

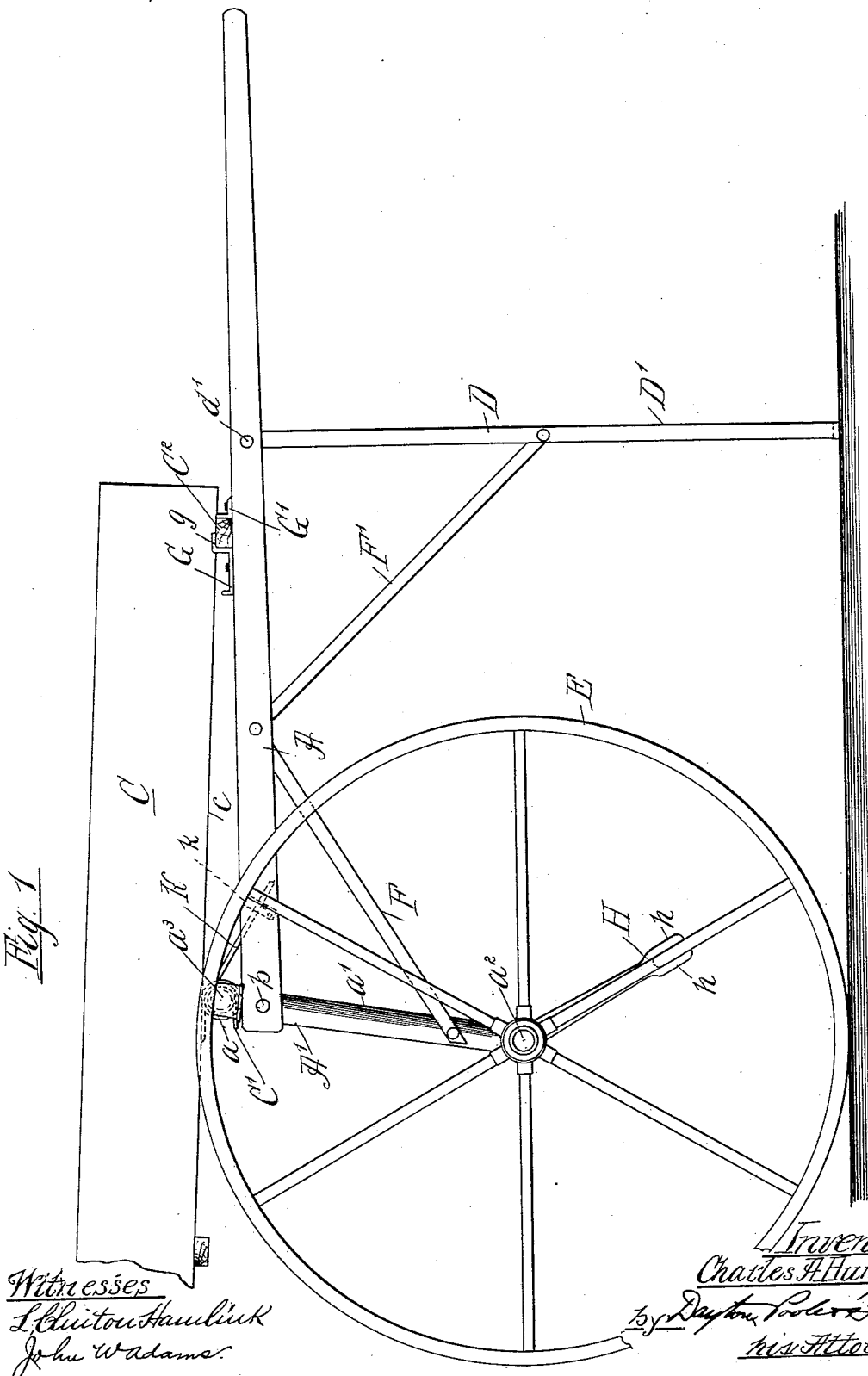
(No Model.)

3 Sheets—Sheet 1.

C. A. HUNTER.
COMBINED HAND AND BARREL CART.

No. 580,132.

