

No. 770,798.

PATENTED SEPT. 27, 1904.

J. DONOVAN.
GALLOWS FRAME FOR HAND CARS.

APPLICATION FILED JAN. 18, 1904.

NO MODEL.

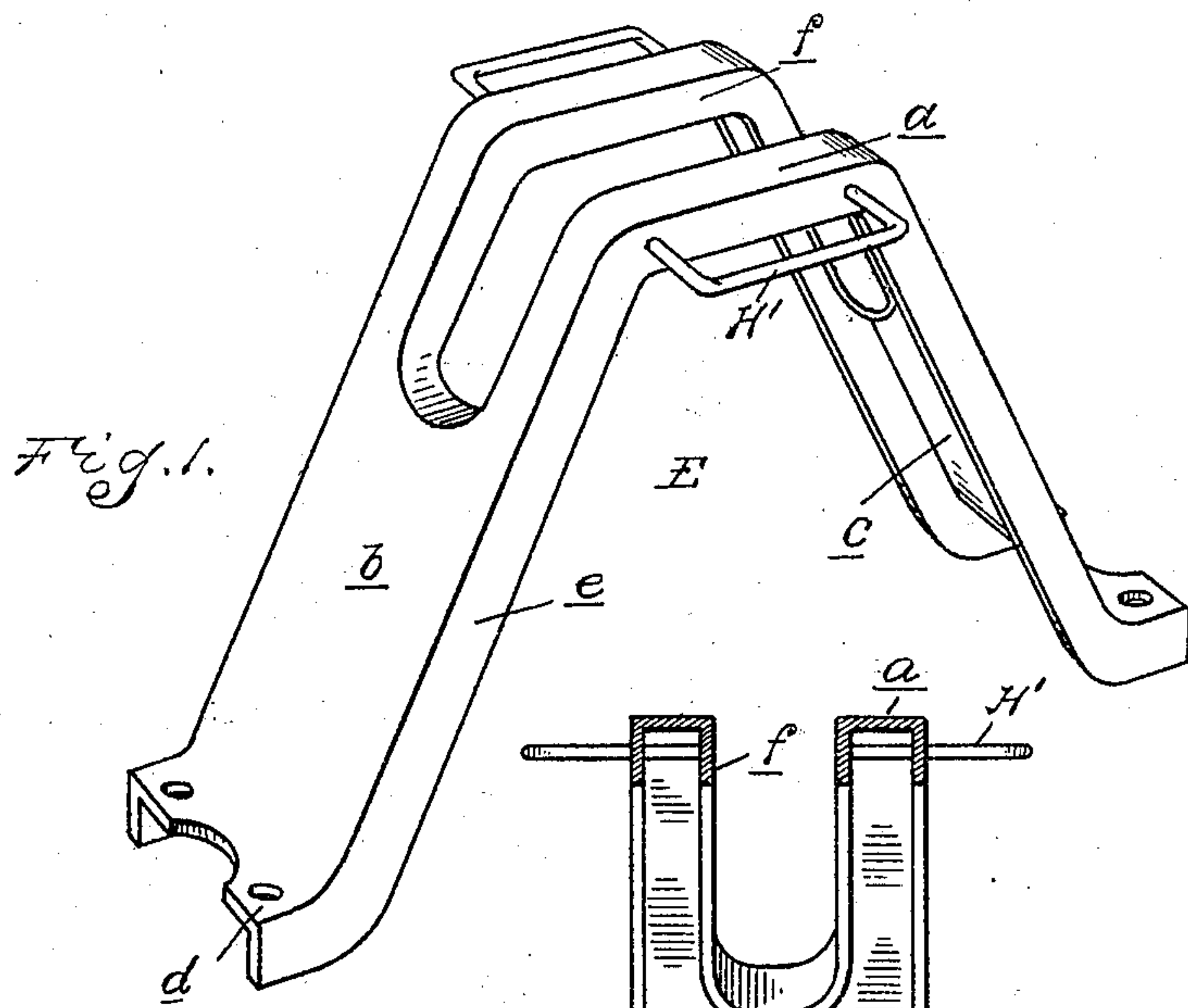


Fig. 2.

