Nov. 16, 1926. 1,606,796

H. W. JONES

BASKET CARRIER

Filed Sept. 30, 1924

Fig. 1.

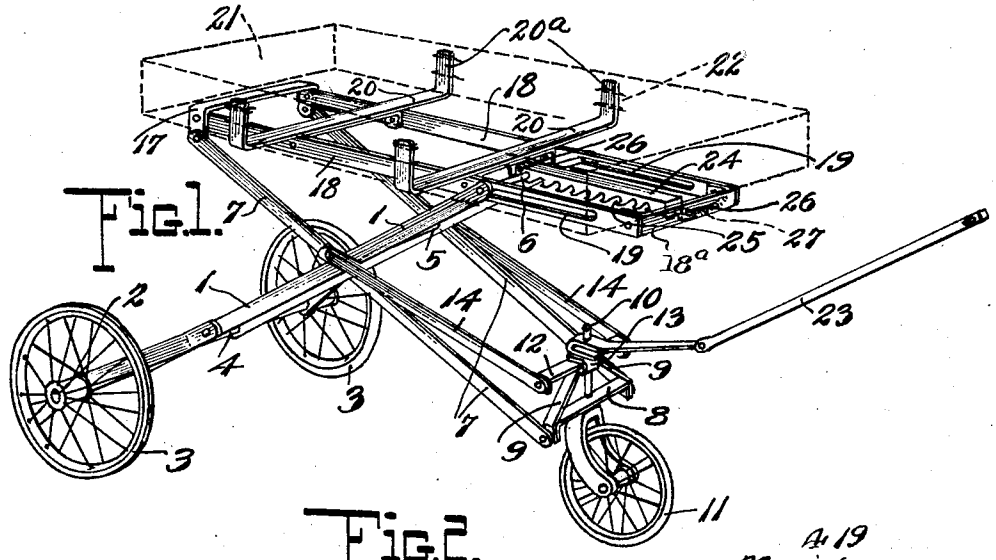


Fig. 2.

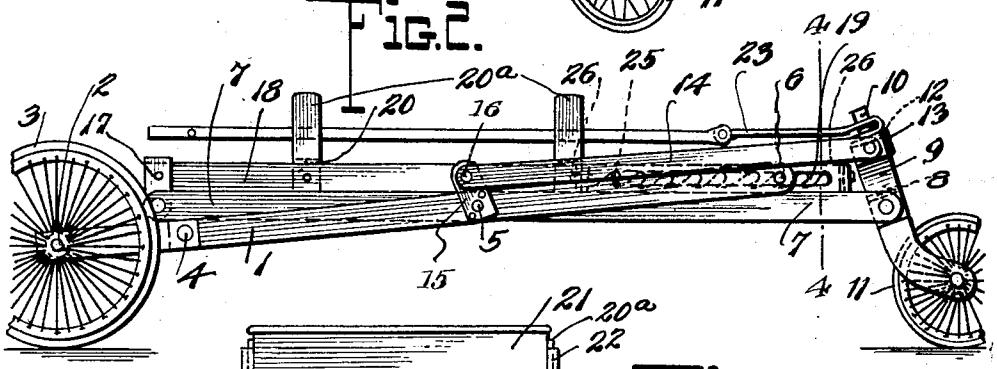


Fig. 3.

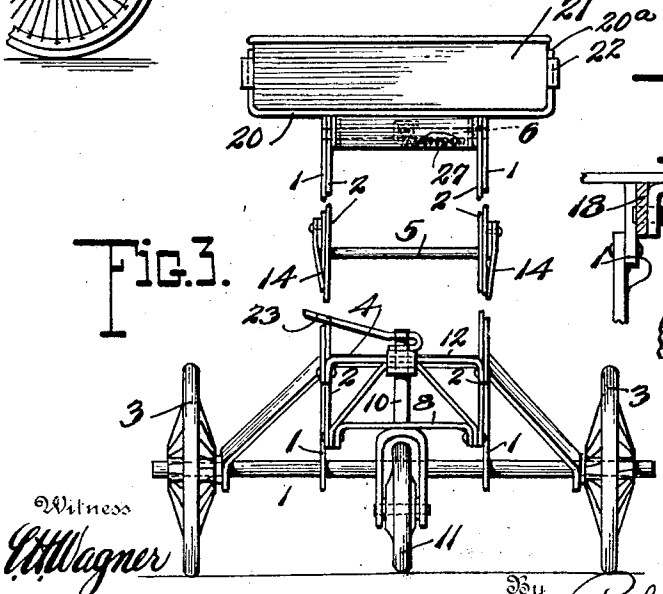


Fig. 4.

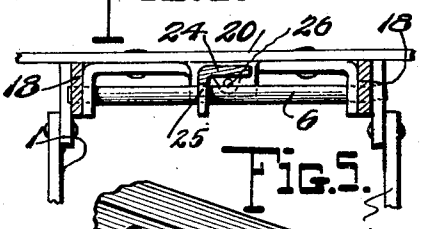
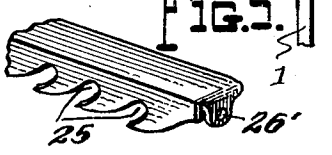


Fig. 5.



