

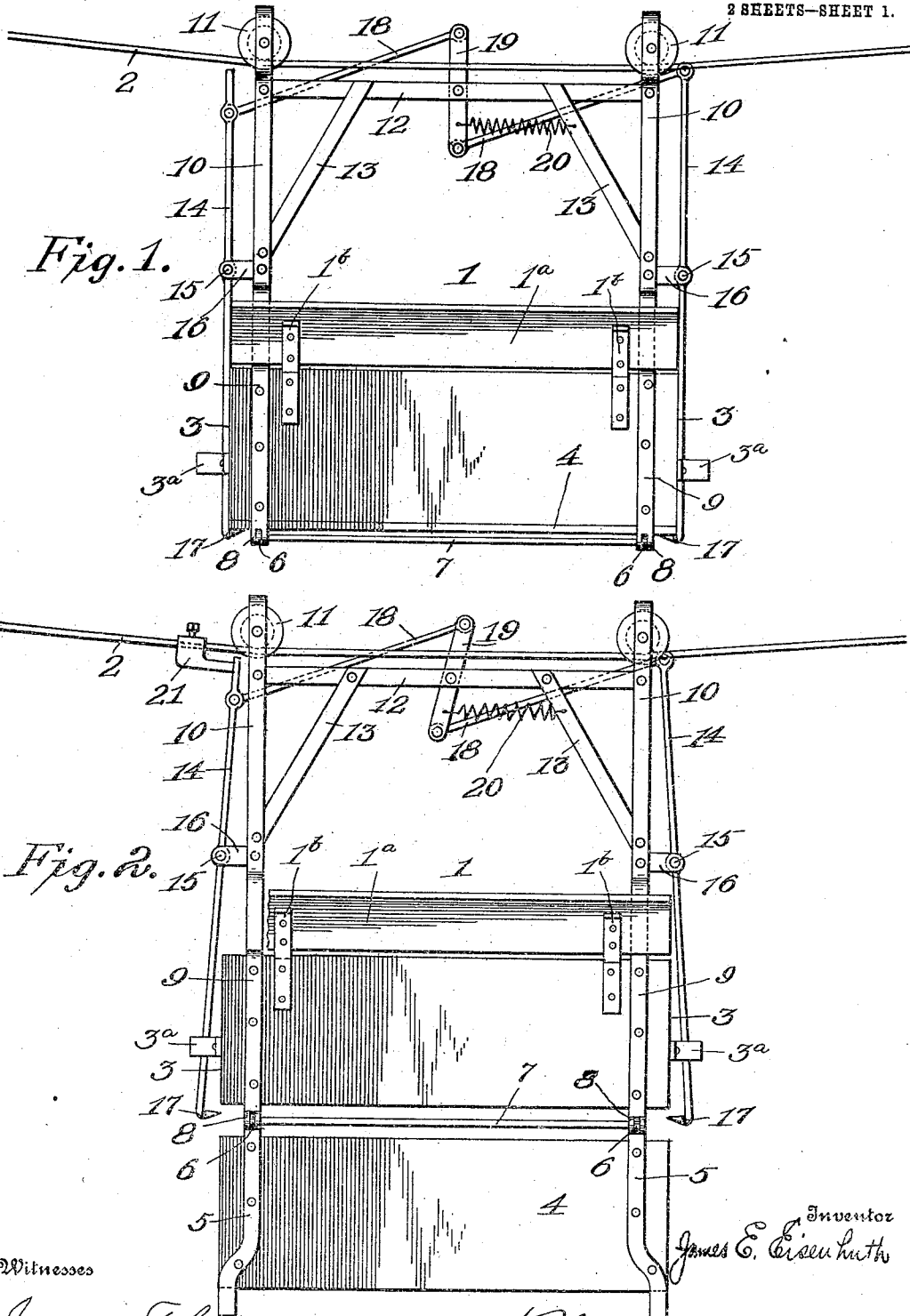
J. E. EISENHUTH.
OVERHEAD CARRIER.

APPLICATION FILED APR. 16, 1908, RENEWED OCT. 25, 1909.

959,487.

Patented May 31, 1910.

2 SHEETS—SHEET 1.



Witnesses

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Fig. 3.

