

No. 680,856.

Patented Aug. 20, 1901.

F. HABERMAN.  
STREET SWEEPER'S CART.

(Application filed May 14, 1901.)

(No Model.)

2 Sheets—Sheet 1.

Fig. 1.

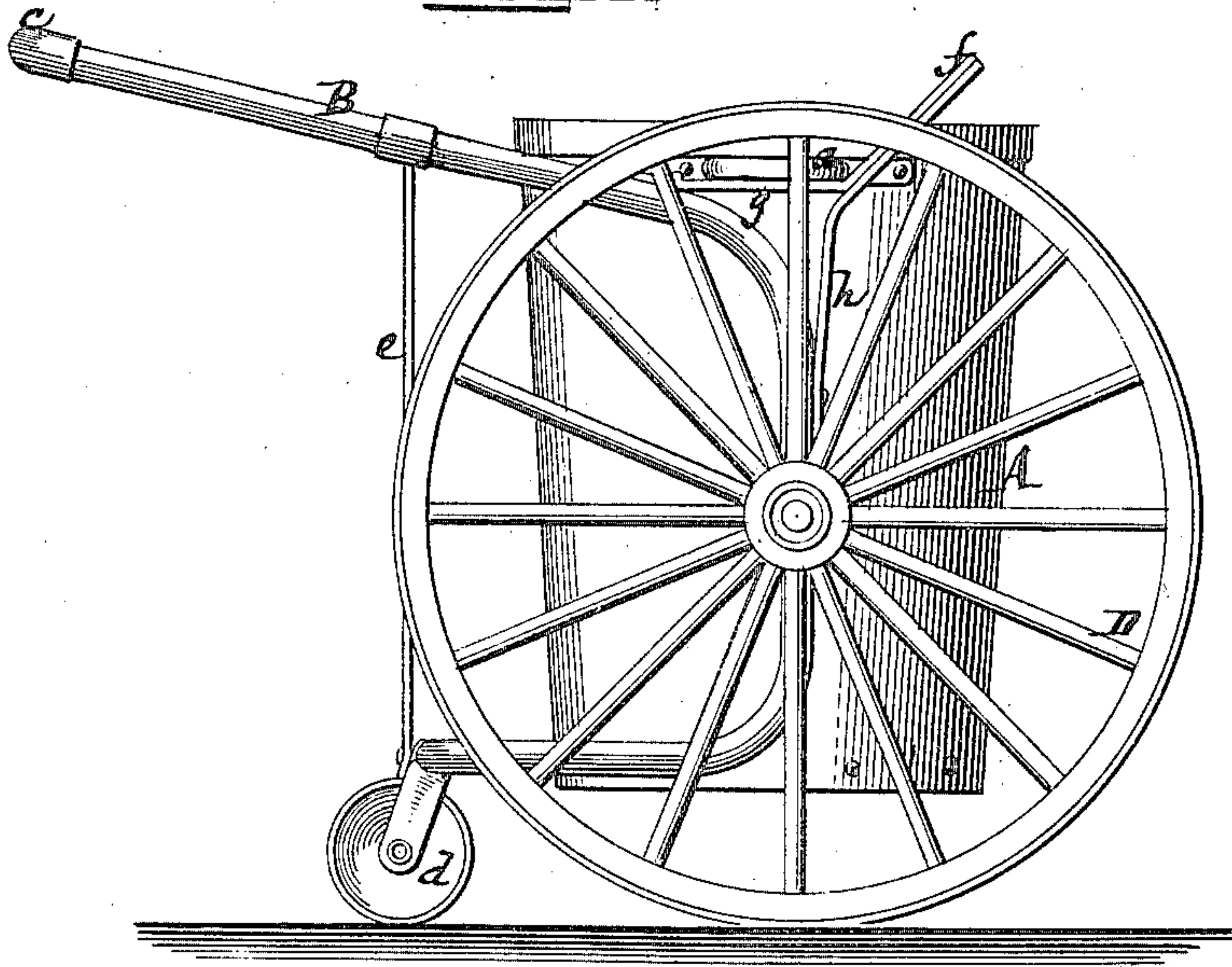
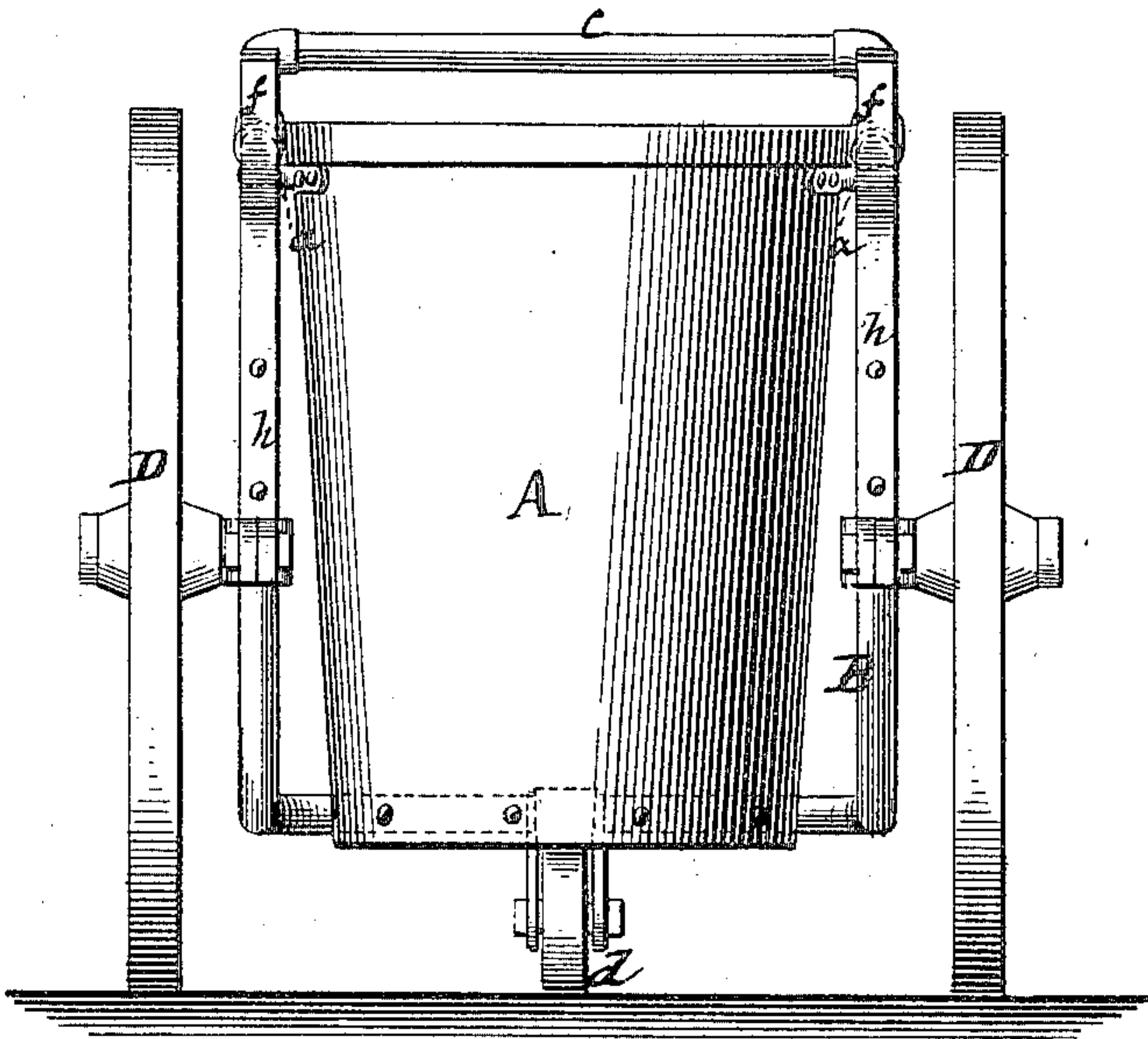


