No. 675,541. Patented June 4, 1901.

B. BUTLER.

PUSH CART.

(Application filed Mar. 27, 1901.)

(No Model.)

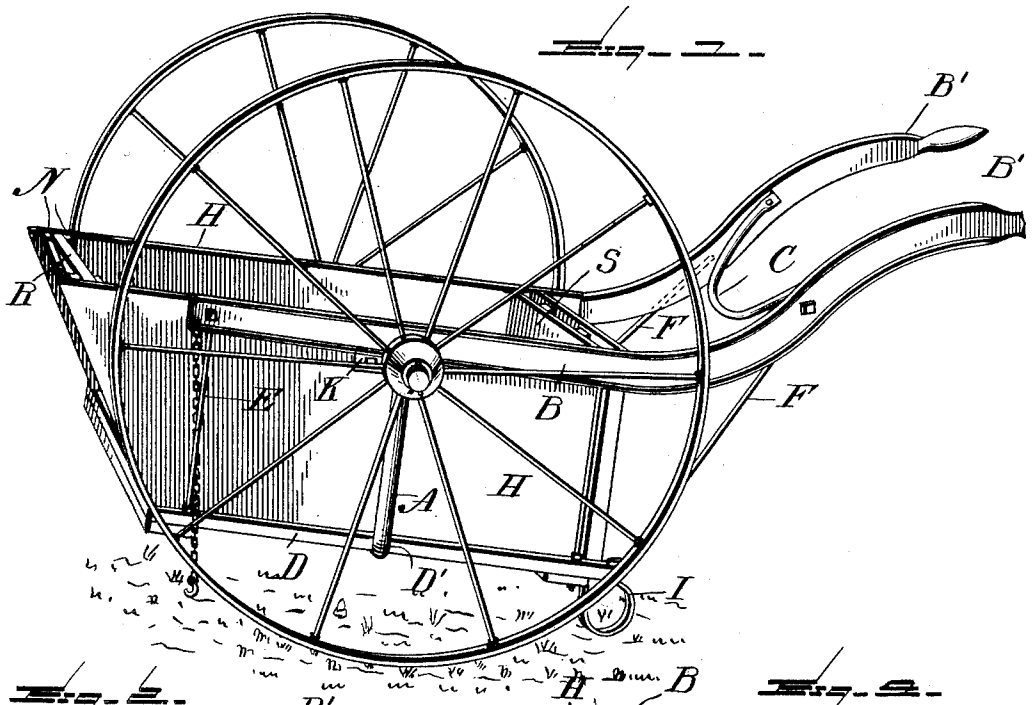


Fig. 2.

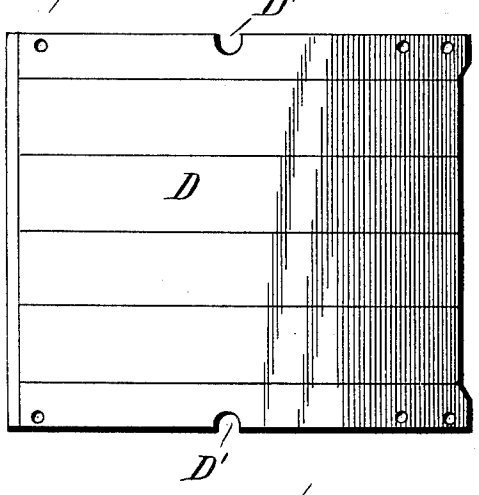


Fig. 4.

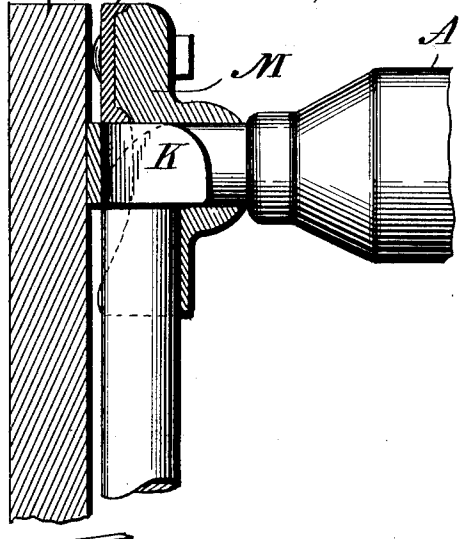


Fig. 5.