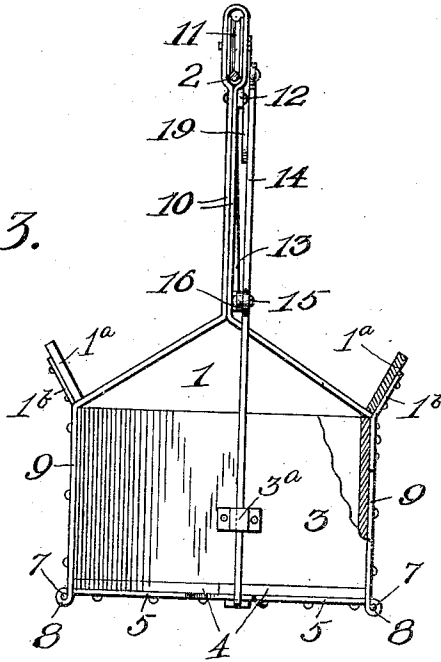
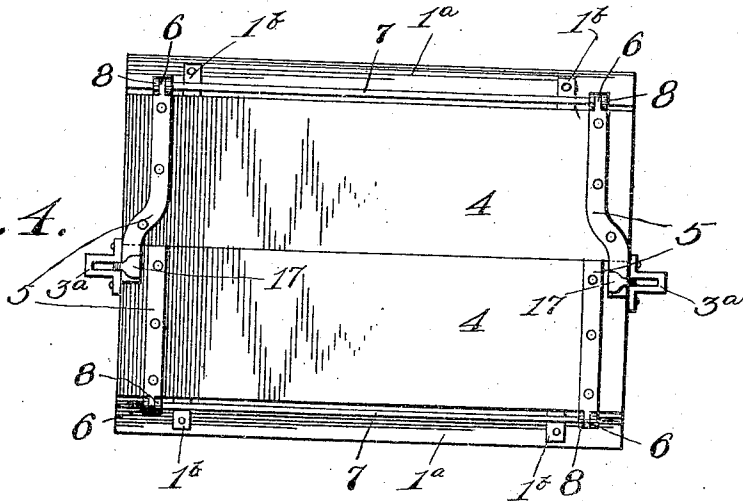


Fig. 4.



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UNITED STATES PATENT OFFICE.

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OVERHEAD CARRIER.

959,487.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JAMES EARL EISENHUTH, a citizen of the United States, residing at Buckingham, in the county of Kankakee and State of Illinois, have invented certain new and useful Improvements in Overhead Carriers, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to improvements in suspended or overhead carriers, and it consists of the novel features of construction and the combination and arrangement of parts hereinafter fully described and claimed.

The object of the invention is to provide a device of this character which is especially adapted for use upon a farm for transporting manure from the barn to any suitable dumping point and for analogous purposes.

Another object of the invention is to provide a device of this character with an improved mechanism which will cause it to be automatically dumped when it reaches its destination.

The above and other objects of the invention are attained in its preferred embodiment illustrated in the accompanying drawings, in which—

Figure 1 is a side elevation of my improved suspended carrier; Fig. 2 is a similar view showing the manner in which it is tripped to discharge its contents; Fig. 3 is an end elevation; and Fig. 4 is a bottom plan view of the car or body of the carrier.

In the drawings 1 denotes my improved carrier which is suspended from and adapted to travel upon an elevated track 2 preferably in the form of a cable having its ends fixed at two points between which the carrier is to travel. The carrier comprises a car or body 3 here shown of rectangular form provided with an open lower end adapted to be closed by a drop bottom consisting of two sections 4 hinged to swing downwardly and outwardly. This hinge connection for the latter consists in providing upon the bottom or outer faces of said sections, adjacent to their ends, transverse reinforcing metal straps 5, the inner ends of which are bent to form hinge eyes 6 for the reception of longitudinal pivot rods or bolts 7. The latter also pass through similar hinge or pivot eyes 8 upon the lower ends of reinforcing metal straps 9 arranged upon the outer faces of the sides of the body 4 ad-

jacent its ends. The car body 3 is suspended by two upright hangers 10 formed by the extended upper ends of the straps 9. It will be seen upon reference to Fig. 3 that the two straps 9 at each end of the device are brought together above the same and united by rivets or other transverse fastenings and their extreme upper portions are spaced apart to receive a grooved track wheel 11 which is journaled between said spaced portions and adapted to run upon the track cable 2. If desired, the two straps 9 at each end of the body may be formed from a single piece of metal by doubling the same upon itself at its top to provide the loop for the pulley 11, then uniting the intermediate portions of its ends, then spreading apart its lower portions to receive the body 3 and finally bending its extremities to provide the hinge eyes 8, as shown in Fig. 3. The two hangers 10 are united, adjacent their upper ends, by a longitudinal connecting bar 12 and diagonal brace bars 13.

