

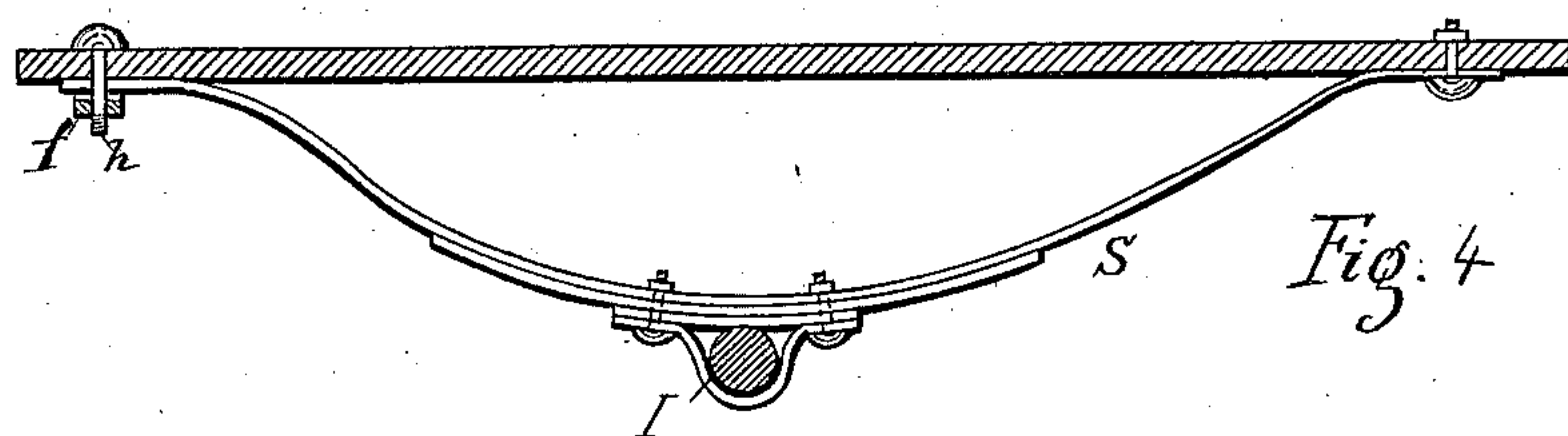