Patented Apr. 6, 1897.



Witnesses
L. Clinton Hauclink
John Wadams.

Inventor
Charles H. Hunter
by Dayton Pooler Frown
his Attorneys

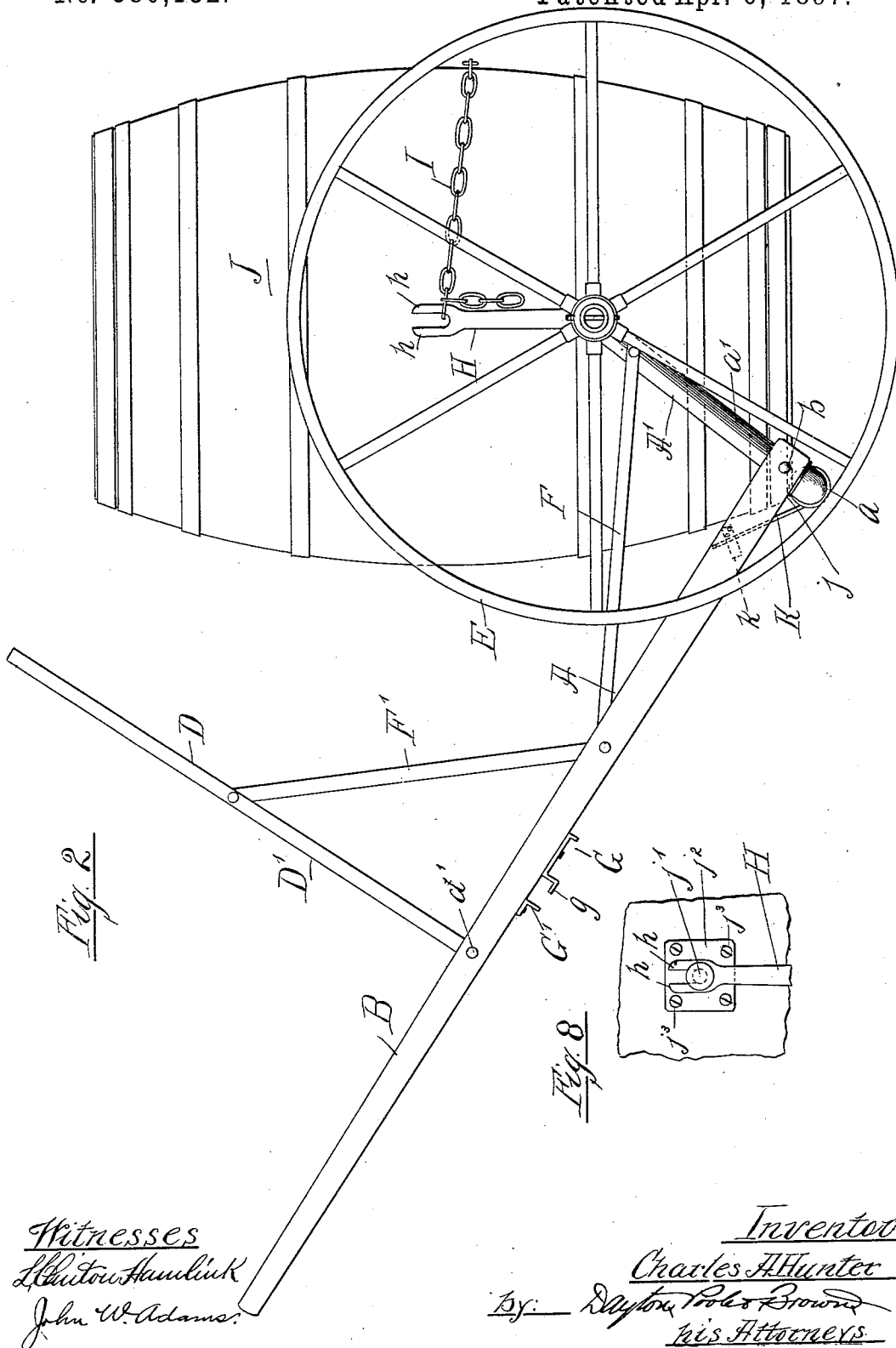
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3 Sheets—Sheet 2.