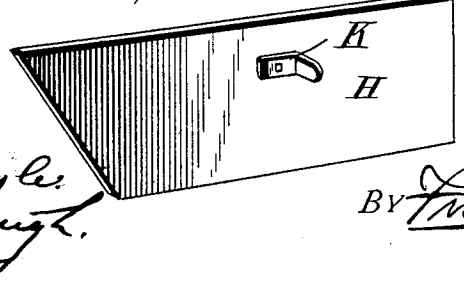


Fig. 3.

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UNITED STATES PATENT OFFICE.

BERT BUTLER, OF KENSETT, IOWA.

PUSH-CART.

SPECIFICATION forming part of Letters Patent No. 675,541, dated June 4, 1901.

Application filed March 27, 1901. Serial No. 53,113. (No model.)

To all whom it may concern:

Be it known that I, BERT BUTLER, a citizen of the United States, residing at Kensett, in the county of Worth and State of Iowa, have invented certain new and useful Improvements in Push-Carts; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, 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 new and useful improvements in hand-carts, and especially to improvements upon the cart upon which I was granted Letters Patent No. 666,733; and the object of my improvements is to render the cart more serviceable and to provide a solid platform adapted to the peculiar frame of the cart and provided with side and end boards, which are detachably held to said bottom, and means being provided to hold the box from longitudinal movement.

The invention relates to other details of construction, which will be hereinafter described and then specifically defined in the appended claims.

The invention is clearly illustrated in the accompanying drawings, forming a part of this application, in which similar letters of reference indicate like parts throughout the several views, and in which—

Figure 1 is a perspective view of my cart, showing the box mounted thereon. Fig. 2 is a view of the platform of the cart. Fig. 3 is a detail view of one of the side boards of the box, and Fig. 4 is a detail view showing the manner of securing the side boards to the bottom.

Reference now being had to the details of the drawings by letter, A designates the drop-axle of the cart, to which is secured the frame B of the cart. Integral with the upper horizontal bars of the frame are the handles B', having free ends, and said handles are connected by means of a curved brace C. The solid bottom D rests upon the drop portion of said axle and is connected by means of brace-rods E E at its corners with the upper portion of the frame of the cart, and two braces F F are fastened to the rear edge of the bottom and are fastened at their upper ends to the handles. The opposite longitudinal edges of the bottom are notched, as at D', to receive the vertical portions of the axle. The side boards H each is provided with an angle-iron K, bolted or otherwise secured to the inner faces of each board.

M M designate castings, one being secured to the upper horizontal portion of the frame on either side by means of bolts, only one of these castings being shown in Fig. 4 of the drawings. Each casting is centrally recessed to receive the axle, and a recess is formed in the wall of said aperture, which forms with the adjacent face of the axle a closed slot to receive the free end of the angle-iron K, which is secured to the outer face of the side board. When the angle-irons (one on each side board) are secured in these slots, it will be observed that the boards will be prevented from a lateral or vertical movement, while the end boards R and S, held between cleats N at the ends of the side boards H, will hold the ends of the latter from swinging.

Underneath the rear end of the bottom is fastened a brace-shoe, or, if preferred, a wheel may be used instead of a shoe. There may be either one or two of these shoes or wheels. If but one is used, it should be secured in the middle of the end of the bottom. If two are employed, one should be fastened to the bottom near each rear corner.

In Fig. 1 of the drawings I have shown a chain secured at one end to the rear end of the upper portion of the frame of the truck, which chain is utilized to connect the ends of the frame. When the side and end boards are removed, a chain (which is shown in the drawings) may be passed across the end of the frame and secured thereto.

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

1. In combination with the drop-axle and frame supported thereon, the free-ended handles integral with the frame, the solid bottom having notched edges, the side board with angle-irons secured thereto, a casting secured to the frame and having a recess to receive said angle-iron, and the end boards held between cleats on the side boards, as set forth.

2. In combination with the drop-axle and

frame supported thereon, the solid bottom resting on said axle, brace-rods connecting the marginal edges of said bottom with the frame above, the side boards, an angle-iron secured to each board, a casting secured to said frame, through which casting the axle passes, an offset or recess formed in the aperture of the casting, to receive said angle-iron, which latter is held in contact with the front portion of the axle, and the end boards held between said side boards, as set forth.

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

BERT BUTLER.

Witnesses:
A. H. BJORGO,
N. R. MEDLANG.