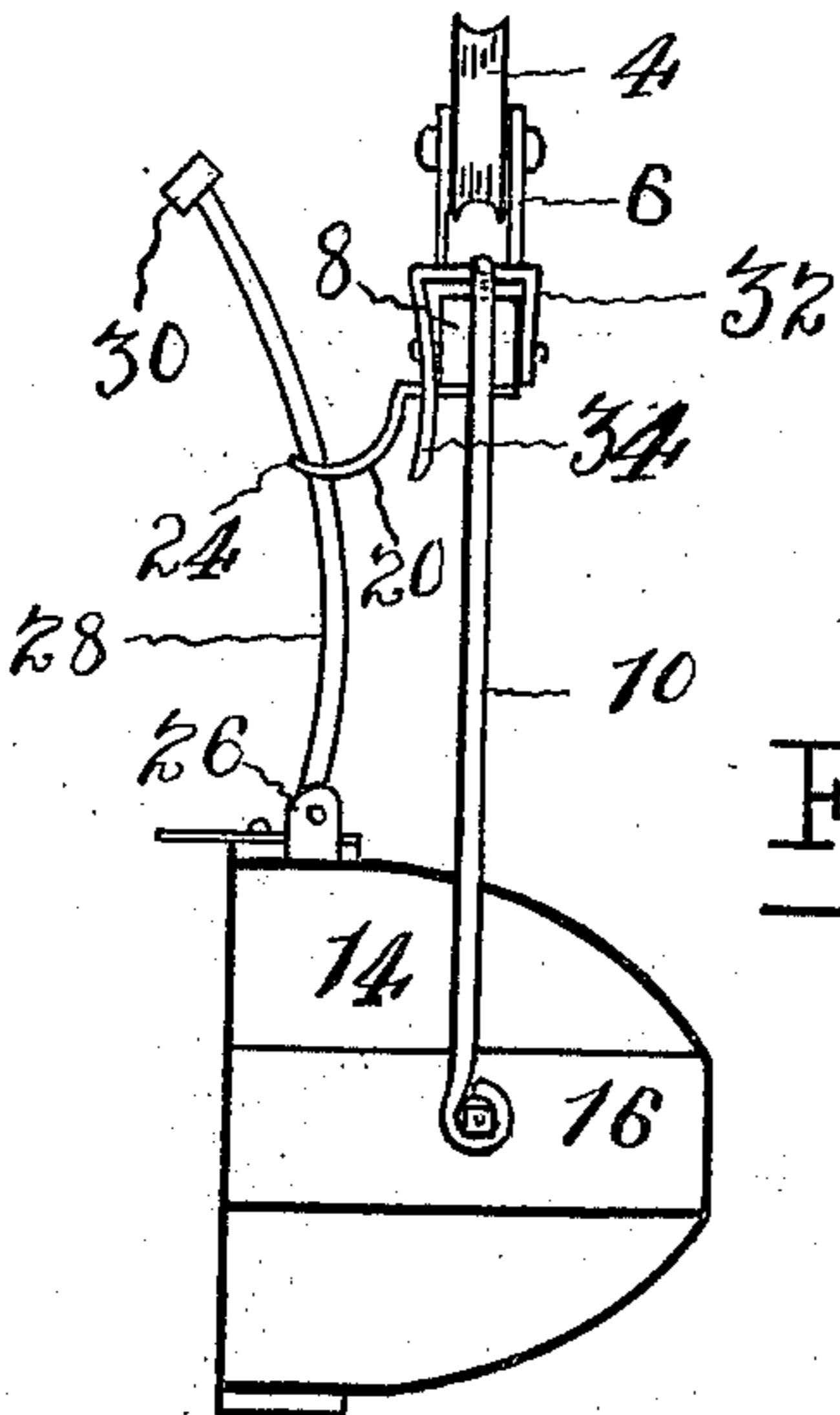