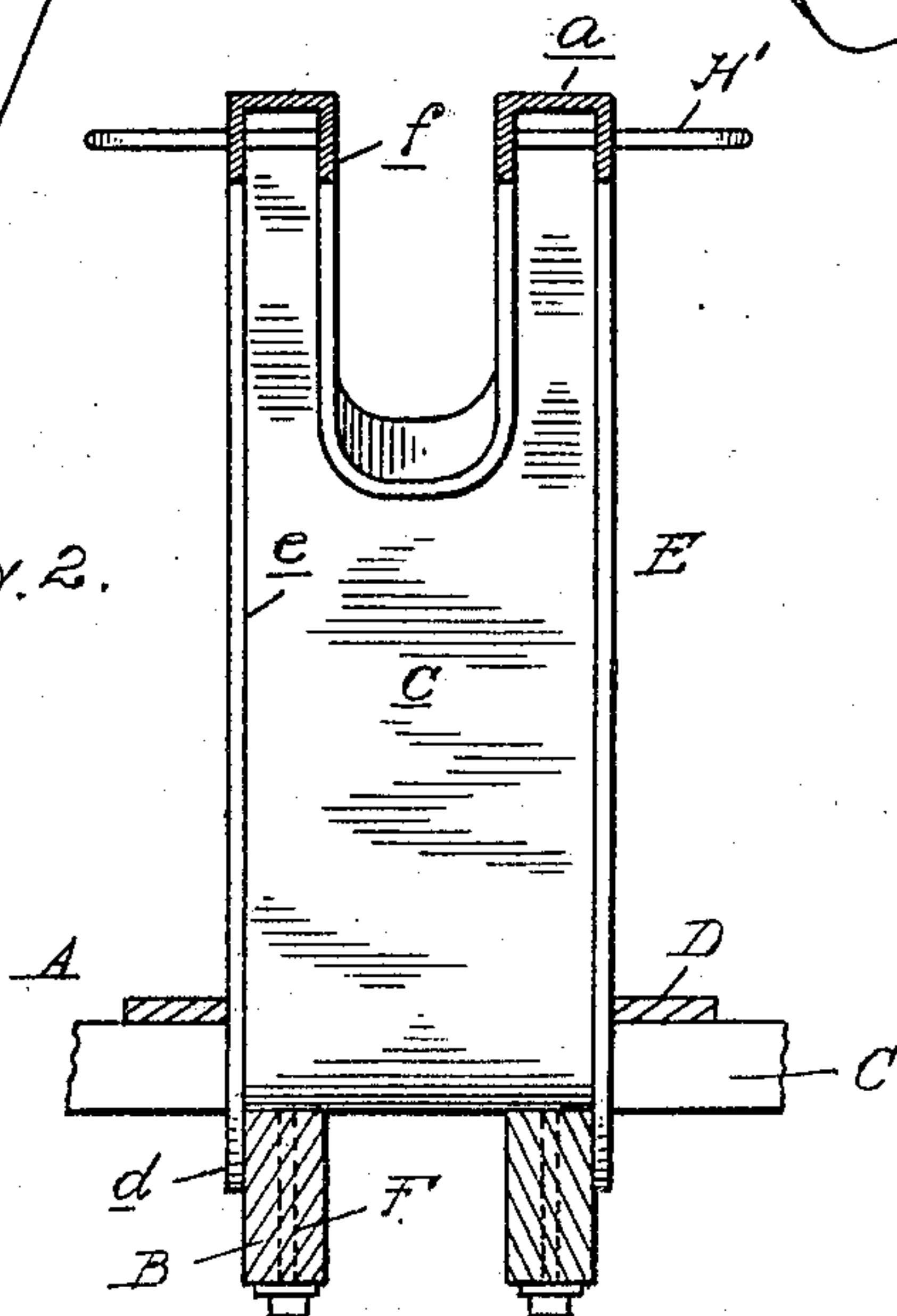
