

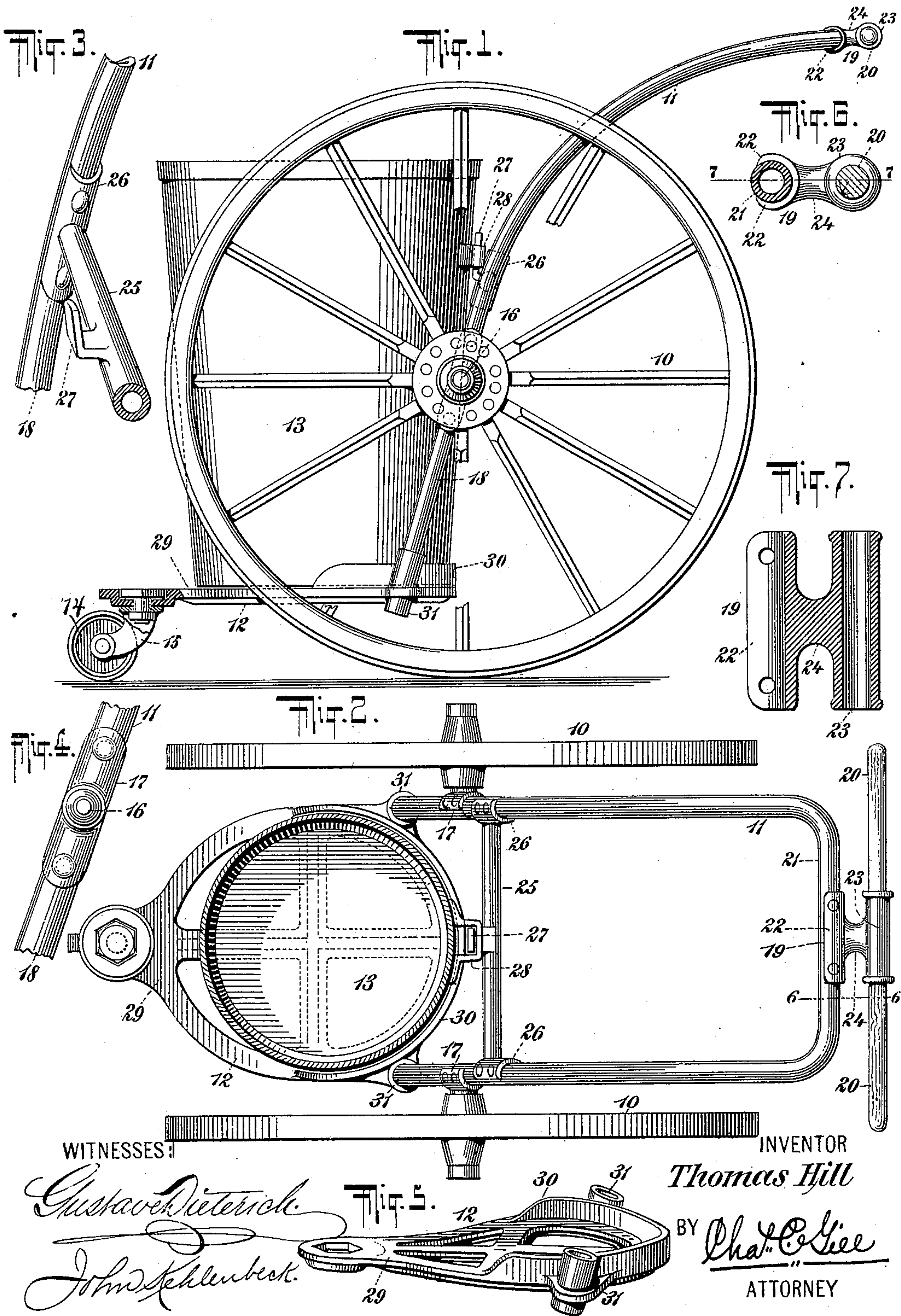
No. 680,251.

Patented Aug. 13, 1901.

T. HILL.
PUSH WAGON.

(Application filed Dec. 31, 1900.)

(No Model.)



WITNESSES:

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THOMAS HILL, OF JERSEY CITY, NEW JERSEY.

PUSH-WAGON.

SPECIFICATION forming part of Letters Patent No. 680,251, dated August 13, 1901.

Application filed December 31, 1900. Serial No. 41,597. (No model.)

To all whom it may concern:

Be it known that I, THOMAS HILL, a citizen of the United States, and a resident of Jersey City, in the county of Hudson and State of New Jersey, have invented certain new and useful Improvements in Push-Wagons for Street-Cleaning Purposes, of which the following is a specification.

