July 10, 1956 L. K. BREELER 2,753,970

LUGGAGE CARRIER

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Fig. 1

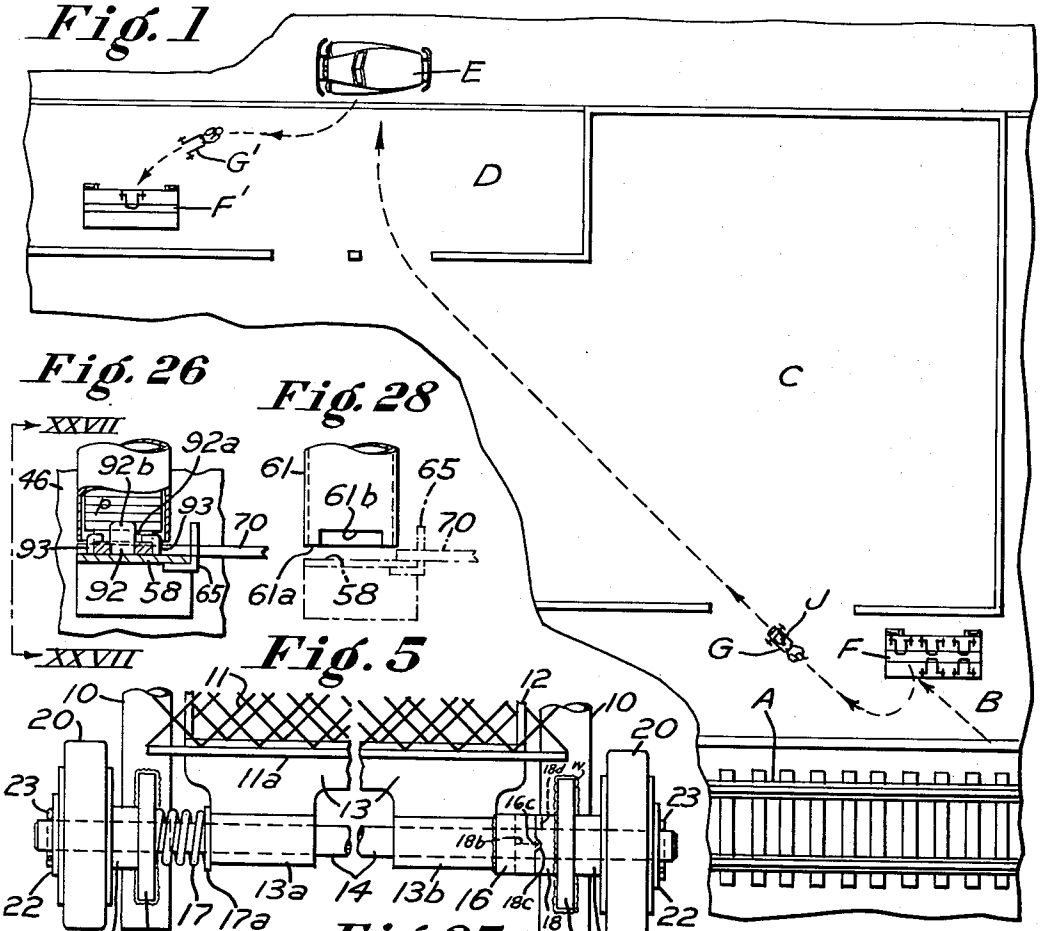


Fig. 26

Fig. 28

Fig. 5

Fig. 27

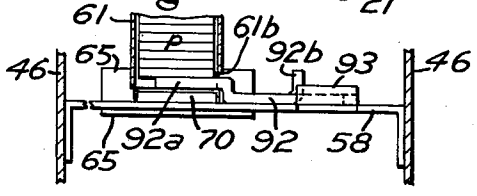


Fig. 2

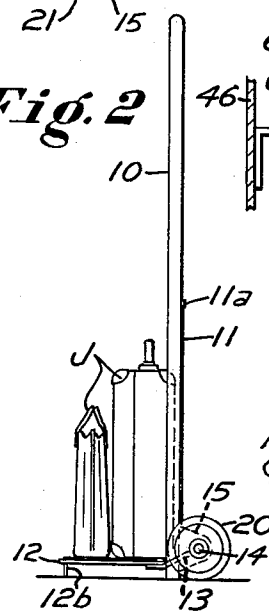


Fig. 3

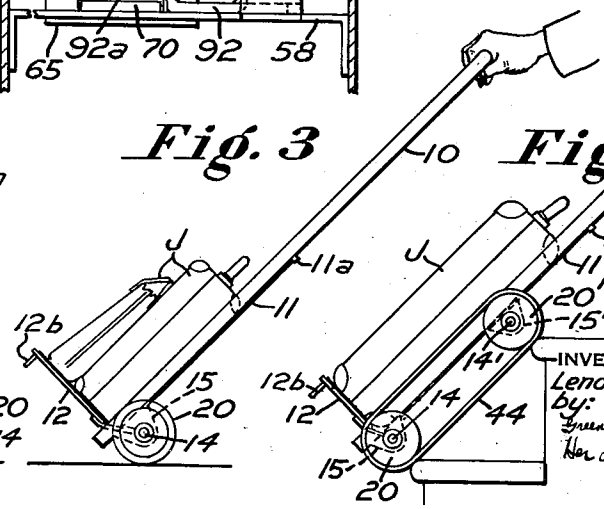


Fig. 4

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Fig. 21A

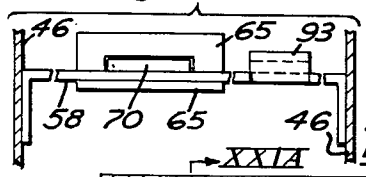


Fig. 24A

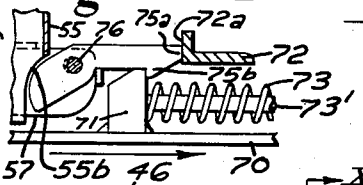
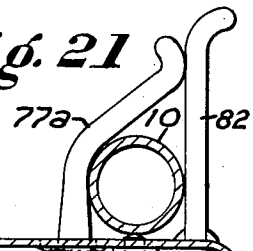


Fig. 21



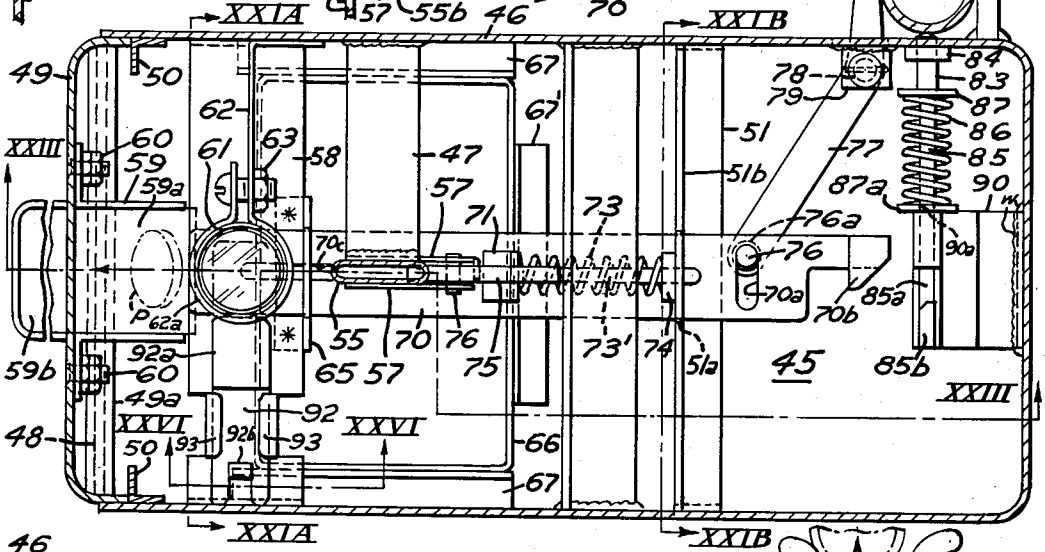


Fig. 21B

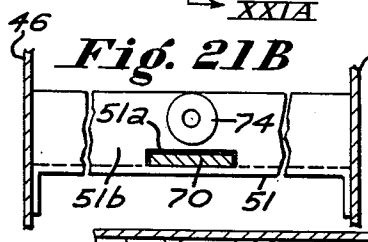


Fig. 22

Fig. 6 Fig. 7 Fig. 10

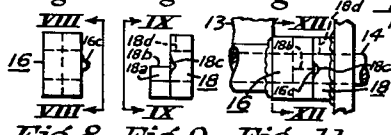


Fig. 12 Fig. 13

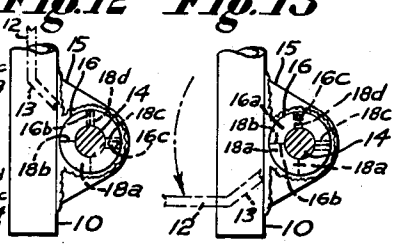
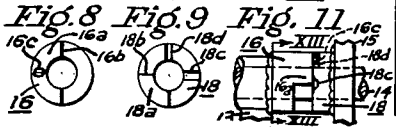