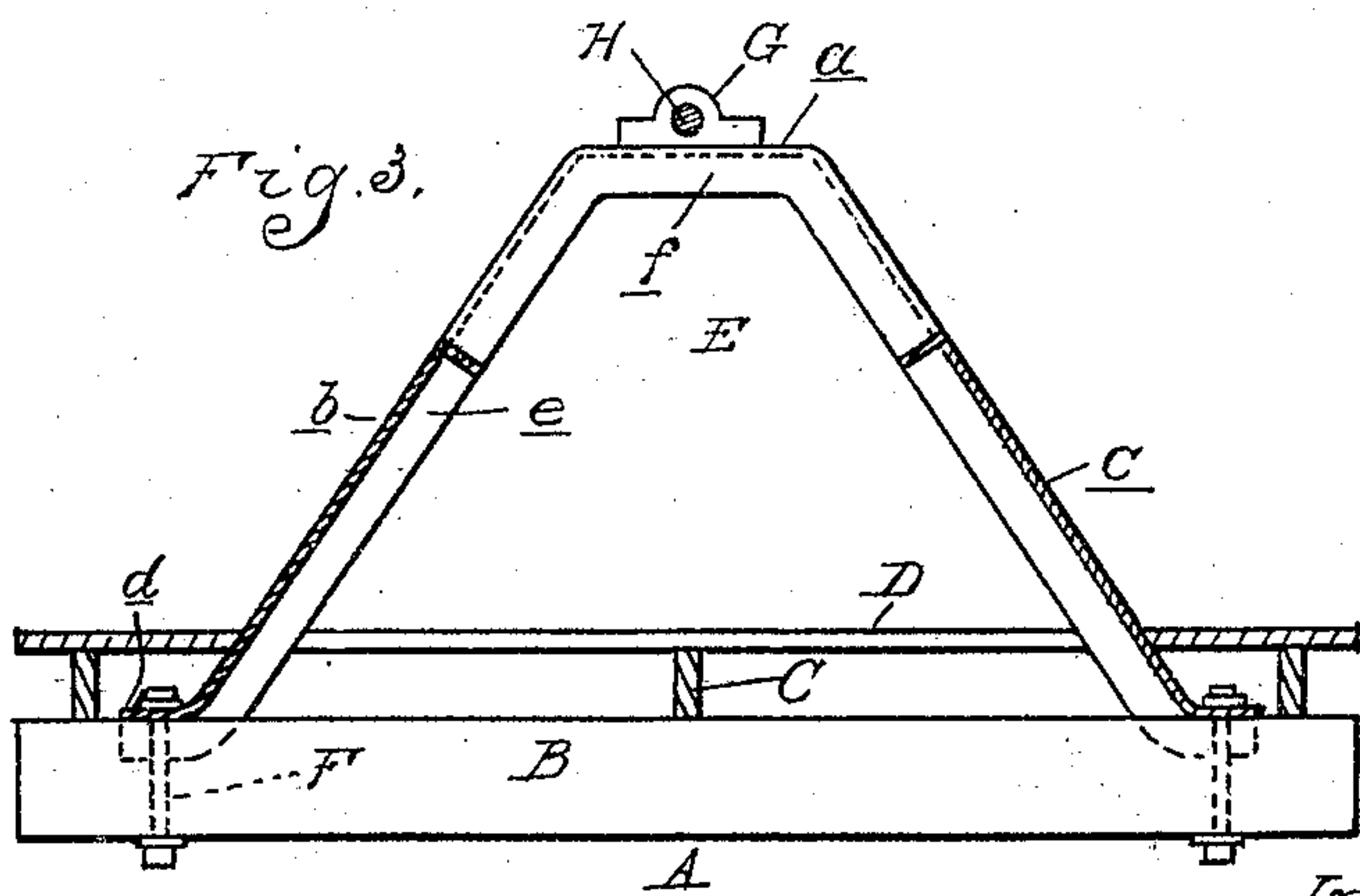