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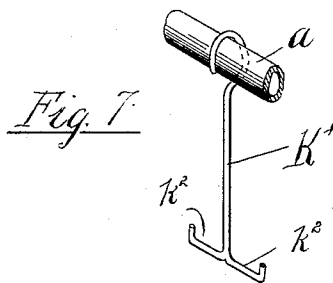
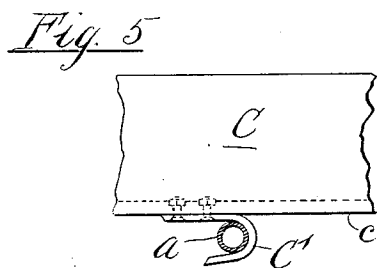
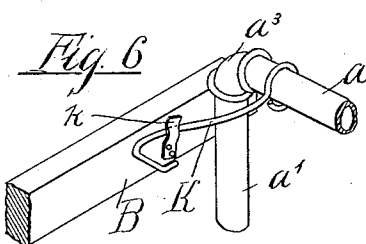
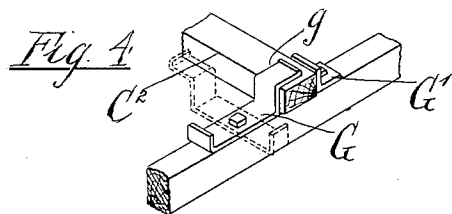
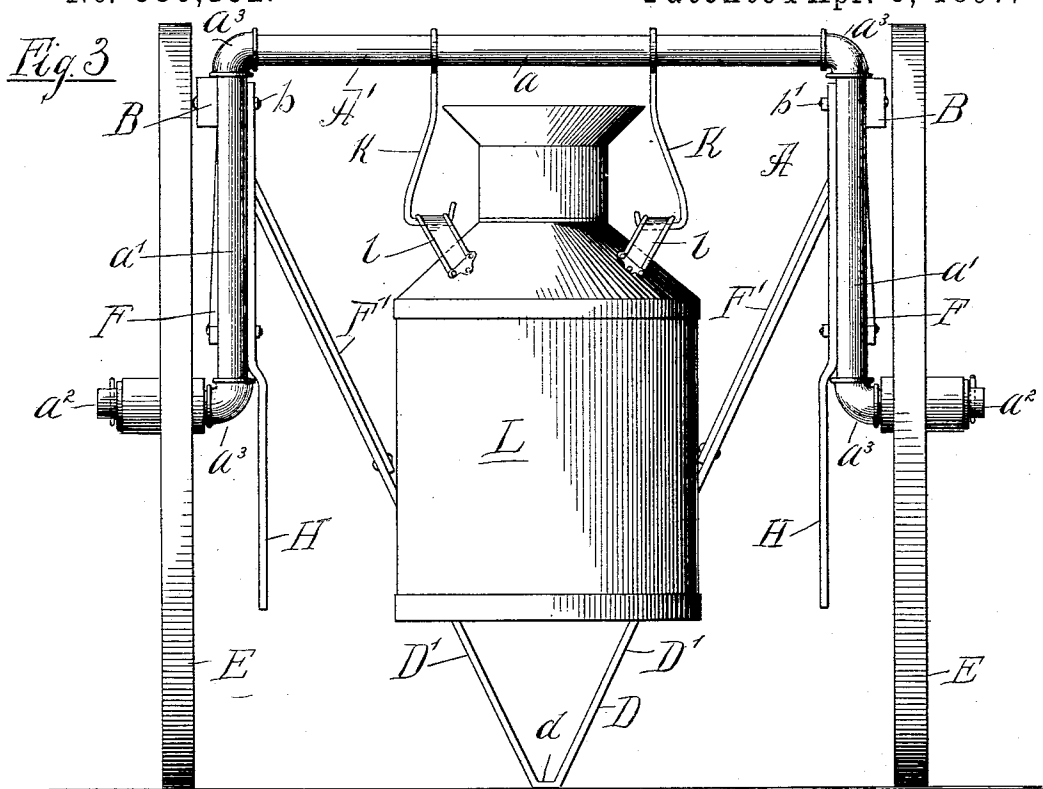
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Witnesses

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UNITED STATES PATENT OFFICE.