Fig. 8 Fig. 9 Fig. 11



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Fig. 14

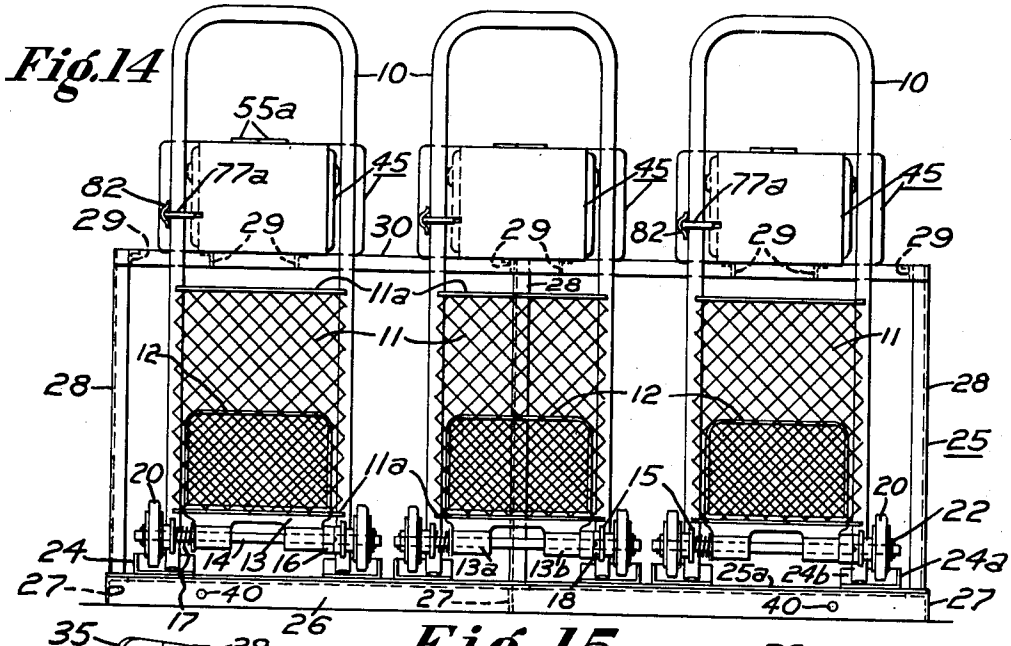


Fig. 15

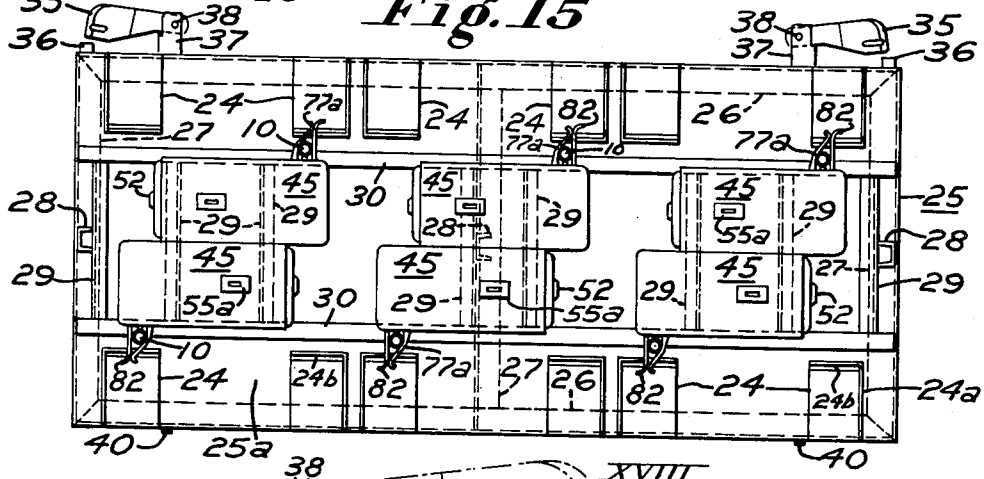


Fig. 17

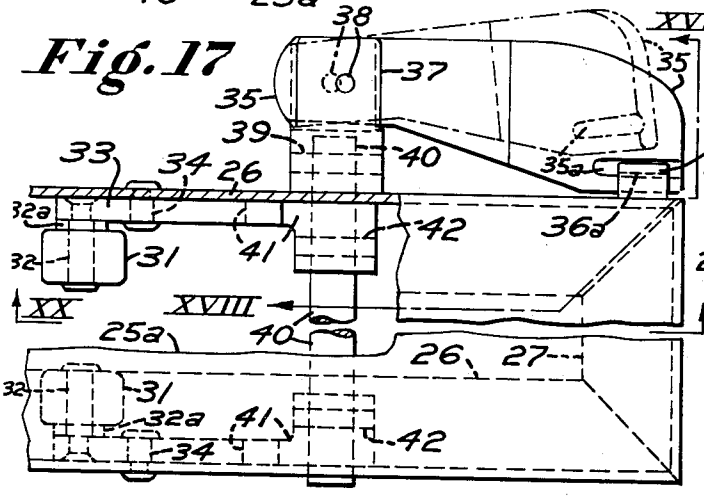
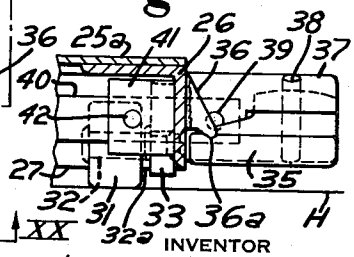