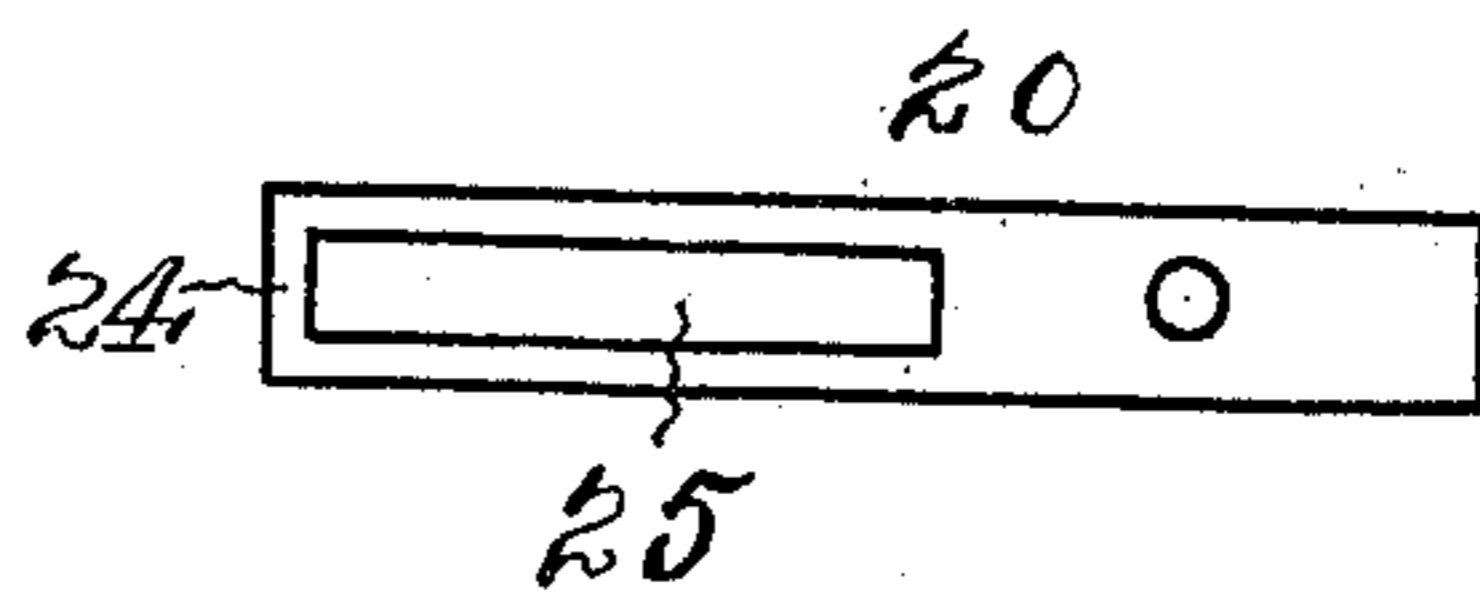
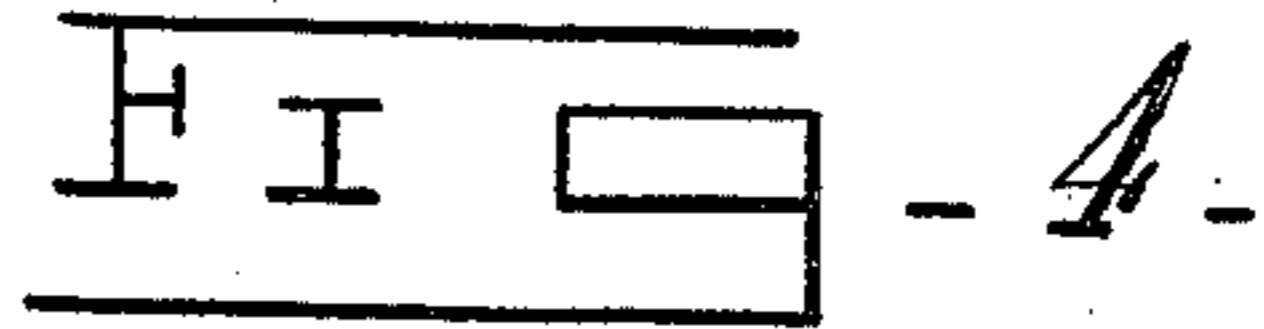
