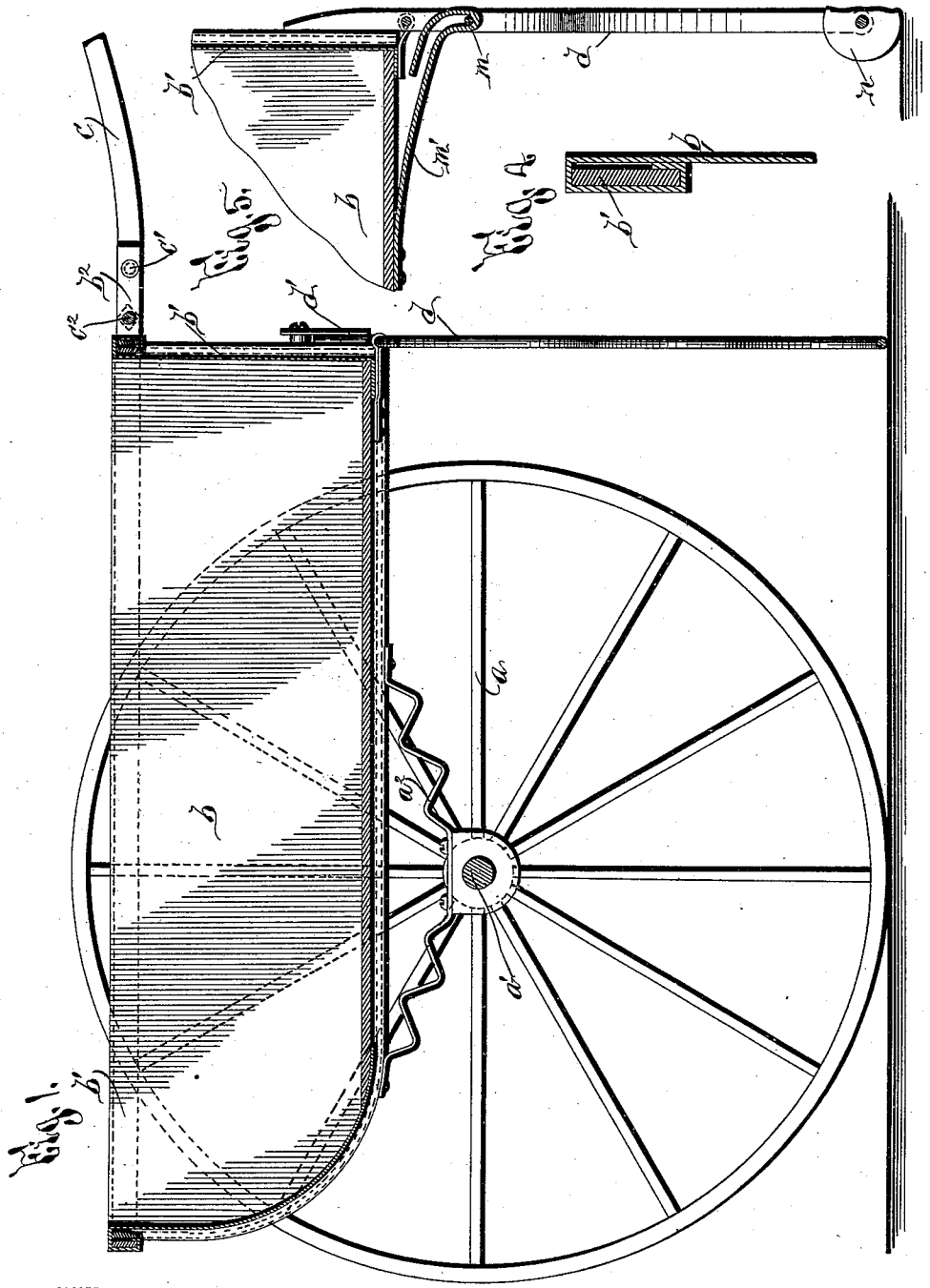
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D. E. TEAL.

HAND CART.

No. 384,402. Patented June 12, 1888.



WITNESSES:

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H. C. MacArthur

INVENTOR.

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BY

Hey & Gibbs.