Fig. 18



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LUGGAGE CARRIER

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Fig. 23

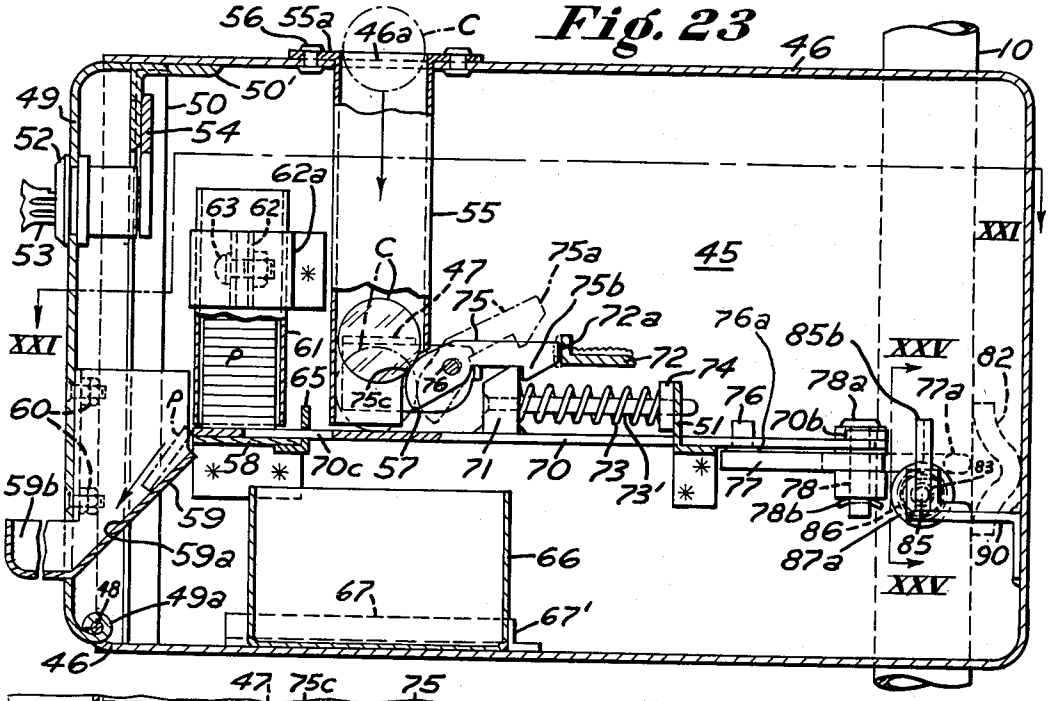


Fig. 24

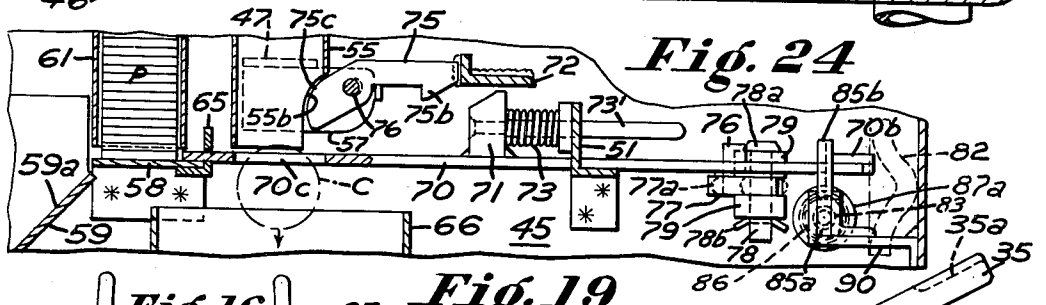


Fig. 16

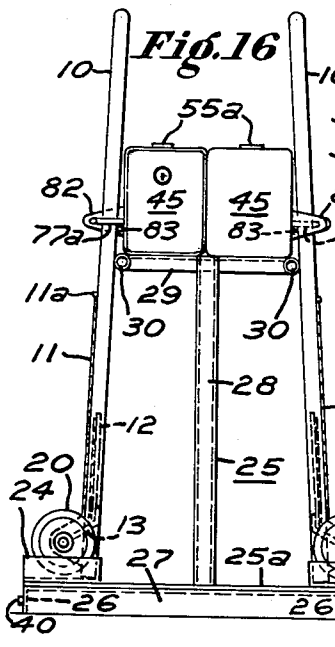


Fig. 19

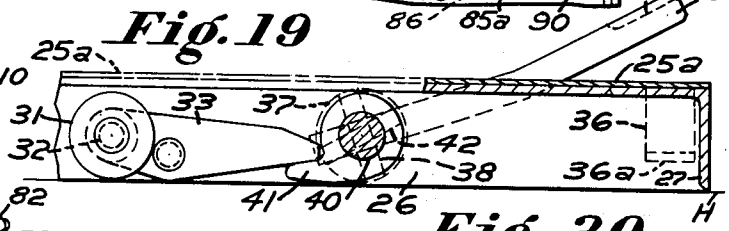


Fig. 20

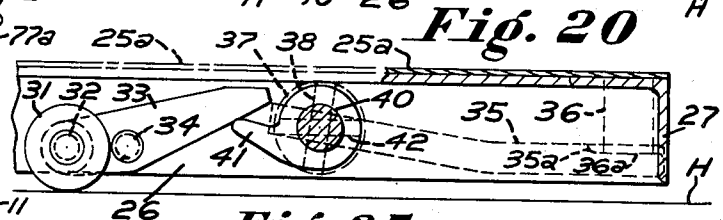
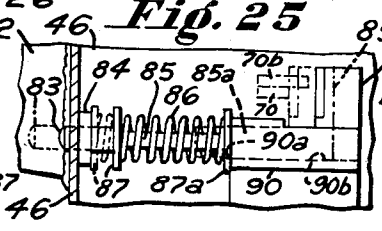


Fig. 25



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Fig. 31

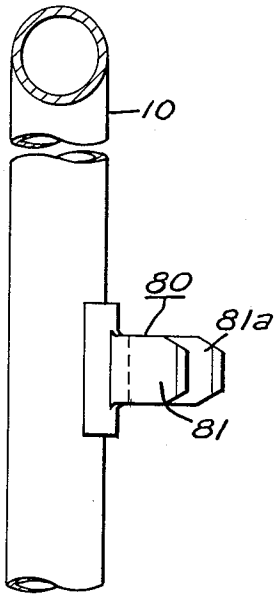


Fig. 29

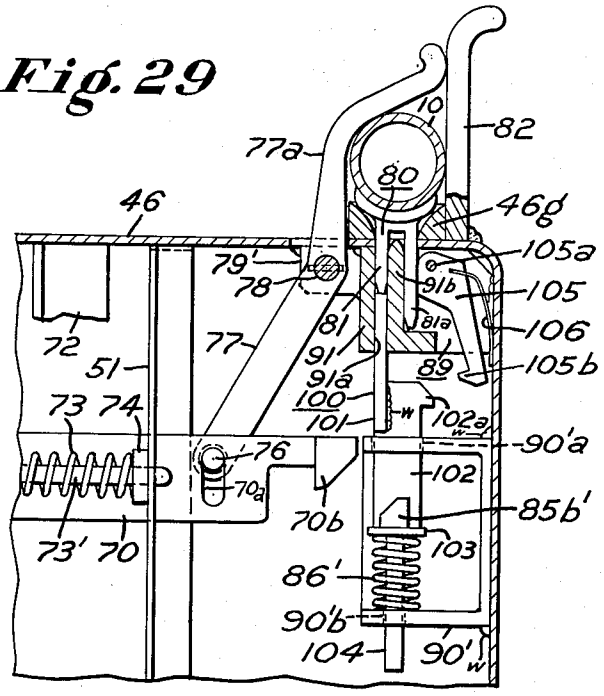


Fig. 30

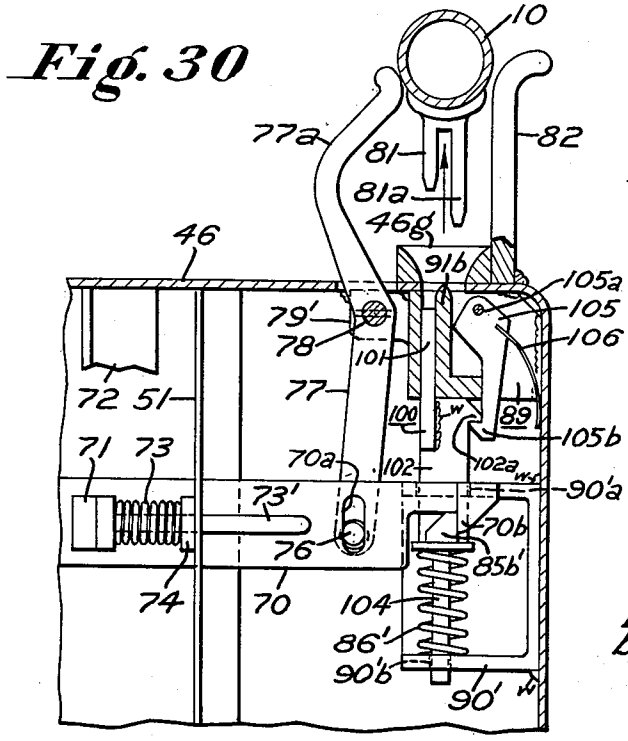
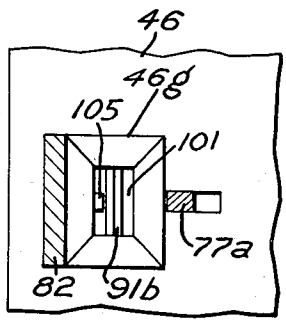


Fig. 32



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United States Patent Office

2,753,970

Patented July 10, 1956

2,753,970

LUGGAGE CARRIER

Lenore K. Breeler, Fredonia, N. Y.

Application March 27, 1952, Serial No. 278,984

19 Claims. (Cl. 194—40)

This invention relates to a luggage cart dispensing apparatus, appliance or system and particularly, to a coin-controlled appliance suitable for use in railroad stations, etc.

At the present time, many of the smaller railroad stations have no porter service and larger stations have insufficient service during rush periods or no service at all during odd hours of the night and morning. This presents a problem to the traveler having a large quantity of luggage and to women having children, etc.

I have felt that this problem could be met by providing readily available luggage carts arranged in an orderly manner in suitable luggage dispensing frames. As in any other enterprise, I have found it necessary to provide some means for amortizing the expense involved, such as by means of a coin-operated mechanism. My investigations have disclosed that conventional carts are much too heavy and cumbersome for such usage and some incentive should be provided for returning the luggage carts to their stalls or frames after they have been used. Further, I have determined that the coin dispensing mechanism should be employed with the dispensing frame, rather than with the individual carts, themselves, if a practical arrangement is to be provided. In the first place, I found that a coin mechanism on the cart would make it awkward to use and in addition to increasing its weight, make it needlessly complex. In the second place, I have found that there was too much danger of theft of a cart, if the coin mechanism is made a part thereof.

In general, my work in this particular field has indicated that a system or apparatus arrangement to meet this problem would have to be a highly practical and fool-proof arrangement to meet acceptance.

It has thus been an object of my invention to provide a solution to the problem involved in this connection and to devise an apparatus arrangement that would be fully practical and would meet what I found to be necessary factors in this particular field.

Another object of my invention has been to develop luggage carts and dispensing apparatus therefore that will be relatively simple in their utilization and practical and efficient in their operation.

A further object has been to devise a dispensing frame which is coin-operated for individual luggage carts: to release a cart as needed, to receive and lock a returned cart, and to position each cart in a conveniently available manner.

A still further object has been to devise a dispensing frame and luggage cart combination or unit which will be simple, practical and flexible in its utilization.

These and many other objects of my invention will appear to those skilled in the art from the description thereof and the drawings.