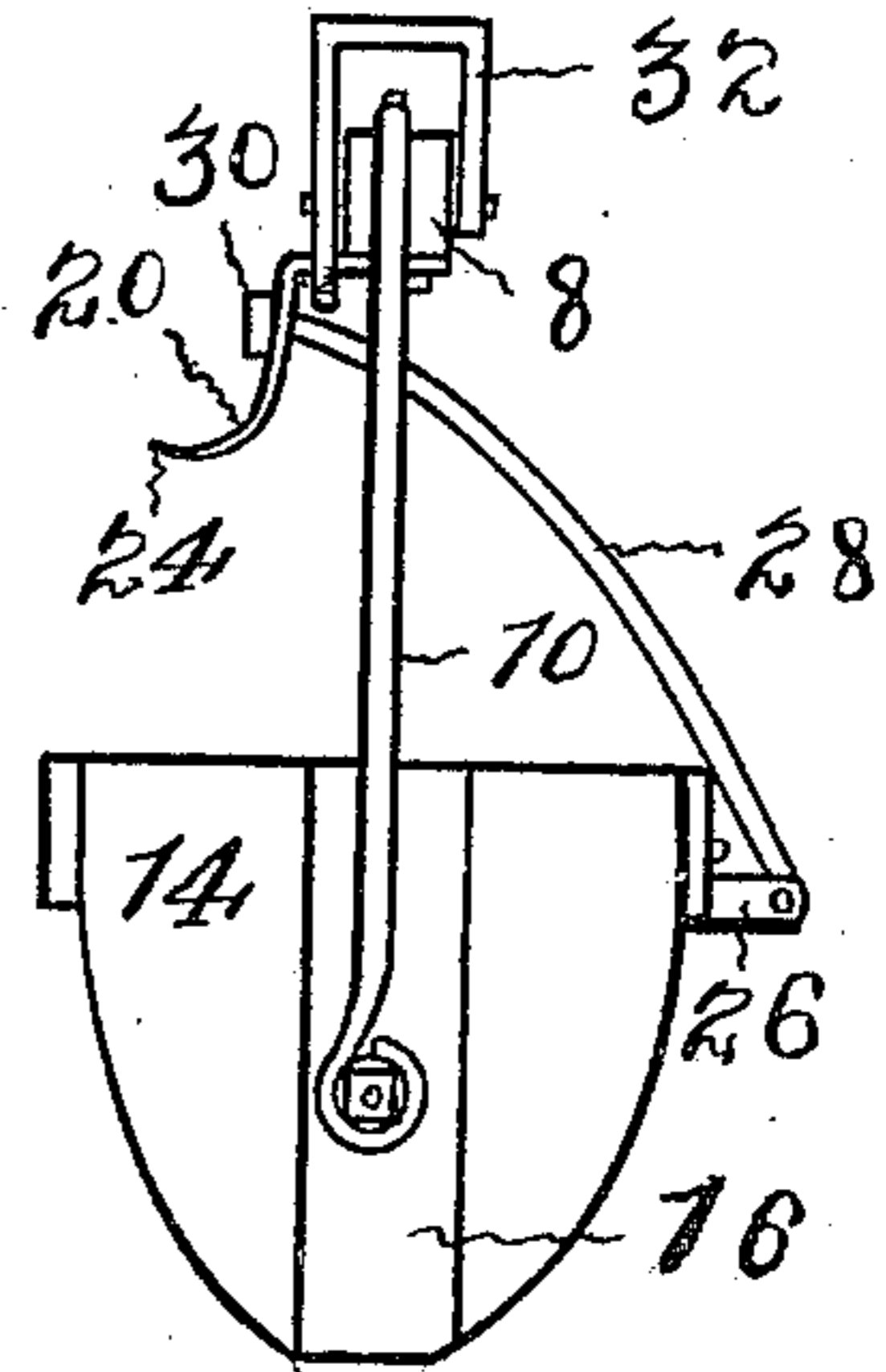