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UNITED STATES PATENT OFFICE.

HARRY W. JONES, OF CLEVELAND, OHIO.

BASKET CARRIER.

Application filed September 30, 1924. Serial No. 740,850.

This invention involves certain improvements in the collapsible basket carrier construction embodied in my application for patent, filed April 18, 1922, Serial No. 554,702, said improvements having to do more particularly with the simplification of the frame structure of the carrier, and other provisions, including novel latching means for holding the carrier frame members at different adjustments, extended or collapsed. I have also provided a special caster wheel structure to support one end of the carrier with novel bracing means for the same, as will be more clearly disclosed hereinafter on reference to a detailed description and to the accompanying drawings, in which:—

Figure 1 is a perspective view of the carrier and wagon body, being shown in dotted lines as being supported thereon.

Figure 2 is a side view of the device in collapsible condition, wherein it is useful as a toy wagon for play purposes.

Figure 3 is a front elevation of the frame construction.

Figure 4 is a sectional view taken about on the line 4—4 of Figure 2, showing more clearly the latch mechanism.

Figure 5 is a fragmentary perspective view of the latch plate.

Referring particularly to the drawings which illustrate a preferred embodiment of my invention, I use a carrier frame construction, very largely the same as in my previous application. This frame construction embodies a pair of spaced frame members 1, pivotally connected at their lower ends with the axle 2 of the rear wheels 3, said frame members being connected together near the axle 3 by cross rod 4 and being connected together substantially midway of their ends by a pivot rod 5 and additionally connected together at their upper ends by a cross rod 6, which functions as a part of the latch mechanism to be later described.

A second pair of spaced frame members 7 of substantially the same length as the members 1, is connected to the first pair of members designated 1, by means of the pivot rod 5 previously mentioned. The frame members 7 of the second pair are connected together at their lower ends by a cross piece 8, having a truss shaped brace 9 extending vertically above the same, the vertical pivot member 10 of the caster wheel 11 passing through openings in the cross piece 8 and truss brace 9, said openings being vertically aligned. On top of the center portion of the truss brace 9 rests an auxiliary cross piece 12, very much like the cross piece 8 and disposed parallel thereto, the cross piece 12 being attached to the truss brace 9 by a U-shaped clip 13, through which the pivot member 10 of the caster wheel passes, in addition to passing through the parts 8, 9 and 12. The cross piece 12, in conjunction with brace bars 14 leading from its ends to short arms 15 rigidly attached to the outer sides of the frame members 1, form a bracing means between the caster wheel mounting and the body of the carrier, including the frame members. The brace bars 14 are pivotally attached to the upper or free ends of the arms 15, and the pivots there between are designated 16. The location of the arms 15 is such that the pivots 16 turn about an axis concentric with the pivot rod 5, as the frame members 1 and 7 are pivotally moved, so as to extend or collapse them by upward or downward movements repectively, after the manner of manipulating carriers of this type already known in this art.

The upper rear ends of the frame members 7 are connected together by U-shaped bar 17. Attached to this U-shaped bar at its ends are the spaced supporting and guiding bars 18, which have pivotal connection with the bar 17, and which have long slots 19 at their front ends, through which slots the cross rod 6 previously mentioned, passes. On the supporting bars 18 are mounted the U-shaped carrier members 20, disposed transversely thereof and riveted or attached otherwise to the members 18. These carrier members 20 are so formed that a market basket may be readily disposed thereon between the upstanding end arms thereof, or if it is desired to use the basket carrier as a toy wagon for boys and girls, outdoor or indoor use, a wagon body 21 having loops 22 on its sides to engage the arms 20^a may be substituted for the basket carried by the parts 20. In such event the upper end of the pivot member 10 of the caster wheel 11 is sufficiently extended so as to permit the application of a tongue thereto, to be held in place by a cotter pin, whereupon the invention is useful as a toy wagon. Again, should it be desired to use the carrier frame for another purpose, a tray such as is found on ordinary tea wagons for dining room

use, may be applied to the parts 20, and the article will have utility in the home for the purpose mentioned.

I do not wish to be limited to the employment of any special type of receptacle mounted on the frame which I have above described.

To hold the said frame collapsed or extended, I properly employ the latch plate 24, having notches 25 on a flange and pivoted at its front end to the cross piece 18ª connecting the front ends of the member 18. At its rear end the latch plate 24 is pivoted to a lug 26, depending from the front carrier member 20. A spring 27 tends to pull downwardly on the latch plate 24 to cause its notched members to receive or engage the cross rods 6 at the front ends of the supporting bars 18 and upper ends of the frame members 1.

It is very easy to rock the latch plate 24 to lift the same from engagement with the rod 6, whereby to facilitate raising or lowering of the carrier members 20 by extending or collapsing the frame members 1 and 7. The supporting bars 18 may be made in one piece, if desired, by pending the cross piece 18ª therefrom at their front portions. This is not, however, material to the invention, though it simplifies manufacture.