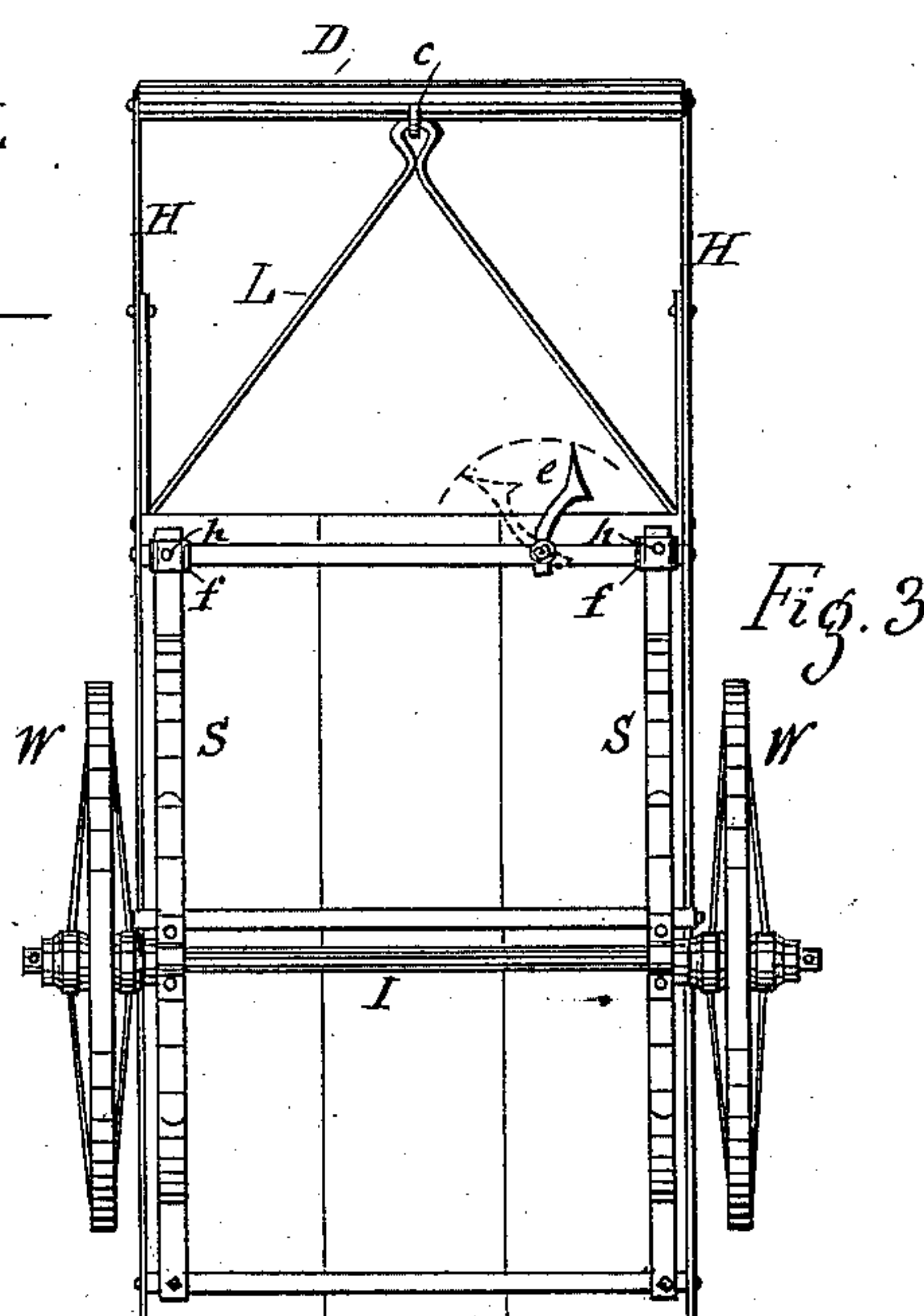
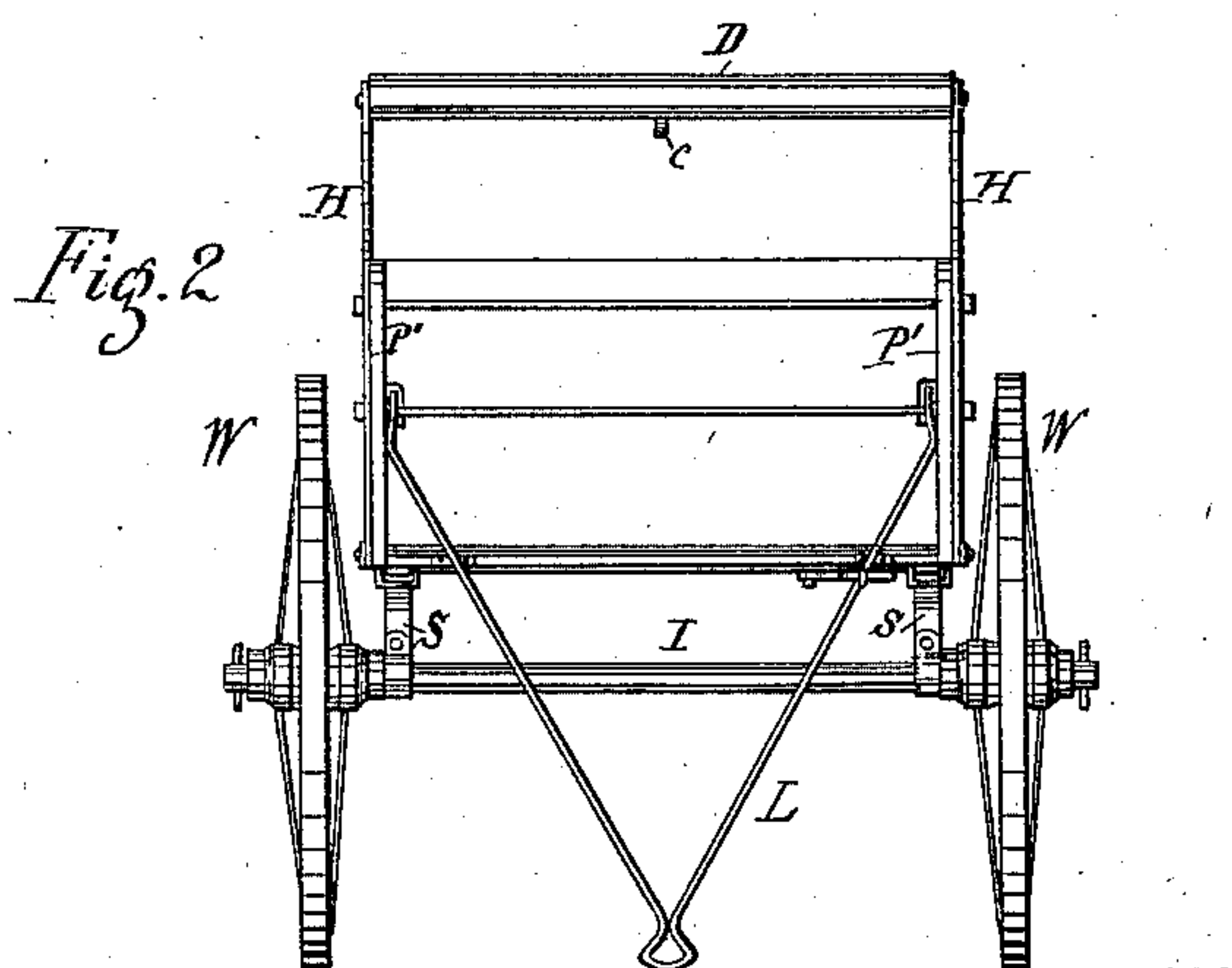