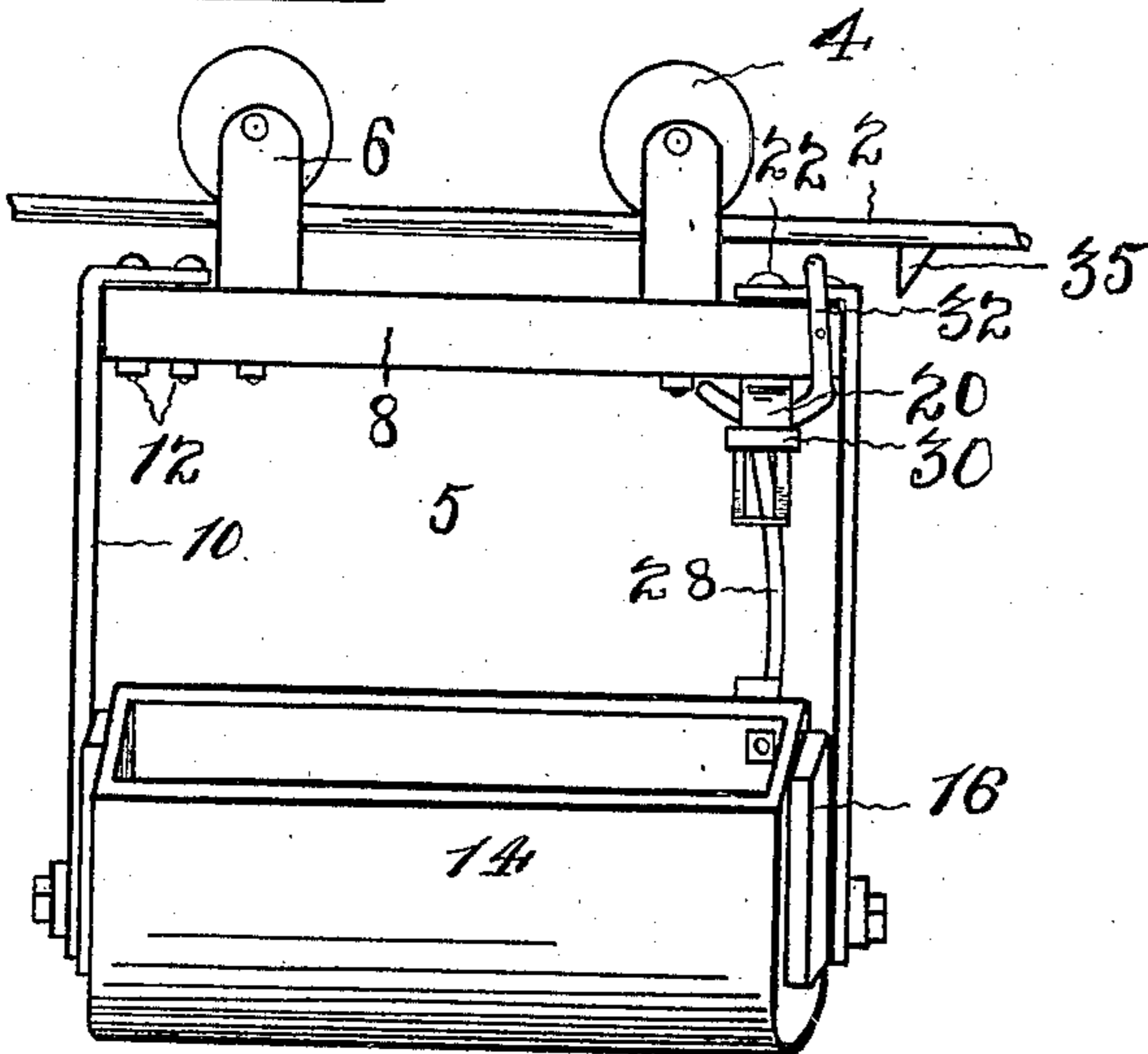
L. T. SCHEMMEL & C. L. BESLER.