CHARLES ALEXANDER HUNTER, OF PLANO, ILLINOIS.

COMBINED HAND AND BARREL CART.

SPECIFICATION forming part of Letters Patent No. 580,132, dated April 6, 1897.

Application filed January 31, 1896. Serial No. 577,489. (No model.)

To all whom it may concern:

Be it known that I, CHARLES ALEXANDER HUNTER, of Plano, in the county of Kendall and State of Illinois, have invented certain new and useful Improvements in a Combined Hand and Barrel Cart; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to improvements in hand-carts; and it has for its object the production of a cart of extremely simple and strong construction adapted for a great variety of uses, being so constructed as to render it susceptible of use as a truck for conveying or moving barrels, boxes, and the like without making it necessary to lift the latter any great distance from the ground; also, for carrying milk-cans and the like suspended from the frame, and for general use in conveying commodities.

The invention consists in the matters hereinafter described and more particularly pointed out in the appended claims, and the same may be more readily understood by reference to the accompanying drawings, in which—

Figure 1 is a view in side elevation of a cart embodying my invention. Fig. 2 is a similar view showing the manner of using the cart in conveying a barrel, the latter being shown in position thereon. Fig. 3 is a rear end elevation showing the manner of using the cart for conveying milk-cans. Fig. 4 is a fragmentary detail of the latching device whereby the box is secured upon the frame. Fig. 5 is a fragmentary detail showing one of the hooks by means of which the box is secured to the arched frame. Fig. 6 is a detail showing the manner of securing the suspension-hooks out of the way when not in use. Fig. 7 is a detail of a double hook for use in carrying a plurality of cans at one time. Fig. 8 is a fragmentary detail showing a modified means of supporting the barrel upon the depending arms.

Referring to said drawings, A designates, as a whole, the main frame of the cart, consisting generally of an arch A', handle-bars B B, secured at each side thereof and forming, in conjunction with the top part of said arch,

a bed for the support of a suitable box C, and a supporting-standard D, secured to the handle-bars at a point intermediate of their length and arranged to hold the latter in a substantially horizontal position when resting on the ground.

Now referring more specifically to the several parts of the device, the arch A' consists of a horizontal top portion *a*, vertical side portions *a'* *a'*, and horizontally-outturned portions *a*² *a*², forming stub-axles, upon which are mounted supporting-wheels E E. In order to afford great strength and rigidity with a minimum weight, the arch A' is herein shown as conveniently formed of metal tubing, such as ordinary gas-pipe, the several sections of which are united by means of suitable angle-unions, as *a*³ *a*³. Preferably, and as herein shown, the height of the arch above the axles of the supporting-wheels will be a little less than the radius of said supporting-wheels, so that when the cart is inverted, as hereinafter described, the top horizontal portion *a* of the arch will be brought near to but not in contact with the ground.

The handle-bars B B, as herein before stated, are secured at their rear ends at opposite sides of the arch, near the top thereof, in this instance, by means of through-bolts *b b*, passed through their ends and through corresponding bolt-apertures formed through the vertical portions *a'* *a'* of the arch.

The supporting-standard D is conveniently, and is herein shown, made in the form of two bars D' D', arranged to converge downwardly from their point of attachment with the handle-bars intermediate of the length of the latter and united integrally at their lower ends, as at *d*, said bars being conveniently secured to the handle-bars by means of suitable bolts *d'* *d'*.