In the drawings, Figure 1 is a somewhat diagrammatic layout illustrating how an arrangement of my invention may be employed;

Figure 2 is a side view in elevation of a hand cart or carrier in a vertical or standing position and with its shelf, head piece, or end gate extended to receive a luggage load;

Figure 3 shows the same carrier positioned on an inclined plane for manually moving luggage from one place to another;

Figure 4 is a view similar to Figure 3, but showing the utilization of a modified form of luggage cart or carrier which may be employed where a large number of stairs or steps are ordinarily involved in its utilization; this is a caterpillar version;

Figure 5 is an enlarged fragmental back or bottom view in elevation of the cart or carrier of Figure 1 with its end gate or shelf folded into the plane of its frame; it further illustrates details of the construction of the front end or rolling end of the carrier or luggage cart;

Figures 6 to 13, inclusive, are fragmental detail views on the scale of Figure 5, illustrating the operating parts of the folding end gate of the carrier or cart; more particularly, Figures 6, 7, 10 and 11 are front views in elevation and Figures 8, 9, 12 and 13 are side views in elevation illustrating latching parts or elements and their operative mountings; Figures 8 and 9 are respectively taken in the direction of the lines VIII—VIII and IX—IX of Figures 6 and 7; and Figures 12 and 13 are respectively taken in the direction of lines XII—XII and XIII—XIII of Figures 10 and 11;

Figure 14 is a side view in elevation of the scale of Figures 2 to 4, showing a dispensing assembly, including a dispensing frame with coin boxes having fingers locking luggage carriers or carts in position thereon;

Figure 15 is a plan view of the apparatus of Figure 14, also showing a handle part of each cart in a locked position on the frame;

Figure 16 is an end view in elevation of the apparatus of Figures 14 and 15;

Figure 17 is an enlarged fragmental plan view, partially in section, illustrating details of a caster mounting and positioning mechanism employed with the dispensing frame of Figures 14, 15 and 16;

Figure 18 is a fragmental elevation in partial section taken from the right-hand end of Figure 15, also illustrating details of the mechanism of Figure 17;

Figure 19 is a sectional detail in elevation taken at right angles to Figure 18 and along the line XIX—XIX of Figure 17; this view illustrates positioning of the mechanism when the casters are withdrawn from the floor level into the frame structure;

Figure 20 is a view similar to Figure 19, except that it illustrates positioning of the mechanism when the casters are resting on the floor, so that the frame may be moved to a suitable location;

Figure 21 is an enlarged sectional plan or horizontal view along the line XXI—XXI of Figure 23 and illustrating details of a coin mechanism which is shown holding the handle of a luggage carrier in a locked position;

Figure 21A is a transverse fragmental section taken along the line XXIA—XXIA of Figure 21;

Figure 21B is a transverse fragmental section taken the line XXIB—XXIB of Figure 21;

Figure 22 is a somewhat fragmental view, similar to Figure 21, but showing locking finger means in an open position to release and receive the handle of the luggage cart or carrier;

Figure 23 is a vertical section in elevation taken along the line XXIII—XXIII of Figure 21; its full lines illustrate a latched relationship of a latching member when the coin-controlled mechanism is locking the handle of the luggage carrier in position, shown in Figure 21, and the dot and dash lines illustrate the initial positioning

of the latching member after it has been unlatched from a latch slide member by the dropping of a coin;

Figure 24 is a vertical fragmental view, similar to Figure 23, but illustrating a final position of the latch slide member after it has been unlatched at one end and has been moved to the right, as shown in Figure 22, by the withdrawal of the handle of the luggage carrier; in this position, the slide is now latched at its other end by a spring-operated detent or latching mechanism;

Figure 24*a* is a vertical fragmental view of latching mechanism shown in Figure 24, but illustrating the latch slide member in an initial latched position of Figure 21 (before a coin has been dropped down a coin chute, see Figure 23);

Figure 25 is a transverse fragmental sectional detail taken along the line XXV—XXV of Figure 21, illustrating by dot and dash lines the unlatched position of the detent mechanism of Figure 21 and by full lines the latched position of Figure 22;

Figure 26 is a fragmental detail in elevation and partial section, taken along the line XXVI—XXVI of Figure 21 and illustrating a premium coin dispenser;

Figure 27 is a section in elevation taken along the line XXVII—XXVII of Figure 26 and illustrating a closing off slide in position to prevent the discharge of a premium coin;

And, Figure 28 is a fragmental view in elevation somewhat similar to Figure 27, but showing a premium coin chute in full lines and an open or "out" position of the closing-off slide;

Figure 29 is a fragmental transverse section of the right-hand portion of and on the same scale as Figure 1 and showing a modified handle-operated latching mechanism, in this figure, the handle is being held in a locked position;

Figure 30 is a section similar to and showing the structure of Figure 29 after the handle has been removed and after the latching mechanism has engaged a latching end of the latching slide member;

Figure 31 is a fragmental vertical view showing the handle with a latch-control key of Figure 29 attached;

Figure 32 is a vertical side detail looking towards a handle key slot shown in Figures 29 and 30.

Figure 1 of the drawings illustrates how a system of my invention may be employed in a station. In this figure, A represents a transportation roadway such as a railroad track, B represents a loading platform for such roadway, C represents a waiting station, D represents a second loading platform located adjacent a street or roadway, and E represents an automobile or taxi. I have shown a luggage carrier unit F of my invention in a convenient location on the platform B and a second one F′ on the platform D. A passenger unloading from a carrier at A can then go to the unit F, insert a coin in a handle-locking mechanism and remove a luggage carrier, extend its end gate to the position shown in Figure 2, deposit his luggage J on the carrier, and then move the carrier in the manner shown in Figures 3 and 4, and as indicated by the dotted arrows of Figure 1, as a unit G from the platform B around or through the space C to the platform D.

After the car or taxi E has been loaded with the luggage, the individual may fold back the end gate of the carrier or cart and then take it as empty cart G′ to the unit F′ which will have an empty stall to receive it, as well as a pair of locking fingers to lock its closed-end handle in position. At such time, a premium coin may be discharged for the individual as an incentive for returning the empty cart G′, rather than leaving it on the platform D. For example, coin mechanism of each of the units F and F′ may be of a type to take a quarter and then to return a premium coin of five or ten cents when the empty cart G′ has been returned. If an operator is employed at the platforms B and D, I have provided means for locking a premium coin return chute, so that no coin is discharged. That is, the system is such that it is adaptable, both for full customer operation and for part customer operation as supplemented by an attendant for returning the carts to locking stalls in the units.

It will also be apparent from Figure 1 that a reverse operation may be employed where a passenger is intending to board a train or bus and thus, has his luggage unloaded on platform D from an automobile. He then may go to unit F′, insert a suitable coin and remove a cart, load it, then move it from platform D to B, discharge the luggage, and return the cart to a stall in the unit F. Units F and F′ will always have a few extra empty stalls, so that traffic moving in either direction will have sufficient stalls for storing the carts after their usage. In fact, one or more units F or F′ may be positioned on each platform as desired.

As will be later explained in some detail, each unit F or F′ is of a type that can be rolled along the floor space to a suitable position in accordance with traffic requirements. At selected positions, the units may then be made stationary by raising their corner rollers or casters into their respective frames.

In Figues 2 to 5, inclusive, 14 and 16, I have shown a form of luggage cart or carrier of relatively simple and light-weight metal construction. Each cart has a U-shaped tubular frame **10** made up of a light metal such as aluminum or magnesium, which defines a closed-end or continuous handle for the operator. Near the open front end of the handle frame **10**, a wire mesh bottom support **11** is brazed or welded to its underside and reinforced by cross-pieces **11***a*. In this manner, the handle frame **10** defines side supports for the luggage J which is to be positioned on the wire mesh bottom support **11**. An end gate or shelf **12** of similar construction to the bottom support **11** has a U-shaped support frame thereabout to which its wire mesh is secured and which is in turn secured on an end mount **13**, see Figures 5 and 14. The end mount **13** is bifurcated and has a pair of end-bearing portions **13***a* and **13***b* turnably or rotatably positioned on a shaft **14**. In this manner, the end gate **12** can be moved from a position shown in Figure 2 which is within the sides of the frame **10** and substantially parallel to the bottom support **11** to an outwardly-extended position shown in Figures 2 and 3 at substantially right angles to the support **11** and handle frame **10**. As shown in Figures 2, 3 and 4, a short-length leg piece **12***b* may be mounted centrally on an upper portion of the frame of the shelf **12** (as by welding) to rest upon the floor and support the cart in the vertical loading position of Figure 2. The shaft **14** is secured adjacent its opposite ends to extend through a pair of mounts **15** which project downwardly from opposite sides of the frame **10** adjacent their front terminal ends. As shown particularly in Figure 5, the mounts **15** are welded or brazed to the handle frame **10** and the shaft **14** may, in turn, be welded or brazed to such mounts as indicated by the metal *w*. The ends of the shaft **14** which project beyond the mounts **15** carry rubber-tired wheels **20** which are journaled for rotation thereon and positioned thereon by a spacer sleeve **21**, a washer **22** and a cotter pin **23**.

Referring particularly to Figures 5 to 13, a collar **16** is welded to extend from one end of the portion **13***b* to rotatably receive the shaft **14**, and a second collar **18** is welded to the right-hand shaft support **15** of Figure 5. When the end gate **12** is down, see Figure 13, a face **16***b* (see Figures 8, 12 and 13) of a segmental lug **16***a* on the collar **16** engages a face **18***b* of a lug **18***a* on the collar **18** to limit the downward movement of the end gate. At this time, detent lug **16***c* engages detent recess **18***d* to prevent folding up of the gate **12**. When the end gate **12** is raised, see Figure 13, a detent lug **16***c* on collar **16** engages a detent recess **18***c* (see also Figures 9 and 11) in the collar **18** to hold it in its maximum upward position. An end spring **17** is positioned on the shaft **14** to abut between the left-hand shaft support **15** of Figure 5 and

against a loose washer 17*a* which in turn, abuts against a side of the portion 13*a*.

The spring 17 provides sufficient tension to hold the end frame or hinged loading shelf or gate 12 in its outwardly-extending position of Figure 2 or in its retracted position within the frame 10 by pressing the previously described detents or lugs into their respective positions. However, it also permits the end frame 12 to be moved out of such positions when manual force is applied to the end gate 12 to move it from one position to another. That is, the part 13 is capable of moving endwise to the left of Figure 5 by compressing the spring 17, to move the detents and recesses out of locking engagement when the end gate 12 is moved manually from one position to another.