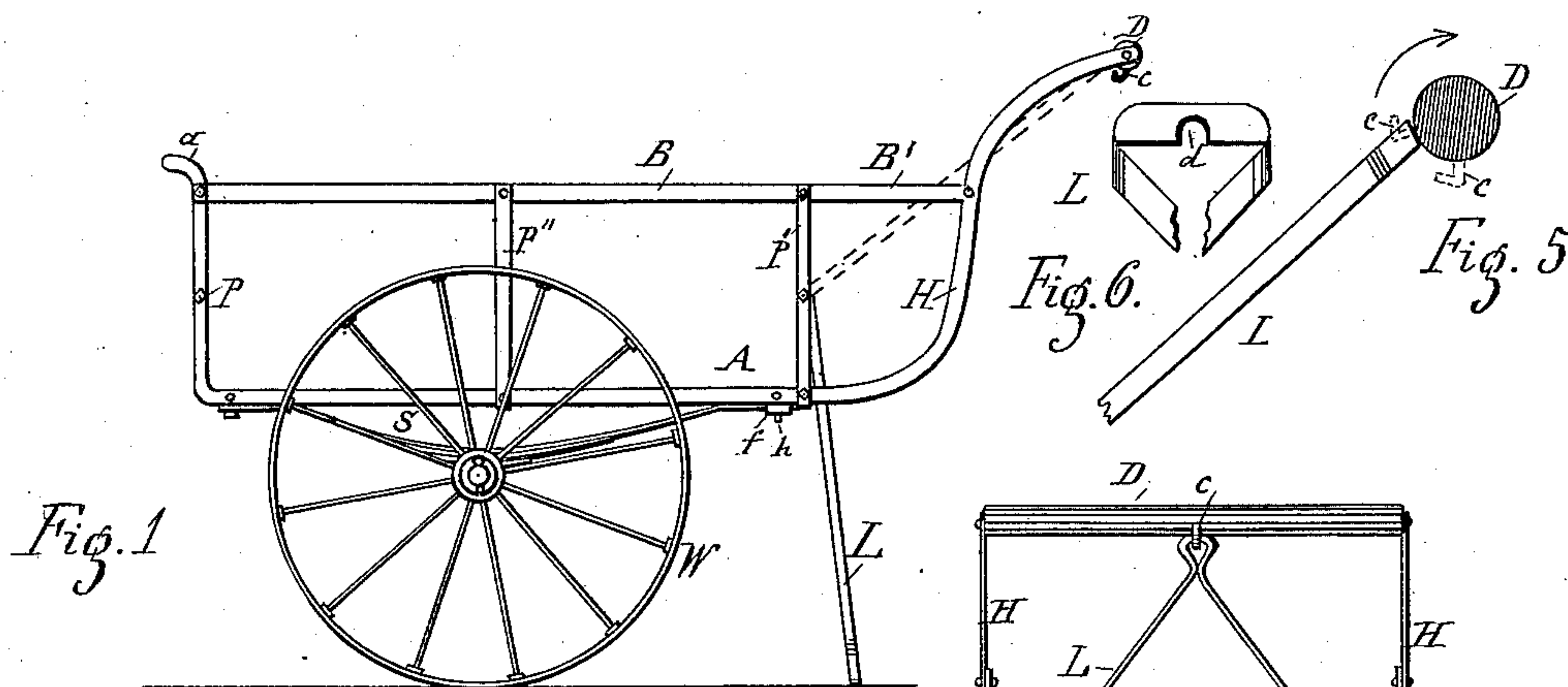
(No Model.)