Suitable braces F and F' are arranged to extend from the central parts of the handle-bars downwardly to the lower parts of the vertical arched members and to the lower parts of the bars D' D', respectively, whereby the frame is made rigid as a whole. The box C may be of any usual construction, that herein shown being rectangular and provided with a flat bottom *c*, adapted to be removably secured to the frame by means constructed and arranged as follows:

C' C' designate hooks secured to the bottom of the box adjacent to each side thereof, said hooks being arranged with their open sides directed horizontally and rearwardly, and being of such size as to closely embrace the horizontal portion *a* of the arch when engaged therewith. Across the front part of the bottom of the box is secured a bar C², the ends of which project a short distance beyond the sides of the box.

G G designate turn-buttons secured upon the upper side of each of the handle-bars in such position as to come adjacent to the inner side of the bar C² when the hooks C' are engaged with the arch and the box resting upon the frame in the manner illustrated in Fig. 1. Each of the turn-buttons G is provided with an upturned end portion *g*, adapted to overlie the said bar C² and prevent the latter from rising when turned into proper position, as illustrated clearly in detail in Fig. 4. In order that the box may be prevented from forward movement upon the frame A, bolts G' G' are provided upon the handle-bars, adapted to engage the front side of the end portion of such bar when the box is in proper position and the turn-buttons engaged with the bar, also as illustrated clearly in said Fig. 4. Obviously by the use of the foregoing described devices the box will be securely held in position upon the cart-frame, but may at the same time be instantly removed and with the greatest facility by simply turning the turn-buttons G transversely to the handle-bars, as illustrated in dotted lines in Fig. 4, lifting the box slightly at its forward end and withdrawing the hooks C' from engagement with the arch.

In order to adapt the device for conveying barrels, boxes, and the like, arms H H are secured to each of the side members *a' a'* and arranged to depend some distance below the axles, as indicated clearly in Figs. 1 and 3. Preferably these arms will be arranged to extend more or less obliquely forward, as well as downward, so that when the frame of the cart is inverted and the handle-bars thereof held in an inclined position, as indicated in Fig. 2, the said depending arms will stand vertical. The inner ends of said arms will be suitably formed to provide for detachably connecting therewith a suitable cable or chain, said arms being in this instance shown as bifurcated or provided with yoke-arms *h h*, with which may be engaged the links of a chain I.

The use of the device in conveying a barrel will be perfectly obvious from the illustration in Fig. 2, wherein the rear edge of the chime *j* of the barrel J is shown as supported upon the horizontal part *a* of the arch, while the chain I extends from one arm H around the central part of the bulge of the barrel to the opposite arm H, thereby holding the barrel from tipping forward to the ground.

Instead of the chain I for supporting the barrel in position upon the frame the barrel

may be provided with trunnions *j'* at opposite sides thereof, which are adapted to fit between the yoke-arms *h h* of the arms H, as illustrated clearly in detail in Fig. 8. Said trunnions are herein shown as conveniently attached to the barrel by means of plates *j'*, upon which the trunnions are rigidly mounted, said plates being secured to the exterior of the barrel by means of suitable wood-screws *j'* or otherwise.

In order that the frame may be used for conveying cans or the like suspended from the arch thereof, I provide a plurality of hooks K K, which are mounted upon the horizontal part *a* of said arch, said hooks being adapted for engagement with the usual handles or ears *l l* of a can L, as illustrated clearly in Fig. 3. When not in use for carrying commodities, the hooks K K may be conveniently supported out of the way by means of suitable spring-clips *k k*, secured upon the inner side faces of the rear end portions of the handle-bars, between which clips and the said handle-bars the inner end of the hook is placed, as illustrated clearly in Fig. 6.

If found necessary or desirable to suspend two or more cans side by side from the arch, I may use between each pair of cans a detachable double hook K', (see Fig. 7,) the hook portions of which, *k² k²*, extend oppositely from each other and engage with the adjacent ear of each can.

While I have herein shown what I deem to be a preferred embodiment of my invention, yet it will be obvious that various modifications may be made in the details thereof without departing from the spirit of the invention and without involving more than ordinary mechanical skill. I do not therefore wish to be limited to the precise construction shown.