The luggage cart of Figure 4 has the same general construction as the cart of Figure 3, except that it has a pair of shaft supports 15' mounted on the handle frame 10 ahead of the supports 15 and which carry a shaft 14' and a pair of wheels 20'. Also, a caterpillar belt 44 is mounted over the front and back pairs of wheels 20 to facilitate use of the cart where such use involves movement up and down stairs.

Referring particularly to Figures 14, 15 and 16, I have shown a complete unit of my invention involving a frame 25 which defines a series of stalls for receiving a series of carts therein. A series of coin-operated locking mechanisms are secured on the frame and are adapted to hold the handle 10 of each cart in a locked position thereon, until a coin has been inserted in the mechanism. In Figures 14, 15 and 16, I have shown the frame 25 completely filled up with luggage carriers or carts.

The frame 25 is shown of rectangular shape, as provided by a pair of transversely spaced-apart, longitudinally-extending side angle members 26 and a pair of longitudinally spaced-apart transversely-extending end angle members 27 and an intermediate angle member 27 which are secured or welded into a unitary base or floor part. Platform or side plate members 25*a* are welded to the members 26 and 27 on each side of the frame 25 for receiving the luggage carts. Longitudinally spaced-apart vertical channel members 28 are provided and each is mounted transversely-centrally of the frame 25 to extend from one of the angle members 27 and vertically-upwardly therefrom, see particularly Figures 15 and 16.

A series of transversely-extending, longitudinally spaced-apart cross angle pieces 29 are welded or secured to a pair of transversely spaced-apart and longitudinally-extending tubular members 30 to define an upper horizontal frame part or flight of substantially the longitudinal extent of the lower frame part. Three of the upper transverse members 29 are welded to the vertical members 28 to secure the upper frame part on the lower part, see Figures 14 and 15.

A receiving stall for each luggage cart is provided by welding or securing a series of pairs of wide-base runway pieces or members 24 on the side plate members 25*a* to extend transversely thereof and serve as guide stalls for the wheels 20 of each cart. The stall members 24 have upwardly-extending side limit walls or flanges 24*a* and end limit walls 24*b*, see particularly Figure 15. As a result, each cart can be placed in a vertical-upright position, with its end gate 12 folded back parallel within its handle frame 10, to rest against one of the upper longitudinal members 30 of the upper part of the frame. Its handle 10 is entered between a pair of locking fingers 77*a* and 82 (see Figures 21 and 29) that are carried by a coin mechanism 43 whose box is secured, as by welding on a pair of the upper cross members 29, see particularly Figures 14, 15 and 16.

Referring to Figures 17, 18, 19 and 20, taken in view of Figure 15, I have provided rollers or casters 31 at each corner of the frame, so that as previously pointed out, it may be moved by an attendant to a suitable, semi-permanent location. At such location, the rollers 31 may

then be withdrawn from an extended, floor-engaging position of Figure 20 to an ineffective position of Figure 19, so that the frame will rest directly upon the floor H in a stationary relationship with respect thereto.

Each caster or roller 31 is rotatably mounted on a pin shaft 32 which carries a spacer washer 32*a* and is secured at its inner end to one end of a positioning lever arm member 33. Each arm member 33 is pivotally mounted on the lower side members 26 of the frame by a pivot pin 34 and extends forwardly at its other end for operative engagement by a foot pedal mechanism.

A foot pedal member 35 is fitted at its inner end within a bifurcated post 37 and is pivoted thereto by a pin 38 extending therethrough, see particularly Figure 17. The post 37 has a hollow bore opposite its bifurcated end to receive an operating shaft 40 upon which it is secured by a pin 39. As shown particularly in Figures 15 and 17, a pair of operating shafts 40 is provided and each shaft extends transversely across one end of the frame through the opposed side members 26 for support thereby and rotation with respect thereto. A cam collar or pawl 41 is secured adjacent each end of each shaft 40 and adjacent inner sides of the members 26 by pins 42. Each cam collar 41 of the pair on each shaft 40 projects longitudinally into operative engagement with one end of the lever arm member 33 to, as shown in Figures 19 and 20, raise such end and lower the roller or caster 31 carried on its other end into engagement with the floor H. This will raise the frame 25, itself, to clear the floor H when the outer end of the foot pedal member 35 is depressed.

The foot pedal member 35 has a latch recess or groove 35*a* therein which is adapted to be engaged by an end flange or latch portion 36*a* of a latch piece 36. Each latch piece 36 is welded to an outer side of one of the members 26 to project outwardly therefrom.

Assuming that the frame 25 is to be raised on the floor H of Figure 19, foot pressure may be applied downwardly to the pedal member 35 to move it from the position of Figure 19 to the depressed position of Figure 20. At this time, the pedal 35 may be moved sideways under the flange portion 36*a* of the latching piece 36 to lock the former in position. To lower the frame 25, the foot pedal member 35 is depressed slightly further to permit springing it out from the flange portion 36*a* to clear the latter and cause the foot member 35 to return to the position of Figure 19. The weight of the frame 25, itself, causes the lever member 33 to return to its initial position of Figure 19.

A coin mechanism 45 for each stall of the frame, as shown particularly in Figures 21, 22, 23, and 24, has an enclosing housing part or box 46 of light-walled metal construction defining its top, bottom, two longitudinal side walls and one end wall. The other or open end is closed by a hinged end wall or door 49. The end wall or door 49 has turned-in edge portions that fit within the main housing part 46 to abut against a continuous, angle-shaped limit band or member 50 that is welded around the inside (top, bottom and side wall portions) of the main housing part 46, see particularly Figures 21 and 23. As shown particularly in Figure 23, a bottom portion of the housing part or box 46 is turned-in and carries a pivot pin 48 which, with a completely turned-over bottom edge portion 49*a* of the door 49, hinges the latter to the former.

A tumbler type of lock 52 of any standard construction is mounted on the door 49 to extend therethrough and has a latch arm 54 to engage an inwardly-extending flange portion of an angular limit piece 50' to lock the door 49 in a closed relationship with respect to the unitary housing part 46. The limit piece 50' is welded in position within a slotted-out portion of the band piece 50. A removable key 53 is used by the attendant to turn the locking arm 54 inwardly to clear the flange of the member 50' and thus, unlock the door 49 and permit it to be opened. Thus, the door 49 permits repair, general

maintenance, replacement of premium coins, and removal of collected coins. It is thus apparent that the entire mechanism of 45 is fully enclosed and can only be entered by unlocking the hinged end wall or door 49 and swinging it downwardly about the pin 48.

A support arm member 47 (see Figure 22) is welded to extend transversely-inwardly from one side of the housing part 46 to abut against a side of the lower end portion of a vertical coin chute 55 which, at its upper end, extends through an opening 46*a* and has a bent-over flange 55*a* that is secured by rivets 56 to the housing 46, see particularly Figure 23. A U-shaped, flat-surface support member 58 extends transversely across between side walls of the housing part or box 46 and is welded thereto at its ends to reinforce it and provide a guide and end support for a latch or latching slide member 70, see Figures 21, 23 and 24.

A coin return chute 59 for premium coins is secured by bolts 60 (see Figure 23) to the hinged door 49 of the housing and has a forwardly-downwardly declining surface 59*a*. This chute 59 has a return cup 59*b* at its lower end portion which extends from an opening in the door 49, so that a premium coin P can be lifted-out therefrom.

A cylindrical premium coin-container or feed chute 61 is mounted to extend upwardly within the box 46 by a bracket arm 62 which is welded to one side wall of the unitary housing part 46 (see spot weld of Figure 23) and has an encircling clamp portion 62*a*. The portion 62 is mounted about the chute 61 and is secured by a nut and bolt assembly 63. This coin-container or feed chute 61 extends downwardly to a position that is spaced from a planar top face of the cross member 58 that has a cross piece or ledge portion 65 welded to extend outwardly therefrom. The ledge portion 65 defines a slide slot, see particularly Figures 21 and 23, with a portion of the top face of the member 58, see also Figures 26 and 28. The spacing between bottom edges 61*a* of the chute 61 (see Figure 28) and the top face of the member 58 corresponds substantially to the thickness of a premium coin P that is to be discharged and in this manner, defines a slotted passageway for such coin, so that only one coin is delivered at a time.

The longitudinally-extending latch slide member 70 may be made of a suitable alloy material (such as austenitic steel) to make it relatively rigid. It is slidably positioned at its front end, see Figures 23 and 24 between the ledge portion 65 and the cross member 58 and at its back end, slidably extends through and is supported within a guide slot 51*a* of a flange portion 51*b* of a cross member 51 of angular shape, see Figure 21B. The member 51, as shown particularly in Figure 23, is spot-welded at its ends to opposite sides of the housing part 46 to extend therebetween.