Fig. 2.



WITNESSES:

*Geo. W. Taylor*  
*P. Oberlin*

INVENTOR

*Frederick Haberman*

BY *Briesen Knauth*

ATTORNEYS

**No. 680,856.**

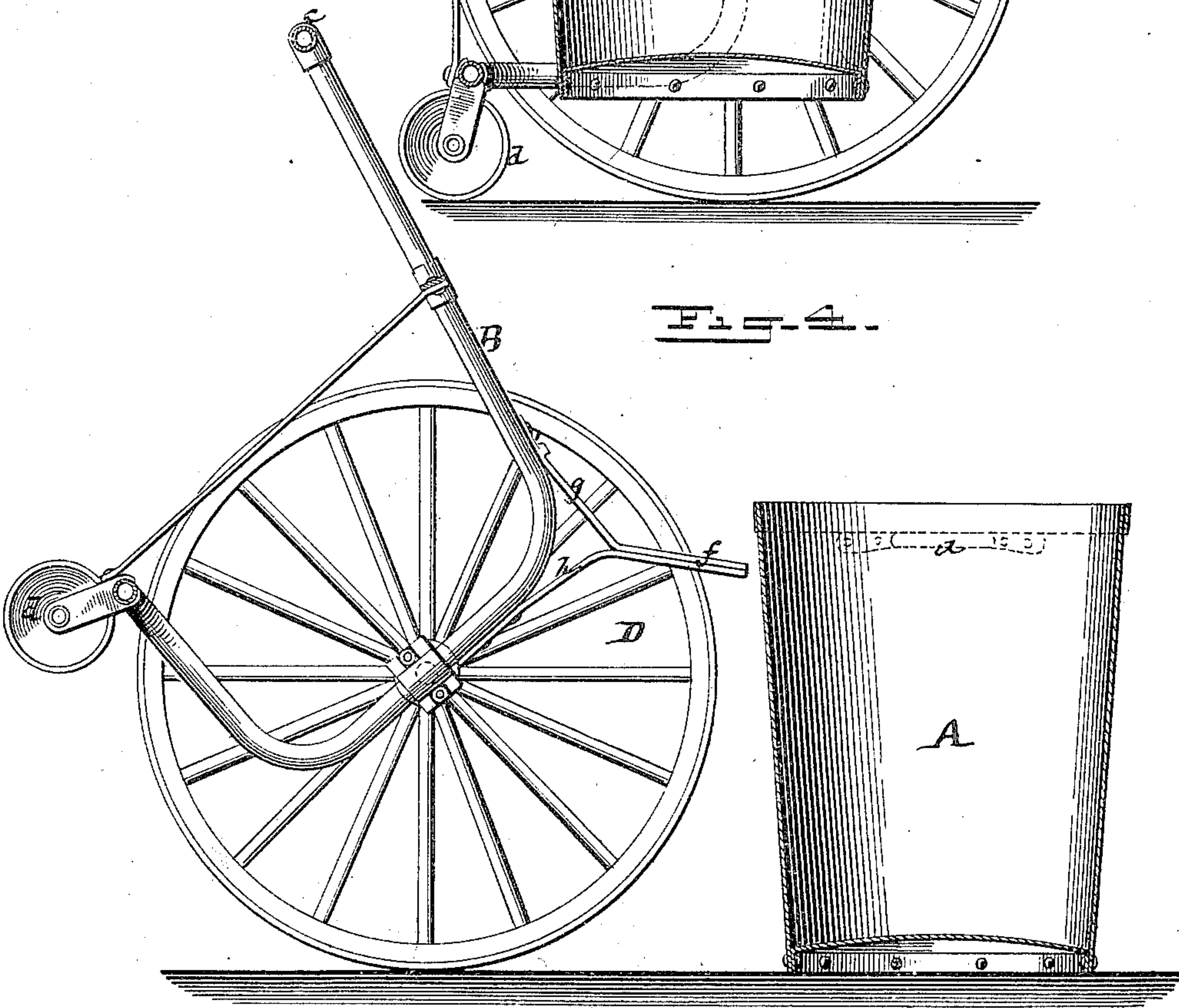
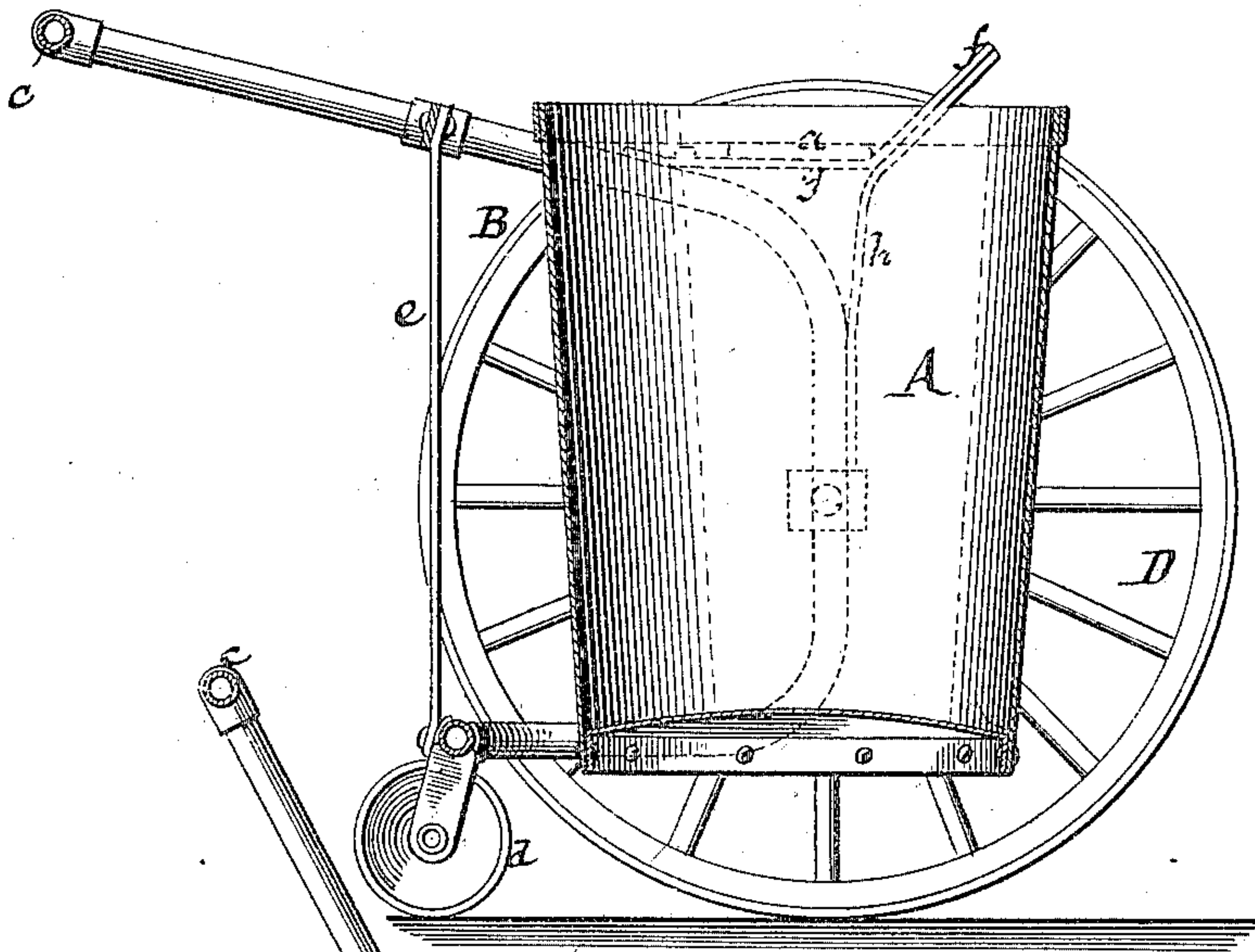
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**WITNESSES:**