I claim as my invention—

1. A hand-cart comprising a main arched frame, supporting-wheels at each end thereof, handle-bars rigidly secured to the frame at opposite sides thereof, depending arms rigidly secured to the upright members of the arched frame, and arranged to depend at an angle to said members below the axles of the supporting-wheels, and a connecting device adapted to extend from one depending arm to the other, substantially as described.

2. A hand-cart comprising a main arched frame, supporting-wheels at each end thereof, handle-bars rigidly secured to the upright members of the arched frame at the opposite sides thereof, and depending arms rigidly secured to said upright members, and arranged to extend below the same at an angle thereto, said arms being provided with forked ends, substantially as described.

3. A hand-cart comprising a main vertically-arched frame, the upper part of which arch is arranged to extend horizontally, supporting-wheels at each end thereof, handle-bars rigidly secured to the arched frame at opposite sides and near the top thereof, braces extending from intermediate the length of the handle-

bars to the lower ends of the parallel members of said frame and a box mounted upon said arched frame and handle-bars, said box being removably secured thereto by means comprising a plurality of hooks secured upon the bottom of the box and adapted to engage the top part of the arch, and a latching device upon the handle-bars adapted to engage the box and prevent it from endwise and lifting movement, substantially as described.

4. A hand-cart comprising a main arched frame, the upper part of which is arranged to extend horizontally, supporting-wheels at each end thereof, handle-bars rigidly secured to the arched frame at opposite sides thereof, and a box removably mounted upon said arched frame and handle-bars, said box being removably secured thereon by means of two hooks secured upon the bottom of the box at opposite sides thereof, a bar secured transversely across to the bottom of the front part of the box, a turn-button mounted upon each handle-bar in position to engage the transverse bar, and a stop adapted to prevent the box from endwise movement with relation to the frame, substantially as described.

5. A hand-cart comprising a tubular metal vertically-arched frame of generally rectangular form, the lower ends of which are turned horizontally outward to form stub-axles, supporting-wheels mounted upon said stub-axles, handle-bars rigidly secured to the arched frame at opposite sides thereof, a support secured to the handle-bars intermediate of their lengths, of suitable length to maintain the latter in horizontal position when resting upon the ground, rigid arms arranged to extend downwardly and at an angle from each side of the arch below the axles and provided at their lower ends with means for removably connecting a barrel-supporting device therewith when said cart is in an inverted position, and a box removably mounted upon said arched frame and handle-bars, substantially as described.

6. A hand-cart comprising an arched frame provided with wheels and a handle, and provided with arms mounted upon the upright

members of the arched frame, and extending below the axle at an angle to said members, and a connecting-chain or the like extending from one arm to the other, whereby loads of various shapes may be carried when the frame is in an upright position, and loads of other configurations may be carried when the frame is reversed so that the arch will extend immediately adjacent the supporting-surface of the wheels, substantially as described.

7. A reversible hand-cart comprising an arched frame provided with wheels and a handle, and provided on the upright members of the arch on each side with arms depending below the axles thereof and at an angle to said upright members, whereby said arms will occupy a substantially vertical position when the frame is reversed, means for supporting a box or securing a pail or the like to the frame when in one position, and means in combination with said arms for securing a barrel or the like thereto when the frame is in its reversed position, substantially as described.

8. A wheeled hand-cart comprising a vertically-arched frame, the top of which extends longitudinally between and transversely of the wheels, handle-bars rigidly secured to the upright members of the arched frame at opposite sides thereof, means for detachably securing a box upon the arched frame and handle-bars, a plurality of hooks suspended from the horizontal part of the arch and adapted to slide freely thereon, arms secured rigidly to said upright members of the main frame at opposite sides thereof, and arranged to depend below the same and the axles of the supporting-wheels at an angle to said members, and a chain or the like extending from one arm to the other, substantially as described.

In testimony that I claim the foregoing as my invention I affix my signature, in presence of two witnesses, this 27th day of January, A. D. 1896.

CHARLES ALEXANDER HUNTER.

Witnesses:

GEO. AMERMAN,
OSCAR L. ERVIN.