An upwardly-projecting latch abutment 71 is welded upon the latch slide member 70 and is adapted to be latch-engaged at one end (left) by a latch projection 75*b* of a coin-operated trip latching arm member or element 75. The latching member 75 is loosely pivoted by a pin 76 on a mount 57 which is welded to and extends outwardly from an edge of the coin chute 55, see particularly Figure 23. The latching member 75 has an abutment face 75*a* which is normally positioned opposite to a vertical limit face 72*a* of an abutment piece 72. The piece 72 is secured to extend across between the side walls of the part 46 as by welding. The forward end portion of the latching member or element 75 extends through a slot 55*b* in the end wall portion of the chute 55 and has a curved abutment face or coin-engaging head portion 75*c* which is adapted to be engaged by a coin C that is introduced through the opening in the chute 55.

As long as no coin is inserted, the latch portion 75*b* of the member 75 engages the abutment 71 to hold the slide member 70 and lock the handle 10 of a luggage carrier or cart in position. The abutment piece 72 serves to reinforce the holding action of the pin 76 and take strain off the pin when the member 75 is engaging the latch abutment 71. Slide clearances are shown to provide a freedom of movement of the trip latching member 75 when it is operated by a coin. The coin-engaging head portion 75*c* of the latch member 75 is so weighted that with the weight of the requisite coin introduced, it will raise on its pivot point 76 to permit the latch portion 75*b* to clear the abutment 71.

In Figure 23, a coin C is shown in full lines as initially engaging the portion 75*c* and in dot and dash lines, as tilting the member 75 as it passes the portion 75*c*, to rest temporarily on slide member 70 and later, to drop through a slot 70*c* in the slide member 70 (see Figure 24) and into a coin-receiving box 66. The box 66 is shown resting on the bottom of the housing part 46 and is removably positioned by a side channel 67 and a back stop channel 67'. The upper end of the box 66 is open to receive coins from the chute 55 and is removable to permit coins to be removed therefrom when an attendant has unlocked and opened the hinged door 49.

The latch slide member 70 is normally urged by the tension of a spring 73, forwardly to the left as indicated in Figure 23. As shown, the spring 73 is loosely positioned on a pin 73' that is secured to and extends at one end from the ledge 71 and at its other end, extends loosely or slidably through a hole in an upper flange portion 51*b* (see Figure 21) of the cross member 51. A collar 74 is interposed between one end of the spring 73 and the member 51. Figures 22 and 24 (see also Figure 30) show the spring 73 in a compressed relationship when the slide member 70 has been moved to the right of these figures: this occurs after the coin-controlled trip latching member 75 has been moved to the dot and dash position of Figure 23 to disengage the ledge 71. Such slide movement of member 70 is accomplished, as shown in Figure 22 (see also Figure 30) by moving the handle 10 of the luggage cart outwardly from an encircled position between locking fingers 77*a* and 82.

The other (right) end of the slide member 70 has, as shown particularly in Figures 21 and 22, a transverse or horizontal guide slot 70*a* therein which is adapted to operatively receive a slide pin 76 that is secured to extend from a pivotally mounted holding, catch-engaging, latching or locking finger member 77. A spacer projection or annulus portion 76*a* on the pin 76 is interposed between the finger member 77 and the latch slide member 70, see particularly Figures 21, 22 and 23. The pin 76 is secured in position at one end to project from the finger member 77 and act as a crank by reason of its slidable engagement within edges of the guide slot 70*a*. The finger member 77 is pivotally mounted intermediate its end portions by a pin 78 which as shown particularly in Figures 21, 22, 23 and 24, projects across and through a pair of spaced-apart mount ears 79 which are welded as shown in Figure 21 to extend inwardly from a side wall portion of the housing part 46. The pin 78 is secured in position at one end by its head portion 78*a* and at its other end, by a cotter pin 78*b*.

A holding, latch-engaging, locking or latching finger portion 77*a* of the finger member 77 projects through a slot in the side wall of the housing part 46 and cooperates with a stationary holding, latch-engaging, locking or latching finger 82 that is welded to project outwardly from such side wall to provide a locking finger mechanism. The pivoted finger 77*a*, as shown particularly in Figure 21, is bent or offset towards the finger 82, so as to close off the spacing therebetween and define an encircling area about the handle 10 of the luggage cart being held. This is the normal position of the pair of locking fingers when the slide member 70 is in its extreme left-hand position shown in Figures 21 and 23 and when it is latched by the coin-controlled latching trip member 75. Thus, the

handle 10 is positively prevented from being withdrawn from between the fingers 77*a* and 82 at this time.

A detent 83 (see also Figure 25) is slidably mounted to extend through a side wall of the housing part 46 by a guide sleeve 84 which is welded or secured on the inside of such wall portion. The detent or finger 83 has a backwardly-extending rod or pin portion 85 of reduced diameter which carries a tension spring 86 thereon. As will be noted, one end of the spring is positioned against a washer 87 on the pin or rod 85 and its other end is positioned against a washer 87*a* which abuts against a face of a stationary mount 90. The lower end portion 85*a* of the detent pin portion 85 extends slidably through a bore 90*a* in the mount 90 into a slotted-out portion 90*b* thereof. At its inner end, the horizontally positioned detent rod or pin portion 85 terminates in a rectangular slide portion 85*a* which carries a vertically outwardly projecting latching finger portion 85*b* which is adapted to latch-engage a latch ledge portion 70*b* of the other end of the latching slide member 70 when the latter has been moved to its extreme right-hand position of Figures 22 and 24.

As shown in Figure 21, the detent 83 is normally depressed to compress the spring 86 by the handle 10 of the luggage cart. When the handle 10 is moved outwardly, as shown in Figure 22, it simultaneously moves the finger 77*a* of the finger member 77 to the left which carries the latching slide 70 to its extreme right-hand position. The spring 86 is also free to expand and move the detent 83 outwardly, thereby causing the holding or latching finger portions 85*b* to assume a latching position just prior to being engaged by the latching portion 70*b* of the member 70. The latching portion 70*b* momentarily compresses the spring 86 as it pushes to the right past the finger portion 85*b*. Then the portion 85*b* is snapped back by the spring 86 to hold 70*b* in latching engagement. When the latch slide 70 is in the latched position of Figures 22 and 24, the coin slot 70*c* is aligned with the chute 55 to pass the coin C into the box 66. It will be noted that the coin C rests on the member 70 until this occurs, thus keeping the latching trip member in the raised position shown by the dot and dash lines of Figure 23. When the coin C drops as above explained, the member 75 returns to the full line position of Figures 23 and 24.

After the luggage cart has been used and its handle 10 returned to the position of Figure 21, it again depresses the detent 83 and compresses spring 86 to move the latch finger portion 85*b* inwardly to clear and release the latch slide member 70. At this time, the spring 73 returns the slide member 70 to the full line position of Figure 23, such that its other (left) end is then latched by the coin-operated member 75. In this manner, the handle 10 is automatically locked in position until a new coin C is inserted in the chute 55. The closed end of the handle 10 prevents it from being removed without unlocking the finger mechanism. It will be noted from Figure 24 that the coin-operated latch member 75 is weighted to the right of pin 76, so as to normally stay in the position shown in Figure 24 and to return to such position after the latching ledge 71 has slid (to the left) underneath and cleared the latch portion 75*b* thereof.

From Figures 23 and 24, it will be noted that the forward (left) end of the latch slide member 70 normally projects under the stacked coins P of the premium coin chute 61 to support them when the member 70 is in its extreme left-hand and cart-handle-locking position. It will also appear that when the latch slide member 70 is moved to the extreme right-hand position of Figure 24 that its forward (left) end portion clears the chute 61 to permit one premium coin P to drop upon the upper guide surface of the member 58. Thus, when the member 70 is again returned to its left-hand position by spring 73, it will engage such premium coin P and push it out from beneath the passageway defined by the bottom end portion 61*a* of the chute 61 and the guide face of the member 58 to discharge it upon the inclined face 59*a* of the return chute 59, as shown by dot and dash lines of Figure 23. Such coin may then be picked up by the individual returning the luggage cart by lifting it out of the cup portion 59*b*.

Referring particularly to Figures 26, 27 and 28, I have shown means for making the premium coin return inoperative which means is located entirely within the housing part 46 and thus, cannot be operated except by an attendant after he has unlocked and opened the door 49. For this purpose, a side of the chute 61 is provided with an upwardly offset slot 61*b*, see Figures 27 and 28, which is adapted to receive an upwardly-offset finger portion 92*a* of a slide member 92. The member 92 is mounted between a pair of guide members 93, see Figures 26 and 27, which may be integrally formed on the support member 58. The outer end portion 92*b* of the slide member 92 extends upwardly to provide an operating handle therefor. When the slide member 92 is moved to its extreme right-hand position to abut a side wall of the housing part 46, it fully clears the bottom portion of the chute 61 and permits the premium coin return mechanism to operate in a normal manner. However, when it is moved to an extreme left-hand position of Figure 27, it closes off the bottom of the chute and prevents coins from being periodically dropped in front of the front end portion of the latch slide member 70 when it moves to the right-hand position of Figures 22 and 24.

In Figures 29 to 32, inclusive, I have illustrated a preferred embodiment of the coin mechanism of my invention wherein a key 80 is secured (as by welding) to the handle 10 of each luggage cart and is employed to control the operation of the right-hand latching mechanism. The latter cooperates with the latch slide member 70 to hold the finger 77*a* in a handle-receiving or unlocked position. In this construction, the key 80 operates the detent means.