The invention relates to improvements in push-wagons for use in the cleaning of streets; and it consists in the novel features, arrangement, and combinations of parts hereinafter described, and particularly pointed out in the claims.

The object of the invention is to produce a push-wagon which shall be light, durable, and inexpensive of manufacture and perfect in the detail of its parts and which shall be adapted for removably supporting and transmitting cans within which the collected dirt and refuse may be placed.

The invention will be fully understood from the detailed description hereinafter presented, reference being had to the accompanying drawings, in which—

Figure 1 is a side elevation, partly broken away and partly in section, of a push-wagon constructed in accordance with and embodying the invention. Fig. 2 is a top view of same. Fig. 3 is a perspective view of a part of the metal frame and transverse bar connected therewith and carrying the hook by which, in connection with a loop on the can, the latter is securely held upon the wagon. Fig. 4 is a detached view of a part of the metal frame and illustrates the manner of securing the axles thereto. Fig. 5 is a perspective view of the suspended platform upon which the can to hold the refuse is supported. Fig. 6 is a sectional view through the handle portion of the wagon on the dotted line 6 6 of Fig. 2, and Fig. 7 is a longitudinal section of same on the dotted line 7 7 of Fig. 6.

In the drawings, 10 designates the side wheels of the wagon, 11 the handle-frame of the wagon, and 12 the platform upon which the can 13 is supported, said platform 12 being in one integral piece and supported at its front end by a swivel-wheel 14. The wheels 10 are of the usual construction, and therefore need not be specifically described.

The wagon is supported upon the side wheels 10 and the aforesaid swivel-wheel 14, the latter being mounted in the frame 15, secured to the forwardly-projecting portion of the platform 12, and said wheel 14 being on a central line intermediate the wheels 10 10. The small wheel 14 is disposed about on a vertical plane with the front edges of the wheels 10 and can 13, and the axles 16 of the wheels 10 are about on a vertical plane with the rear edges of said can 13, as shown in Fig. 1, whereby said can becomes firmly supported intermediate the vertical planes of the wheel 14 and axles 16. The axles 16 are integral with flanges 17, which are secured to the lower portions 18 of the handle-frame 11, said handle-frame 11 being preferably one integral bent bar or tube and at its lower portions 18 forming sides or side frames for the wagon, while the upper portion of said handle-frame curves upward and rearward from the can 13 and has applied to it the frame 19, to which the wooden handle-bar 20 is secured. The handle-frame 11 at its rear end forms a transverse bar 21, which may be used as a handle for the wagon, if desired, but which in accordance with the preferred construction receives the frame 19, carrying the wooden handle-bar 20. It is preferable, especially in cold weather, for the attendant operating the wagon to have a wooden handle-bar instead of a metal handle-bar, and hence I prefer that instead of employing the metal bar 21 directly as the handle-bar the wagon be equipped with the frame 19 and wooden handle-bar 20. The frame 19 is composed of a flanged portion 22, adapted to engage the transverse bar 21, the tubular or sleeve portion 23, adapted to receive the wooden handle-bar 20, and the connection 24, intermediate said flanged part 22 and tubular part 23, and the whole being one integral piece, as illustrated in Figs. 2 and 7.

Above the axles 16 the metal frame 11 has its opposite sides connected by a transverse bar 25, which has at its ends the flanges 26 to engage the sides of the frame 11 and enable a proper securing of the bar 25 to said frame. At about its center the transverse bar 25 is provided with the hook 27, which is broad or elongated in a transverse direction,

Figs. 2 and 3, and this hook 27 is adapted to engage a loop 28, secured upon the body of the can 13, as shown in Figs. 1 and 2, the said loop 28 being of a form to engage the flat surfaces of the hook 27, so as thereby the more securely to hold the can 13 and prevent lateral sliding of the latter on the platform 12. The hook 27 and loop 28 constitute means which not only serve to hold the can upon the platform 12, but which permit of the removal of the can, when desired, from said platform. In the present instance I secure the hook 27 to the transverse bar 25 and the loop 28 to the body of the can 13; but it is obvious that the hook may be secured to the can-body and the loop to the bar 25 if such immaterial change should be desired. I do not limit this part of the invention to the special hook and loop 27 28 shown, since I am aware that several different forms of fastening devices may be employed in lieu of the special form of hook and loop shown.