F. J. AUBEUF.

HAND CART.

No. 351,561.

Patented Oct. 26, 1886.



WITNESSES:

A. F. Walz,
A. C. Parsons.

INVENTOR :

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UNITED STATES PATENT OFFICE.

FRANK. J. AUBEUF, OF ONEIDA, NEW YORK.

HAND-CART.

SPECIFICATION forming part of Letters Patent No. 351,561, dated October 26, 1886.

Application filed September 2, 1886. Serial No. 212,562. (No model.)

To all whom it may concern:

Be it known that I, FRANK. J. AUBEUF, of Oneida, in the county of Madison, in the State of New York, have invented new and useful
5 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 the class of hand-
10 carts which have handles projecting rearward from the body thereof for pushing the cart ahead; and the invention consists in an improved construction and combination of parts, as hereinafter described, and specifically set
15 forth in the claims.

In the annexed drawings, Figures 1 and 2 are respectively side and rear end elevations of a hand-cart embodying my improvements. Fig. 3 is an inverted plan view of the same.
20 Fig. 4 is an enlarged detached side view of the supporting-spring and its connection with the body of the cart. Fig. 5 is an enlarged transverse section of the roller, which is pivoted on the handles and adapted to interlock
25 with the leg, so as to become braced thereby; and Fig. 6 is a detached view of the foot of the leg.

Similar letters of reference indicate corresponding parts.