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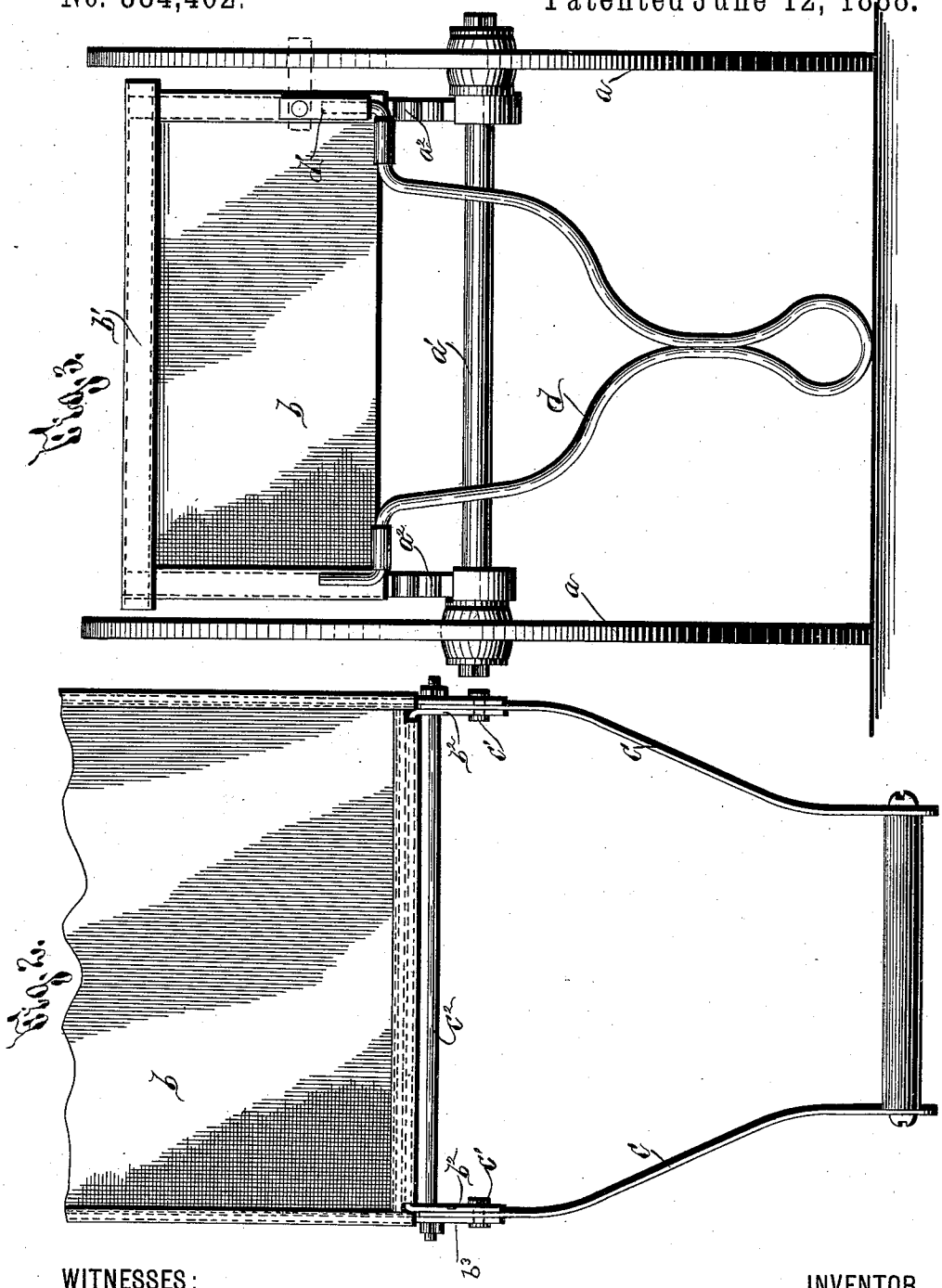
N. PETERS, Photo-Lithographer, Washington, D. C.

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D. E. TEAL.