As shown, a side wall of the housing part or box 46 is slotted-out or has a hole therein to receive prongs 81 and 81*a* of the key 80. An annular socket 46*g* is welded about the opening in and on the outside of the housing part 46 to provide a key-aligning trim. As shown particularly in Figure 29, the socket 46*g* has a cone-shaped bore to center or align the key 80 therein when the handle 10 of a luggage cart is being returned to the unit. A key-receiving block member 89 is welded to the inside of the housing part or box 46 and has wall portions 91 and 91*b* which define a transverse keyway slot 91*a* for slidably receiving the key prong 81 (of shorter length) and an abutment for slidably receiving the key prong 81*a* (of greater length). The block member 89 carries (as an integral part thereof) a pair of spaced-apart mounting lugs 79' for the shaft 78 of the finger member 77.

A slide detent structure or mechanism 100 has a plunger detent 101 of rectangular shape which is adapted to slide within the inner end of the keyway slot 91*a* and is welded to extend from a detent latching slide member 102 to actuate it. The detent member 102 has an integral ledge portion 85*b*' extending vertically-upwardly therefrom for slidable and latching engagement with the ledge portion 70*b* of the slide member 70. At its inner end, the detent member 102 has a vertically turned-up flange portion 103 from which a pin, stem or rod portion 104 extends. A U-shaped mounting bracket 90' is welded to the inside of a back wall of the housing part or box 46 and has a rectangular slot 90'*a* in one of its prongs to slidably receive the detent member 102. The mounting bracket 90 also has a rounded slot 90'*b* in its other prong to slidably receive the detent pin or rod portion 104.

An expansion spring element 86' is positioned on the pin portion 104 between the flange 103 and the prong of the mount member 90 through which the pin portion 104 extends. The spring 86' normally urges the slide structure 100 and particularly, the plunger detent 101, outwardly towards the side wall of the housing part 46 to

the position shown in Figure 30. The spring **86'** additionally holds the latching ledge portion **85***b'* in latching engagement with the latching portion **70***b* of the slide member **70**, see Figure 30.

A locking finger member or element **105** is pivotally mounted by a pin **105***a* within a slotted-out portion of the block member **89** and has a latching end portion **105***b* to engage a latching end portion **102***a* of the detent member **102** when, as shown in Figure 30, the spring **86'** has expanded and the handle **10** of the luggage cart and the key **80** have been withdrawn. A tension, leaf spring **106** is secured at one end to the back wall of the housing part **46** and at its other end within the locking finger member **105** to normally urge its latching portion **105***b* to the left, to the position shown in Figure 30. The longer length prong **81***a* of the key **80**, upon entering the block **89**, abuts against an inner shoulder of the member **105** (when the key **80** is inserted as shown in Figure 29) to force the latching portion **105***b* to the right against the tension of the spring **106** and thus, unlatch it with respect to the latching portion **102***a* of the member **102**.

When the key **80** is inserted, the shorter length prong **81** is, as shown in Figures 29 and 30, adapted to engage the end of the plunger detent **101** to move it inwardly within the slot **91***a* from the position of Figure 30 to the position of Figure 29. The longer key prong **81***a*, upon initially entering the block **89**, engages the abutment shoulder of the element **105** to move its latching portion **105***b* to the right-hand or releasing position of Figure 29; this permits the shorter key prong **81** to fully advance the plunger detent **101** inwardly, compress the spring **86'**, and release the latching portion **70***b* of the latch slide member **70**. The spring **73** thus expands to move the member **70** to the left-hand position of Figure 29. This, as shown in Figure 29, is the normal finger-locking position for the slide member **70**.

As previously explained, a coin C is inserted in the coin chute **55** to release the latch slide member **70** and permit it to be manually moved to the right by the opening movement imparted to the finger portion **70***a* by the withdrawal of the handle **10** of the cart. At this time, the key **80** is simultaneously withdrawn to release the detent mechanism **100**. The resultant expansion of the spring **86'** carries the detent mechanism **100** to the position of Figure 30 and the ledge portion **70***b* then rides over the ledge portion **85***b'* to momentarily compress the spring and afterward passing the portion **85***b'*, to engage it and release the spring. In this position, the slide member **70** is now latched at its right-hand end to hold its crank-like finger member **77** in an open position and permit the re-insertion of the handle **10** between or within the confines of the locking fingers **77***a* and **82**.

From the above, it will be apparent that the detent mechanism of Figures 29 to 32, inclusive, operates to effect the same result as the detent mechanism of Figures 21 and 22, but that its key makes it fool-proof from the standpoint of tampering. That is, a premium coin P cannot be released until the key **80** has been inserted to the position of Figure 29 which is, of course, incident to the return of the luggage cart and its handle **10** to a stall within the unit.

What I claim is:

1. In a mechanically operated and manually controlled appliance for dispensing a wheeled luggage cart having a handle which appliance has a frame structure defining at least one luggage-cart-receiving stall therein, the combination of a housing secured on the frame structure adjacent the stall therein, a pair of locking fingers operatively mounted on said housing to extend therefrom and receive the handle therebetween, a coin-actuated latch mechanism operatively connected to one of the fingers of said pair to normally hold it in a handle-locking relationship with respect to the other finger and to release said first-mentioned finger from its locking relationship when a coin has been inserted, a detent mechanism operatively positioned on said housing and actuated by a handle releasing movement of said first mentioned finger to latch with said coin-operated latch mechanism and hold said first-mentioned finger in an open position with respect to said other finger when the handle has been withdrawn from a position between said pair of fingers, and said detent mechanism being actuated by an insertion of the handle into position between said pair of fingers to release said latch mechanism from its latched relationship with said detent mechanism.

2. In an appliance as defined in claim 1 wherein, said latch mechanism has means for returning it to a finger locking position after said latch mechanism has been released by said detent mechanism.

3. In a mechanically operated and manually controlled appliance for dispensing a wheeled luggage cart having a handle which appliance has a frame structure defining at least one luggage-cart-receiving stall therein, the combination of a housing secured on the frame structure adjacent the stall therein, a locking finger pivotally mounted on said housing to engage the handle and lock it in position on the frame structure, a latch slide member positioned within said housing and operatively connected to said finger, a latching mechanism operatively positioned within said housing and normally latch-engaging said slide member to hold said pivoted finger in a handle-locking relationship, said latching mechanism being actuated by the insertion of a coin to unlatch said slide member and unlock said finger, said slide member being thereafter movable to a handle-releasing position, a second latching mechanism operatively positioned in said housing and normally in an unlatched relationship with said slide member, and said second latching mechanism being actuated after said first-mentioned latching mechanism has unlatched said slide member and said slide member has been moved to a handle-releasing position to latch-engage said slide member and lock said finger in position to receive a handle.

4. In a mechanically operated and manually controlled appliance for dispensing a wheeled luggage cart having a handle which appliance has a frame structure defining at least one luggage-cart-receiving stall therein, the combination of a dispensing unit secured on said frame structure adjacent the stall therein, said unit having a finger projecting therefrom to lock-engage the handle and hold it in position within the stall, said finger being pivotally mounted on said unit, a latch slide member operatively connected to said finger, a coin-released latching mechanism, a second latching mechanism having a yieldable slide part normally depressed by the handle when it is lock-engaged by said finger, a yieldable means operatively connected to said latch slide member to normally move it towards and into engagement with said first-mentioned latching mechanism and away from said second latching mechanisms and hold said finger in a handle lock-engaging position, said first-mentioned latching mechanism being actuated by the insertion of a coin to latch-release said latch slide member, so that said finger may be pivoted outwardly by a withdrawal of the handle, the outward movement of said finger moving said latch slide member against force exerted by said yieldable means into a cooperative relationship with said second latching mechanism, and said yieldable slide part being released by the withdrawal of the handle to cause said second latching mechansim to latch-engage said latch slide member and hold said finger in its outward position until the handle of a cart is returned to the stall.

5. In an appliance as defined in claim 4 wherein, said dispensing unit has a premium coin feed chute, and said latch slide has a portion engaging a premium coin fed by said chute during sliding movement of said latch slide towards said first-mentioned latching mechanism as effected by said yieldable means to feed a premium coin out of said unit.

6. In an appliance as defined in claim 5 wherein, a

slide is operatively positioned within said unit to close off and open said feed chute depending upon whether a premium coin is to be discharged.

7. A dispensing appliance for a closed-end handle portion of a luggage cart which is to be locked in position with respect thereto which comprises, a housing, a finger means on said housing to encircle the handle portion and lock it in position with respect thereto, said finger means having a pivotally mounted finger to normally lock-engage the handle portion, a latch slide member operatively connected to said pivoted finger, a coin-released latching mechanism to normally latch-engage said slide member when said pivoted finger is in lock-engaging relationship with respect to the handle portion and to disengage said slide member when said pivoted finger is out of locking engagement with the handle portion, a slide-actuated latching mechanism latch-engaging said slide member when said pivoted finger is out of a locked-engagement with the handle portion to hold said finger in such position until the handle portion is returned to position within said finger means, and said slide-actuated latching mechanism having means to latch-release said slide member when the handle portion has been returned to position within said finger means.