For the purpose of holding the drop bottom of the car body 3 closed and permitting it to be automatically released to discharge the contents of the body, I provide at each end of the latter upright trip levers 14. These levers are pivoted intermediate their ends at 15 to outwardly projecting brackets 16 upon the intermediate portions of the hangers 10, and the lower ends of said levers are formed with broad, flat, inwardly projecting catch hooks 17 adapted to swing in under the bottom faces of the ends of the bottom sections 4 to support the latter elevated. The lower ends of the trip or catch levers 14 are arranged in guide loops or brackets 3^a secured upon the opposite ends of the body. The upper ends of the trip or catch levers 14 are connected by links 18 to an intermediate lever 19 which is pivoted at its center on the top connecting bar 12. Since the links 18 are connected to the opposite ends of the lever 19 it will be seen that the trip levers will be simultaneously actuated in opposite directions so that when the upper end of either of the levers is moved inwardly its lower end will move outwardly to release the bottom sections. Said levers are preferably actuated to their locking position by a coil spring 20 arranged between the lower end of the lever 19 and one of the braces 13, and the bottom faces of the catch hooks 17 are preferably beveled upwardly

and inwardly so that when the bottom sections are swung upwardly to their closed position they will be automatically engaged by the levers and held in such elevated position.

In order to cause the carrier to be automatically dumped when it reaches its destination I provide, at the proper point on the cable 2, a trip stop 21 in the form of a sectional block clamped by screws, bolts or similar fastenings upon the cable and arranged so as to engage the upper end of one of the levers 14.

If desired, I may provide upon the opposite sides of the body downwardly and inwardly inclined boards 1^a for deflecting material into the body. These boards are secured by angular straps 1^b, as illustrated.

From the foregoing description taken in connection with the accompanying drawings it is thought that the construction, operation and advantages of the invention will be readily understood without a more extended explanation.

Having thus described my invention what I claim is:

1. In a device of the character described, the combination with an elevated track, of a carrier having a body, a drop bottom for the latter, hangers adjacent to the ends of the body, track wheels upon the hangers for engagement with the track, a connecting bar between the hangers, a lever pivoted intermediate its ends upon the connecting bar, catch levers pivoted intermediate their ends upon the hangers and having their lower ends provided with catch hooks adapted to support the drop bottom of the body, links connecting the upper ends of said catch levers to the ends of the lever upon the connecting bar and a spring for actuating the catch levers to their locking or operative position.

2. In a device of the character described, the combination with an elevated track, of a carrier having a body, a drop bottom for the latter, hangers adjacent to the ends of the body, track wheels upon the hangers for engagement with the track, a connecting bar between the hangers, a lever pivoted inter-

mediate its ends upon the connecting bar, catch levers pivoted intermediate their ends upon the hangers and having their lower ends provided with inwardly projecting beveled catch hooks adapted to support the drop bottom of the body, links connecting the upper ends of said catch levers to the ends of the lever upon the connecting bar, a spring for actuating the catch levers to their locking or operative position, and a trip stop upon the track and adapted to be engaged by one of the catch levers.

3. In a device of the character described, the combination with an elevated track, of a carrier having a body, vertical hangers adjacent to the opposite ends of the body and each having at its upper end a loop to receive the track and its lower end provided with diverging straps secured to the opposite sides of the body, track wheels journaled in the loops of said hangers and adapted to travel upon the track, a drop bottom for the body and a catch device for retaining said bottom in its elevated or closed position.

4. The combination of the body of a carrier, vertically extending reinforcing straps secured upon the opposite sides of the same and having their lower ends projecting and shaped to form hinge members, a drop bottom consisting of two downwardly and outwardly swinging sections, transverse reinforcing straps secured upon said bottom sections and each having one end shaped to form a hinge member and connected to one of said hinge members upon the reinforcing straps on the sides of the body, the opposite ends of the reinforcing straps on one bottom section being extended to overlap the other bottom section when said sections are in their elevated or closed position, and catch devices at the opposite ends of the body adapted to engage said extended ends of the last mentioned reinforcing straps.

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

JAMES EARL EISENHUTH.

Witnesses:

H. S. RANDALL,
F. G. PRUSSNER.