I have found by the improvements herein described I obtain a construction which is quite rigid and effective in its use, and easily extended and collapsed as required for the purposes of my invention.

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

1. In a carrier of the class described in combination, a pair of rear wheels, an axle connecting the same, a pair of frame members pivoted to the axle, a front caster wheel having a pivot member to provide a mounting in the carrier, a second pair of frame members extending from said caster wheel and having pivotal connection with the first pair of frame members about centrally of the ends of the respective frame members, a cross piece connecting the front ends of the second frame members and through which the pivot member of the caster wheel passes, a cross piece spaced from the cross piece aforesaid, above the same, and also having the pivot member of the caster wheel passing therethrough and providing an axis therefor, arms on the first mentioned pair of frame members and brace bars connecting said arms with the upper cross piece last above referred to, and supporting bars connecting the upper ends of the frame members and provided with means for supporting a basket or similar body, substantially as described.

2. In a carrier of the class described in combination, a pair of rear wheels, an axle connecting the same, a pair of frame members pivoted to the axle, a front caster wheel having a pivot member to provide a mounting in the carrier, a second pair of frame members extending from said caster wheel and having pivotal connection with the first pair of frame members about centrally of the ends of the respective frame members, a cross piece connecting the front ends of the second frame members and through which the pivot member of the caster wheel passes, a cross piece spaced from the cross piece aforesaid, above the same, and also having the pivot member of the caster wheel passing therethrough and providing an axis therefor, arms on the first mentioned pair of frame members and brace bars connecting said arms with the upper cross piece last above referred to, supporting bars connecting the upper ends of the frame members and provided with means for supporting a basket or similar body substantially as described, a truss brace between the two cross pieces above referred to, and extending from the ends of the lower cross piece up to the middle of this upper cross piece, together with carrier members secured to the supporting bars transversely thereof, and latch means supported by the front portions of the supporting bars and by one of said carrier members, and cooperative with the upper ends of the first mentioned frame members for holding the carrier device extended or collapsed in different positions.

3. In a carrier of the class described in combination, a pair of rear wheels, an axle connecting the same, a pair of frame members pivoted to the axle, a front caster wheel having a pivot member to provide a mounting in the carrier, a second pair of frame members extending from said caster wheel and having pivotal connection with the first pair of frame members about centrally of the ends of the respective frame members, a cross piece connecting the front ends of the second frame members and through which the pivot member of the caster wheel passes, a cross piece spaced from the cross piece aforesaid above the same, and also having the pivot member of the caster wheel passing therethrough and providing an axis therefor, arms on the first mentioned pair of frame members and brace bars connecting said arms with the upper cross piece last above referred to, supporting bars connecting the upper ends of the frame members and provided with means for supporting the basket or similar body substantially as described, the pivot member of the caster wheel projecting above the upper cross piece, and a wagon tongue adapted for detachable connection therewith at such extending portion.

4. A carrier including an open top frame, a pair of side bars pivoted to the rear ends of the top frame and extending forwardly,

a swivel wheel carrying frame mounted between the forward ends of said side bars, a second pair of side bars slidably connected to the sides of the open top frame at the forward portion, means for locking the slidably connected bars at spaced points on the top frame, wheels carried by said slidable side bars, said pairs of bars being pivotally interconnected, and control bars connecting the slidable side bars and the swivel wheel frame to insure uniform elevation of the frame with respect to the wheels.

5. A carrier including a rectangular open top frame having longitudinal side members, said members having longitudinal slots near the forward ends, a cross-rod having its ends extending through said slots and being longitudinally adjustable therein, a rack bar arranged to automatically lock the cross-rod at any adjusted point in the slots, crossed pivotally inter-connected pairs of side bars, one pair of side bars being connected to the ends of the cross rod, wheels carried by said side bars, a second pair being pivoted to the rear end of the top frame, a swivel wheel carrying frame arranged upon the last named side bars, a pair of control bars connecting the swivel wheel carrying frame and the slidable side bars to maintain uniform spacing of the top frame and the wheels while elevating the frame.

6. A carrier comprising an open top frame, supporting wheels, pairs of crossed pivotally inter-connected side bars connecting the top frame and wheels, means for locking the top frame at any elevation, and control bars arranged to permit automatic uniform elevation of the entire top frame.

7. A carrier comprising an open top frame, supporting wheels, pairs of crossed pivotally inter-connected side bars arranged between and connected to the wheels and top frame, means for changing the point of connection between one pair of the side bars and the top frame and automatically locking the bars at the adjusted points, and a pair of control bars associated with the last named pair of side bars whereby to insure uniform elevation of the entire top frame.

8. A carrier comprising a top frame, pairs of pivotally inter-connected side bars carried by the top frame, wheels at corresponding ends of one pair of the bars, a swivel wheel carrying frame on the other bars, means for locking the top frame at any elevation, a pair of control bars pivoted at one end to the swivel wheel carrying frame and a pair of fixed fingers pivotally inter-connecting the other ends of the control bars and one pair of the side bars.

In testimony whereof I affix my signature.

HARRY W. JONES.