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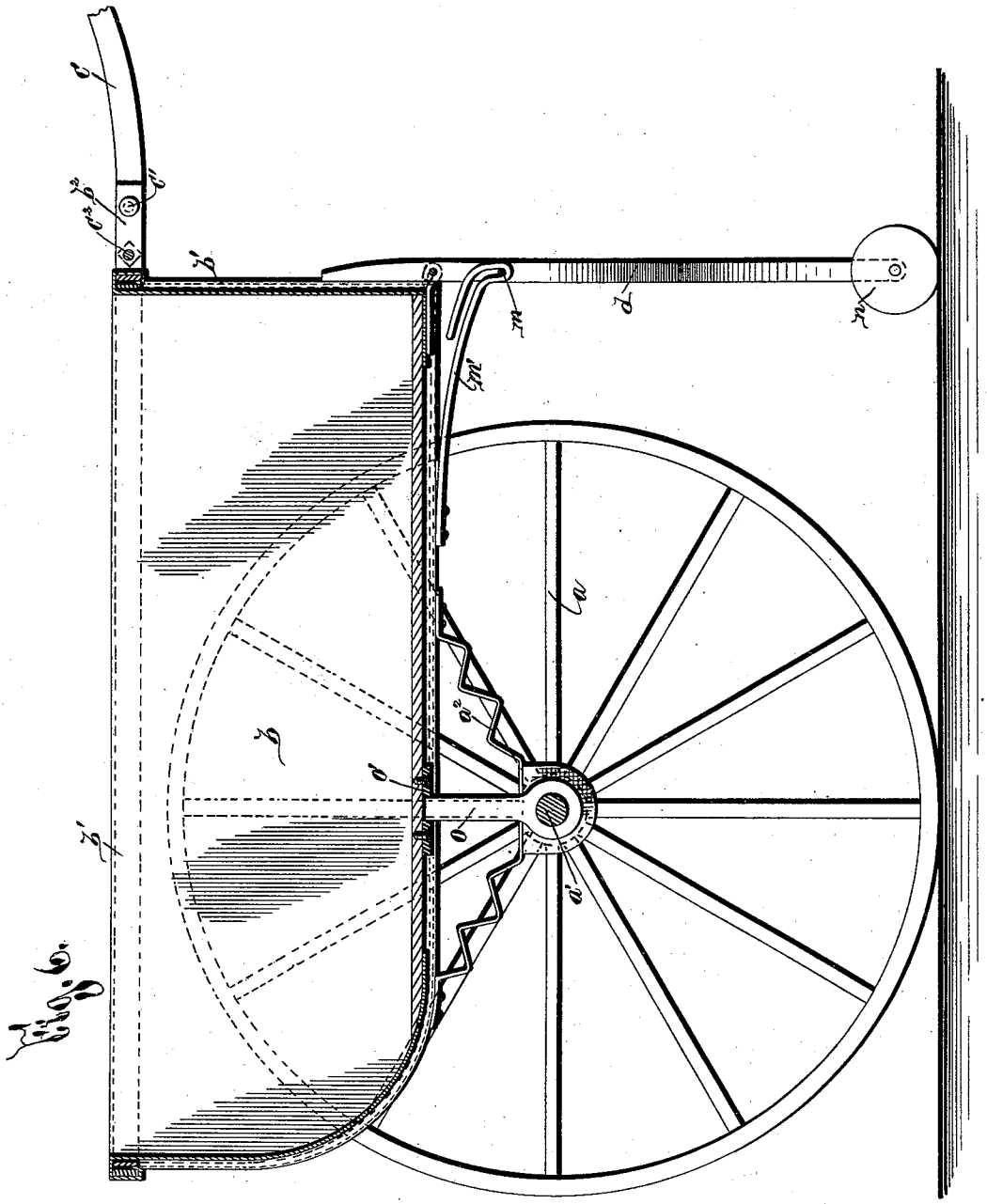
N. PETERS. Photo-Lithographer. Washington, D. C.

(No Model.) 3 Sheets—Sheet 3.

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UNITED STATES PATENT OFFICE.

DANIEL E. TEAL, OF ONEIDA CASTLE, NEW YORK.

HAND-CART.

SPECIFICATION forming part of Letters Patent No. 384,402, dated June 12, 1888.

Application filed February 17, 1888. Serial No. 264,405. (No model.)

To all whom it may concern:

Be it known that I, DANIEL E. TEAL, of Oneida Castle, in the county of Oneida, in the State of New York, have invented new and useful Improvements in Hand-Carts, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention relates to an improvement in hand-carts; and it consists in certain peculiarities of the construction and arrangement of the same, substantially as will be hereinafter more fully set forth and claimed.