8. A dispensing appliance as defined in claim 7 wherein, a key is secured to project from the handle portion and engage said last-mentioned means to latch-release slide-actuated latching mechanism with respect to said slide member when the handle portion is returned to position within said finger means.

9. In a mechanically operated and manually controlled appliance for dispensing a wheeled luggage cart having a handle which appliance has a frame structure defining at least one luggage-cart-receiving stall therein, the combination of a pair of handle-receiving locking fingers, one of said locking fingers being secured on the frame structure and the other of said fingers being pivotally mounted on the frame structure, a latch mechanism, operating means between said latch mechanism and said pivoted finger to normally hold said pivoted finger in a handle-locking relationship with respect to said other finger, said latch mechanism being actuated by the insertion of a coin into operative engagement therewith and through said operating means to unlock said pivoted finger, a second mechanism operatively associated with said latch mechanism, said second mechanism and said pivoted finger being actuated by the insertion of the handle between said pair of fingers to move said pivoted finger to a handle-locking relationship through said operating means and operate said latch mechanism to again hold said pivoted finger in such handle-locking relationship, and said second mechanism having means that latch-engages said latch mechanism when said pivoted finger is unlocked and has been moved to an open position with respect to said other finger to hold said pivoted finger in an open position through said operating means until the handle is again moved into position between said pair of fingers.

10. A dispensing system for servicing luggage which comprises, a coin and luggage cart operated dispensing structure, a luggage cart having a longitudinal luggage support frame, one longitudinal end portion of said frame having wheels operatively mounted thereon, the opposite longitudinal end portion of said frame having a handle for moving the cart on said wheels to said structure, said structure defining a stall to receive said frame when said frame has been moved into position at said structure, a coin-released and cart-locked mechanism mounted on said structure and having holding means to engage a portion of said frame and secure said cart in position at said stall, said holding means being released by said mechanism when a coin is inserted in said mechanism, means to move said holding means to an open position when the cart is being removed from the stall, said mechanism having operating means to lock said holding means in such open position, a housing enclosing said operating means and having an open portion, said operating means having a key-operated portion in alignment with said open portion, a coin return means actuated by said operating means to release a premium coin, and a key carried by said frame to engage said key-operated portion when the cart is returned to the stall to move said operating means and actuate said coin return means.

11. A dispensing system as defined in claim 10 wherein, said holding means is moved into locking engagement with said operating means upon a withdrawal of the cart from the stall, and said holding means has means returning it to a locked position in secure engagement with said frame when said key-operated portion is engaged by said key.

12. In an apparatus for individually dispensing wheeled carts that have a luggage supporting frame which apparatus has a frame structure defining at least one cart positioning and dispensing stall therein, the combination of positioning means on the frame structure to position a cart in a dispensing relationship in the stall, means mounted on the frame structure and cooperating with said positioning means to retain the cart in a dispensing relationship in the stall, said last-mentioned means having an operatively mounted latching finger means to be moved into and out of cart-retaining and cart-receiving positions, a coin-operated locking mechanism operatively connected to said latching finger means and having operating means to move a finger portion of said latching finger means into and lock it in a cart-retaining relationship with a cart in the stall and unlock it from such retaining relationship when a coin is inserted into said mechanism, said finger means when unlocked being moved to a cart-receiving position by a withdrawal of a cart from the stall, detent means having a portion cooperating with said operating means to lock said finger means in the cart-receiving position until a cart is moved into a dispensing relationship in the stall, said detent means being moved inwardly by the movement of a cart into a dispensing relationship within the stall, said portion of said detent means being actuated by the inward movement of said detent means to unlock said finger means, whereby said operating means is actuated to move said finger means into and lock it in its cart-retaining relationship.

13. An apparatus as defined in claim 12 wherein, a premium coin feed mechanism is mounted on the frame structure and has means actuated by the return of a cart to the stall to discharge a premium coin therefrom.

14. In an apparatus for individually dispensing wheeled carts that have a luggage supporting frame which apparatus has a frame structure defining at least one cart positioning and dispensing stall therein, the combination of positioning means on the frame structure to position a cart in a dispensing relationship in the stall, means mounted on the frame structure and co-operating with said positioning means to retain the cart in a dispensing relationship in the stall, said last-mentioned means having an operatively mounted latching finger means to be moved into and out of cart-retaining and cart-receiving positions, a coin-operated locking mechanism having a slide arm, operating means between said slide arm and said latching finger means to move one of its portions into and lock it in a cart-retaining relationship with a cart in the stall, to unlock it from such retaining relationship when a coin is inserted into said mechanism, and to move said slide arm to an advanced position; said finger means when unlocked being moved to a cart-receiving position and moving said slide arm to the advanced position through said operating means by a manual withdrawal of a cart from the stall, a detent means to engage said slide arm in its advanced position, said slide arm when it is thus engaged by said detent means holding said finger means through said operating

means in the cart-receiving position until a cart is moved into a dispensing relationship in the stall, said detent means being actuated by the movement of a cart into a dispensing relationship within the stall to disengage said slide arm, means to thereafter move said slide arm to move said finger means through said operating means into and lock it in a cart-retaining relationship, and a premium coin feed mechanism mounted on the frame structure and having means actuated by said slide arm to discharge a premium coin from said feed mechanism.

15. An apparatus as defined in claim 12 wherein, said operating means has a latch slide, said locking mechanism has means for holding said latch slide in a cart-retaining locking position, said means for holding said latch slide is actuated by the insertion of a coin to release said latch slide, said latch slide being moved to a new position by the movement of said finger means to its cart-receiving position, and said portion of said detent means that is actuated by the inward movement of said detent means being a latch portion to engage said latch slide and lock it in its new position.

16. In an apparatus for individually dispensing wheeled carts that have a luggage supporting frame which apparatus has a frame structure defining at least one cart positioning and dispensing stall therein, the combination of positioning means on the frame structure to position a cart in a dispensing relationship in the stall, means mounted on the frame structure and cooperating with said positioning means to retain the cart in the stall; said last-mentioned means having an operatively mounted latching finger means to be moved into and out of cart-retaining and cart-receiving positions, a latching arm, operating means between said latching arm and said latching finger means and backwardly biased to a position to retain a portion of said latching finger means in a cart-retaining relationship with a cart in the stall, a coin-operated locking mechanism engaging said latching arm in such position and releasing it when a coin is inserted into said mechanism; said operating means moving said finger means to an open cart-receiving position when said latching arm is released by said locking mechanism and moving said latching arm to a forward position when the cart is manually withdrawn from the stall; a detent means to engage said latching arm in its forward position and, through said operating means, to hold said finger means in the cart-receiving position until a cart is moved into a dispensing relationship in the stall, said detent means being actuated by the movement of a cart into a dispensing relationship within the stall to release said latching arm, said latching arm when released being moved backwardly into engagement with said locking mechanism and moving said finger means through said operating means into and holding it in a cart-retaining relationship, and a premium coin feed means mounted on the frame structure and actuated by the backward movement of said latching arm to discharge a premium coin.

17. An appliance for dispensing wheeled carts which comprises, a structure for positioning a cart therein, a coin and cart operated mechanism secured on said structure, finger means, operating means operatively connecting said finger means with said mechanism, so that said finger means will in its holding position retain the cart in position in said structure, said mechanism having locking means cooperating with said operating means to securely lock said finger means in its holding position with the cart, said locking means being actuated by the insertion of a coin into said mechanism to cooperate with said operating means to unlock said finger means and provide for removal of the cart from said structure by a movement of said finger means to an open cart-releasing position, holding means cooperating with said operating means to hold said finger means in an open position to receive a cart, said holding means having means actuated by placing a cart in a cooperative position with said finger means to release the holding of said finger means in its open position, means cooperating with said operating means when said finger means has been released to return said finger means to a holding position with the cart, and said locking means being actuated by said last-mentioned operating means to securely lock said finger means in its defined holding position.

18. A dispensing system for servicing luggage which comprises, a luggage-cart-operated dispensing structure, a luggage cart having a support frame provided with wheels operatively mounted at one end thereof and provided with a longitudinal handle at the other end thereof to move the cart on said wheels to and from the dispensing structure, said structure defining a stall to receive said cart in a substantially upright position therein, a guide portion projecting from said handle; a slotted guide means on said structure to receive and guidably engage said guide portion, to guide said cart into and out of position within the stall, and to support said cart from said guide portion in a substantially upright position within the stall; a cart-locking mechanism mounted on said structure and having pivot finger means provided with latching means cooperating with and having a portion actuated by an inward movement of said guide portion along said guide means when the cart is being moved into position within the stall, said pivot finger means being moved to a handle-retaining position and then locked in such a retaining position by said latching means, said pivot finger means then cooperating with said guide means to retain said cart in a supported position within the stall, and said mechanism having operatively associated means to operate said latching means and unlock said finger means with respect to said handle and provide for a removal of said cart from the stall when said guide portion is moved outwardly along said guide means and said handle is moved outwardly in engagement with said pivot finger means to move said finger means to an open handle-releasing position.

19. A system as defined in claim 18 wherein, said operatively associated means of said mechanism is coin-operated to unlock said finger means, and said mechanism has means actuated by the movement of said guide portion outwardly from a cooperating relationship with said guide means and by the opening movement of said handle on said finger means to hold said finger means in an open position to again receive said handle.

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