LITTER CARRIER.

APPLICATION FILED JUNE 30, 1909.

948,554.

Patented Feb. 8, 1910.



Witnesses
E. A. Gregg
O. M. Frick

By

Inventors.
Lewis J. Schemmel
Charles L. Besler
M. M. Cady
 Attorney

UNITED STATES PATENT OFFICE.

LEWIS T. SCHEMMEL, OF DYERSVILLE, AND CHARLES L. BESLER, OF HOPKINTON,
IOWA.

LITTER-CARRIER.

948,554.

Specification of Letters Patent.

Patented Feb. 8, 1910.

Application filed June 30, 1909. Serial No. 505,285.

To all whom it may concern:

Be it known that we, LEWIS T. SCHEMMEL, of Dyersville, Dubuque county, Iowa, and CHARLES L. BESLER, of Hopkinton, Delaware
5 county, Iowa, citizens of the United States, have invented certain new and useful Improvements in Litter-Carriers, of which the following is a specification.

Our invention is an improvement on our
10 device shown and described in Letters Patent issued to us on the 13th day of April 1909 and numbered 917,801.

The following specification when read in connection with the drawings accompanying
15 the same will point out in what the invention consists and wherein it is differentiated from the invention described and shown in our former patent.

Figure 1. is a perspective view of the carrier in an upright position taken from the front. Fig. 2 is an end view with the tub
20 locked. Fig. 3 is an end view with the tub partly turned. Fig. 4 is a plan view of the locking member.

25 Like characters of reference denote corresponding parts in each of the figures.

Referring to the drawings, 2 designates a cable or track upon which the carrier hereinafter to be described travels. On this
30 track is mounted two wheels 4, from which is suspended the car 5, by the connecting brackets 6. The car 5 consists of a beam 8, to which the brackets 6 are attached. To the beam 8 is rigidly secured hangers 10 by
35 bolts 12. The tub or carrier 14 is provided at its end with stays or reinforcements 16, and is pivoted to the hangers 10 by pivots passing through the stays 16.

Against the under side at one end of the
40 beam 8 is secured a locking member 20, shown in Fig. 1, by a bolt 22. One end of the member is bent downward and outward in the form of a curve at 24, and is provided with a slotted opening 25. Against an upper
45 corner of the tub 14, is secured a bracket 26 in which is pivoted an arm 28. This arm is slightly curved and projects through the opening 25 and at its outer end is provided with a knob or catch 30 whereby it is pre-
50 vented from being withdrawn from engagement in said opening 25 of the locking member 20 but is permitted to freely slide therein.

Upon opposite sides of the beam 8 near one end and a trifle beyond the locking member
55 is pivoted a rectangular trip 32 which is

curved at one end 34 and projects under the locking member but over the arm 28. Against the underside of the track 2 near its dump end is secured a trip 35, adapted to engage the trip 32.

The manner of operating our device is substantially as follows. Starting with the car in position, shown in Fig. 1, and the tub filled and the trip 32 in a vertical position above its pivot and the arm 28 in the upper
60 end of the slotted opening 25 of the locking member 20. The car is started and travels along the track till it approaches near the dump when the trip 32 comes into engagement with the trip 35 on the track and as
65 the car advances, the trip 32 is forced toward the bracket 6, which brings the curved end 34 down on to the arm 28 and forces it downward in the slotted opening and this action forces the arm farther through the opening
70 25 and draws with it the side of the tub out of its equilibrium and immediately the tub is overturned, driving about half or more of the arm through the slot 25, but as the tub is turned farther over, it draws the arm
75 with it till the knob 30 comes into contact with the locking member 20 in the outer end of the opening 25, where it suddenly arrests the further turning of the tub and the contents of the tub is immediately
80 dumped. When the carrier is returned, the operator turns the tub into an upright position and this brings the arm 28, up against the bent portion 34, or the trip 32, and locks the carrier in an upright position ready to be
85 90 refilled.

It will be seen that this mode of construction is exceedingly simple, that it dispenses with the chain, and that the locking of the tub in an upright position and unlocking is
95 entirely automatic.

Having now described our invention, what we claim is:

1. In a device of the class described, a track, a car adapted to travel on the track, 100 a tub pivoted in the car, a means for suddenly arresting the rotation of the tub before it is inverted to forcibly eject the contents of the tub, consisting of an arm attached to the tub, a locking member at-
105 tached to the car, and means connected with the arm and locking member to cause the arm to remain in continuous engagement with the locking member.

2. In a device of the class described, a 110

track, a car suspended from the track and adapted to travel thereon, a tub pivotally attached to the car, means for suddenly arresting the rotation of the tub before it is
5 inverted to jar or force out the contents of the tub consisting of a locking member attached to the car, an arm loosely attached to the tub and provided with a knob adapted to engage and remain in continuous en-
10 gagement with the locking member.

3. In a device of the class described, a track provided with a trip thereon, a car suspended from the track and adapted to travel thereon, a tub pivotally attached to the
15 car, a trip on the car adapted to engage the trip on the track, and means connecting the

car with the tub for suddenly arresting the movement of the tub before dumping, consisting of a locking member provided with an opening near one end secured to the car, 20 an arm loosely attached to the tub and provided with a knob at one end adapted to engage and remain in constant engagement with the locking member.

In testimony whereof we affix our signatures in presence of two witnesses.

LEWIS T. SCHEMMEL.
CHARLES L. BESLER.

Witnesses:

M. M. CADY,
D. A. ZOGG.