30 W W denote the supporting-wheels, journaled on the axle I, upon which the body of the cart is mounted. Said body I form chiefly of metal. Each of the two sides of the body-frame is composed of a longitudinal sill, A, corner-posts P P', with or without an intermediate post, P'', as may be desired, a top rail, B, a handle, H, extending from the sill rearward beyond the foot of the rear corner-post and upward, and a brace, B', extending from
35 the top rail, B, straight to the aforesaid handle, all of said parts being rigidly united by rivets or otherwise. By the rearward extension of the handles H direct from the sills A, and back of the rear posts of the frame, I obtain greater leverage for guiding and controlling the cart, and also more room on top of the cart for carrying trunks and other large articles. The braces B' form extensions of the top rails of the body aside from bracing the handles.
40 45 50

In order to adapt the cart-body to carry trunks and other articles on its top without dan-

ger of said articles slipping off from the front end of the body during transportation, I provide the corner-posts P P' with upward-projecting
55 horns *a a*, as shown in Fig. 1 of the drawings. The sill A, with the front corner-post, P, and horn *a* and the handle H, I form in one piece, of a continuous bar of metal; and the top rail, B, with the brace B', I also form in one piece,
60 of a continuous bar of metal, and rivet the same at opposite ends, respectively, to the upper end of the front corner-post, P, and to the handle H, and thus tie said post and handle to each other and thoroughly brace the same. 65

L represents the leg, which is pivoted to the rear end of the body and adapted to support the same when the cart is at rest, as illustrated by full lines in Figs. 1 and 2 of the drawings. This leg, being V-shaped and pivoted
70 at its two extremities to the body, forms an effectual brace, which I utilize to brace the handles H H, when in use, by providing the foot of said leg with a notch, *d*, and pivoting to the free ends of the handles H H a roller, D, 75 which ties the said ends of the handles together, and to the center of said roller I rigidly secure a hook or other suitable gripper, *c*, adapted to enter the notch *d* and grip the foot of the leg L, which is effected by turning the
80 roller on its axis in the direction of the arrow in Fig. 5 of the drawings. The foot of the leg is thereby drawn tightly against the side of the roller, and this abutment, together with the gripper interlocked with the foot of the leg, 85 transmits to the handles the bracing effect of the V-shaped leg L.

e represents a catch pivoted on the body of the cart, and adapted to engage and hold the leg L in position for supporting the rear end
90 of the cart when at rest.

Between the body of the cart and axle I interpose semi-elliptic springs *s s*, which are rigidly secured slightly forward of their centers to the axle I, and carry on their extremities the
95 body of the cart. One of the extremities of each spring I rigidly attach to the body, and the other extremity I secure in position on the body by means of a box, *f*, attached to the under side of the body, through which box the
100 extremity of the spring slides. Vertically through the bottom of the body and through the box and inclosed portion of the spring are coinciding holes for the reception of a bolt or

pin, *h*, which is removably inserted therein, and when in place it prevents the spring *s* from exerting its elasticity, and converts the same into a rigid bolster or brace for supporting a heavy load.

When it is desired to utilize the elasticity of the springs, the bolts or pins *h* can be withdrawn.

Having described my invention, what I claim is—

1. In a cart-body frame, the side sill, *A*, front post, *B*, and the handle *H*, extending from the sill *A* rearward beyond the foot of the rear post, all formed of a continuous bar of metal, and the top rail, *B*, and brace *B'*, formed of a continuous bar of metal, and secured at opposite ends, respectively, to the upper end of the front post and to the handle, substantially as shown and described.

2. In combination with the cart-body having handles extending rearward and upward therefrom, and the leg *L*, pivoted on said body,

the roller *D*, pivoted on the handles, and the gripper *c*, attached to said roller and adapted to engage and release the foot of the leg by the rotation of the roller, substantially as described and shown.

3. In combination with the cart-body, axle, and the semi-elliptic spring *s*, the box *f*, secured to the body and having the end of the spring adapted to slide longitudinally therein, and the locking-pin *h*, inserted removably in coinciding holes through the box and inclosed portion of the spring, substantially as described and shown.

In testimony whereof I have hereunto signed my name and affixed my seal, in the presence of two attesting witnesses, at Syracuse, in the county of Onondago, in the State of New York, this 23d day of August, 1886.

FRANK. J. AUBEUF. [L. S.]

Witnesses:

E. LAASS.

GEO. G. COTTON.