Geo. W. Weylor.  
R Abernethy

INVENTOR

Frederick Kavenman

BY *Biesen Knaut*

ATTORNEY S



# UNITED STATES PATENT OFFICE.

FREDERICK HABERMAN, OF NEW YORK, N. Y., ASSIGNOR TO NATIONAL ENAMELING & STAMPING COMPANY, OF SAME PLACE.

## STREET-SWEEPER'S CART.

SPECIFICATION forming part of Letters Patent No. 680,856, dated August 20, 1901.

Application filed May 14, 1901. Serial No. 60,185. (No model.)

*To all whom it may concern:*

Be it known that I, FREDERICK HABERMAN, a citizen of the United States, residing at the city of New York, in the county of New York, borough of Manhattan, State of New York, have invented new and useful Improvements in Street-Sweepers' Carts, of which the following is a specification.

Figure 1 is a side view of my street-sweeper's cart. Fig. 2 is an end elevation thereof looked at from the lifting end. Fig. 3 is a vertical longitudinal section through the cart centrally; and Fig. 4 is a sectional view of the cart, showing it in position for receiving a new pan. The pan which the cart is to carry is shown in connection with each of the foregoing figures.

The object of this invention is to provide a convenient cart for the support of street-sweepers' cans or receptacles. The invention is of course applicable to other than street-sweepers' use.