The platform 12 is preferably in one integral piece of metal, as above explained, and is provided at its front portion with the forwardly-extending part or tongue 29 to receive the stem of the swivel-wheel frame 15, and at its rear portion the said platform 12 is formed with an upwardly-extending flange 30 and sockets 31, the said flange 30 being at the edges of the rear portion of said platform 12 and constituting means for locating and centering the can 13 upon said platform, as well as materially aiding in maintaining said can in proper position upon said platform during the travel of the wagon. The sockets 31 are exterior to the flange 30 and are of tubular form to receive the lower ends of the metal frame 11, as indicated in Figs. 1 and 2. The platform 12 is supported at its front end upon the wheel 14, and is suspended at its rear portion from the axles 16 for the wheels 10, and said platform 12 is sufficiently near the ground to enable the convenient removal of the can 13 when desired.

In Fig. 3 I illustrate the transverse bar 25 as being hollow or tubular, and while this is the preferable form for said bar 25 I do not limit the invention to its employment, since said bar may be solid, if desired. The metal frame 11 is also preferably one continuous tube bent into shape and having its ends expanded into the sockets 31 31 on the platform 12; but I do not limit the invention to the making of the metal frame 11 in one continuous piece or of tubing, although I shall prefer to form the same of one continuous piece of tubing. The frame 19 for a wooden handle-bar 20 will preferably be of cast metal, and it may be either permanently or detachably secured to the transverse bar 21 of the handle-frame 11.

The wagon as a whole has been constructed with the view of securing great strength and durability therein and with the purpose of enabling it to withstand the severe usage to which wagons of this class are subjected.

The wagon is also of such construction that it may be quickly and inexpensively manufactured.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In a wagon, the side wheels and a handle for the wagon, combined with the suspended platform 12 in one integral piece and having at its front end the wheel 14, said platform being supported at its rear portion by the said side wheels; substantially as set forth.

2. In a wagon, the side wheels 10, and a handle for the wagon, combined with the suspended platform 12 in one integral piece and adapted to support the can 13, said platform 12 having at its front end the small wheel 14 and at its rear portion the raised flange 30, the front portion of said platform being supported upon the said wheel 14 while the rear portion of said platform is supported by said wheels 10; substantially as set forth.

3. In a wagon, the side wheels 10, a handle, and sides for the wagon, said sides having the axles 16 for the wheels 10, combined with the platform 12 having at its front portion the small wheel 14 and at its rear portion the sockets 31 into which the lower ends of said sides may be secured, said platform being adapted to receive the can 13 and being supported at its front portion by the said wheel 14 and at its rear portion by the said wheels 10; substantially as set forth.

4. In a wagon, the side wheels 10, the handle for the wagon, and side frames carrying axles 16 for said wheels 10, combined with a platform 12 suspended at its rear portion by said side frames and having at its front portion the small wheel 14, the said platform being adapted to receive the can 13 substantially intermediate the vertical planes of said wheel 14 and said axles 16; substantially as set forth.

5. In a wagon, the side wheels, a handle for the wagon, side frames having axles 16 for said wheels 10, and a transverse bar 25 intermediate said sides, combined with the platform 12 suspended by said sides below said axles 16 and having at its front portion the small wheel 14, the can 13 upon said platform and interlocking devices in separable members one secured to said can and the other to said transverse bar, for detachably holding said can upon said platform; substantially as set forth.

6. In a wagon, the side wheels 10, side frames having axles 16 for said wheels, and the transverse bar 25 connecting said side frames, combined with the platform suspended by said side frames and having at one end the small wheel 14, the can 13 upon said platform, and interlocking devices in separable members one secured to said can and the other to said transverse bar, for detachably securing said can upon said platform; substantially as set forth.

7. In a wagon, the side wheels 10, side frames having axles 16 for said wheels 10, the trans-

verse bar 25 connecting said side frames, and a handle for the wagon, combined with the platform 12 suspended from the lower ends of said side frames, the can 13 upon said platform, and the hook and loop carried by said
5 can and said transverse bar, respectively, for detachably securing said can upon said platform; substantially as set forth.

8. In a wagon, the side wheels, handle-
10 frame, and means to support the can 13, combined with the frame 19 adapted to be secured to the handle-frame and consisting of the

flanged portion 22, the tubular portion 23 adapted to receive the handle-bar 20, and the portion 24 intermediate said flanged portion 15 22 and said tubular portion 23; substantially as set forth.

Signed at New York, in the county of New York and State of New York, this 29th day of December, A. D. 1900.

THOMAS HILL.

Witnesses:

CHAS. C. GILL,
GUNDER GUNDERSON.