In order to enable others skilled in the art to which my invention pertains to make and use the same, I will now proceed to describe its construction and operation, referring to the accompanying drawings, in which—

Figure 1 is a longitudinal vertical section of my device. Fig. 2 is a top plan view of the rear end of the body and handles. Fig. 3 is a rear elevation of my cart, and Fig. 4 is an enlarged detail section of the manner of securing the frame and body portion together. Fig. 5 is a detail section of a modified form of supporting-leg. Fig. 6 is a longitudinal section of a slight modification of my cart.

a represents the wheels, and *a'* the axle, of my truck, provided with the flat springs a^2, formed with transverse corrugations, as shown in the drawings. Upon the corrugated springs is supported the body *b*, which I preferably form of a sheet-metal blank having its edges stiffened and held in place by being folded over a metal frame, *b'*, as will be clearly seen in Fig. 4. At the rear end of the body, as will more clearly appear in Figs. 1 and 2, the side frame and end frame, *b'*, are extended rearward a short distance to form arms b^2, and between these are secured the ends of the handles *c*, secured by short pivot-bolts *c'* and a through-bolt, c^2, as shown. This construction enables the through-bolt to be removed and the handles folded over into the truck-body, where they are out of the way for shipment or storage purposes.

At the lower forward corner of the body is hinged a supporting-standard, *d*, having a projection, *d'*, which is engaged by a button, d^2, on the rear of the body. When so secured, the standard is rigidly held in a vertical position and supports the body, as in Fig. 1. By turning aside the button the hinged standard is also readily folded up under the body out of the way.

It will be noted that the rear end of the body is rounded up, and that the tops of the wheels are of sufficient height to rise above the body. By this peculiar construction I am enabled to construct a truck, cheap and light, which is of especial value in use around truck-gardens, and which, when it is desired to dump it, is readily turned entirely over on its axle till the body is upside down, when it may be readily pushed away from the dumped load by reason of the wheels rising above the body.

In some instances, where a lower truck is desired, I will use a dropped axle, and thus lower the body to the proper degree.

It will be particularly noted that the metal frame which I use I prefer to construct of spring-steel, and thus when a heavy body of somewhat larger size than the cart-body is placed therein the frame can give and expand, but will spring back to place when the load is removed.

The peculiar mode of folding the side material over the frame, as clearly seen in Fig. 4, gives me an increased thickness of material, and is stronger than if it were riveted, and this enables me to use lighter material, and is more economical in manufacture.

I have shown in Fig. 5 a modified form of the standard or hinged leg, which is hinged to the body as before, but is provided with a cross-bar, *m*, which is engaged by a spring, *m'*, the end of which is bent back to form a guide for the bar *m*, and which spring firmly holds the leg either up or down. A roller, *n*, is used on the lower end of the standard or leg in some cases.

In Fig. 6 I have shown a cart the body of which is higher than the wheels, and will often construct them so, in order that large articles, too large to go inside the body, may be carried on top of it and allowed to project over its sides. I have also represented as pivoted upon the axle a short arm, *o*, the end of which is sometimes turned up into a socket, *o'*, or any suitable device for holding it under bottom of the body. Two of these arms are used, one on each side of the body, and they are found to be of great utility in rigidly supporting a very

heavy load and taking its weight off the springs, which are usually made light, as shown. This device is readily shifted into and out of place, and hangs from the axle when not in use.

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

1. A body for carts having a metal frame rectangular in cross-section and a sheet-metal body having its edges folded around said frame and the main body of the metal overlapping its folded edge, as shown and described.

2. In a garden-cart, the combination, with the body and the axle, of an interposed sheet-spring formed with transverse corrugations, substantially as shown and described.

3. The combination, with the body *b*, having its top frame extended rearward to form the arms b^3, of the handles *c*, secured in these arms by the bolts c' c^2, substantially as and for the purpose set forth.

4. The combination, with the body *b*, of the hinged standard *d*, extended beyond its hinge and folding beneath the body, and the button *d'*, for securing the standard in both positions, substantially as shown and described.

5. The combination, with the body and its axle having springs interposed between them, of rigid arms pivoted on the axle for turning up under the body to take the weight off the springs, substantially as and for the purpose set forth.

In testimony whereof I have hereunto signed my name, in the presence of two attesting witnesses, at Syracuse, in the county of Onondaga, in the State of New York, this 31st day of December, 1887.

DANIEL E. TEAL.

Witnesses:
W. C. McARTHUR,
ARTHUR E. PARSONS.