Heretofore cans for receiving the sweepings were placed upon carts or vehicles which were provided with platforms on which the lower ends of the cans rested and with rings or braces to keep the upper parts of the cans in position. When a can was full, it had to be lifted bodily off the platform out of the way of the braces and rings, and as these cans are large and therefore, when full, heavy the labor of lifting them out of the cart was very considerable and constituted a great strain and loss of time. My cart is so constructed that it can be easily made to lift a can into position and when full to discharge it without requiring the can to be lifted bodily into or out of place.

The invention therefore consists in a cart provided with lifting and lowering prongs or arms, also a combination of such cart with a can which rests by means of projecting lugs on the prongs of the cart.

In the drawings the letter A represents a street-sweeper's can which at or near the top is provided with projecting shoulders *a*, which shoulders may also, if desired, constitute handles; but for the purposes of this invention any projection from near the upper part of the can on the opposite sides thereof or even a continuous flange which will permit the lift-

ing hooks or arms of the cart to get under or support the can will answer the purpose.

The cart is constructed of a framing B of tubular or other metal or may be of wood, if desired. This framing forms a handle *c* at one end, axle-supports for the main supporting-wheels D, and whenever desired a support for a trundle-wheel *d*, the whole frame structure being suitably braced, as at *e*, to have the necessary strength for the purposes for which it is intended. If we call that end of the frame which has the handle *c* the "rear" and the opposite end the "front," then the front of the cart is open to receive the can and to support it between the two wheels D D. To the front of the frame B are secured the lifting-arms *f*, which project from supporting-arms *g*, which supporting-arms, as shown in Fig. 1, are at an angle to the lifting-arms, and a suitable brace *h* is arranged to rigidly maintain these arms *f g* in position on the frame B. With such lifting-arm *f* and corresponding supporting-arm *g* on each side of the frame, as indicated in Fig. 2, the apparatus now described operates as follows:

The can filled with sweepings, we will say, standing on the sidewalk, the attendant waiting to place it on the cart has only to tilt the cart into the position shown in Fig. 4 and move it along until the two lifting-arms *f* get under the shoulders or projections *a* of the can. Then by tilting the frame from the position shown in Fig. 4 to the position shown in Fig. 3 the can-lugs *a* will slide on the lifting-arms *f* onto the supporting-arms *g*, and now the can is properly supported on the cart and can be trundled along as far as desired. When the can is to be discharged from the cart, all the attendant has to do is to tilt the frame B from the position shown in Fig. 3 back to the position shown in Fig. 4, thereby making the can-supports *a* slide down and off the supporting-arms *g* and *f*. Thus the cart is self-loading and self-discharging, is without cumbersome platforms and the like, and will be found a labor-saving contrivance of great importance.

It will be observed that in the normal or can-supporting position, which is shown in Figs. 1 and 3, the lifting-arms *f* incline upward, the supporting-arms *g* being either hori-



zontal, as shown, or suitably curved or shaped to receive the projecting trunnions or shoulders of the can. In the tilted position shown in Fig. 4 the lifting-arms are either horizontal  
5 or may project slightly downward, so as to conveniently enter under the trunnions or projections *a*.

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

1. A street-sweeper's cart, comprising supporting-wheels, a frame comprising a central member on each side pivotally connected with one of the supporting-wheels, a short lower  
15 member integral with the frame and extending at an angle from the lower end of the central member, a long upper member approximately parallel with the lower member and forming a handle, a trundle-wheel carried by  
20 the lower members, a connection between the upper and lower members, can-supporting arms located at the upper members, and

lifting-arms projecting at an upward angle from the supporting-arms.

2. A street-sweeper's cart, comprising sup- 25  
porting-wheels, a frame comprising a central member on each side pivotally connected with one of the supporting-wheels, a short lower member integral with the frame and extend-  
ing rearwardly from the lower end of the cen- 30  
tral member, a long upper member approximately parallel with the lower member and forming a handle, a ground-engaging projec-  
tion carried by the lower members at their  
free ends, can-supporting arms located adja- 35  
cent to the junction of the upper members with the central member, and lifting-arms projecting at an upward angle from the sup-  
porting-arms.

FREDERICK HABERMAN.

Witnesses:

A. V. BRIESEN,  
OTTO V. SCHRENK.