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

JAMES DONOVAN, OF THREE RIVERS, MICHIGAN.

GALLOWS-FRAME FOR HAND-CARS.

SPECIFICATION forming part of Letters Patent No. 770,798, dated September 27, 1904.

Application filed January 18, 1904. Serial No. 189,585. (No model.)

To all whom it may concern:

Be it known that I, JAMES DONOVAN, a citizen of the United States, residing at Three Rivers, in the county of St. Joseph and State of Michigan, have invented certain new and useful Improvements in Gallows-Frames for Hand-Cars, of which the following is a specification, reference being had therein to the accompanying drawings.

10 The invention relates to hand-cars, and more particularly to the construction of gallows-frame therefor, in which the lever for propelling the car is fulcrumed.

As commonly constructed gallows-frames for hand-cars are formed of wooden bars connected to form a bifurcated frame having its furcations upon opposite sides of the walking-beam or pumping-lever, said frame being strengthened by braces and stays usually
20 formed of metal rods.

It is the object of the present invention to greatly simplify the construction by forming the entire frame from a single-sheet metal blank.

25 The invention consists in the peculiar construction, as hereinafter set forth.

In the drawings, Figure 1 is a perspective view of the gallows-frame. Fig. 2 is a cross-section through the hand-car to which the frame is applied, and Fig. 3 is a longitudinal section thereof.

A is a hand-car of any suitable construction, which is provided with the longitudinally-extending bars B, which are separated from
35 each other to embrace the propelling mechanism.

C represents the cross-bars supported on and connected to the bars B and upon which the platform D is secured.

40 E is a gallows-frame which is formed from a single blank of sheet metal. This blank is struck up to form a divided central portion *a*, having at its opposite ends the downwardly-inclined portions *b* and *c*, which are also divided for a portion of their length. At their
45 lower ends the portions *b* and *c* are provided

with outwardly-turned flanges *d*, which are adapted to rest upon the longitudinal bars B of the hand-car and may be secured thereto by bolts F. The opposite edges of the blank
50 are turned to form flanges *e*, which extend continuously throughout the members *b*, *a*, and *c* and at their lower ends embrace the opposite sides of the longitudinal bars B. The metal of the blank between the separated portions is also preferably struck inward to form a continuous flange *f*. The frame, formed as described, will form a rigid support for the bearings G, in which the walking-beam, such as H, is fulcrumed, said bearings being secured in position by bolts upon the divided portion *a*.
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It will be understood that the structure described can be struck up in a single operation, and thus the cost of manufacture will be comparatively small, no time or labor being expended in assembling parts. If desired, the opposite sides of the central portion *a* may be provided with bail-shaped rods H', secured at their opposite ends in apertures in the flanges *f* and forming racks for holding the tools to be carried on the car.
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What I claim as my invention is—

1. In a gallows-frame for hand-cars struck up from a single sheet-metal blank having the divided central portions and the oppositely downwardly inclined end portions, and having an inwardly-turned flange extending continuously throughout the length of all said portions.
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2. A gallows-frame for hand-cars comprising a struck-up blank of sheet metal having a central horizontal portion and oppositely-inclined downwardly-extending end portions, and angle-flanges extending continuously
80 throughout all said portions, the lower portion of said structure being of a width to embrace the central pair of longitudinal bars of the car-frame, and the upper portion of the structure being divided to receive the walking-beam.
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3. A gallows-frame for hand-cars compris-

ing a struck-up blank of sheet metal having a
central horizontal portion and oppositely-in-
clined downwardly-extending end portions
together with angle-flanges on opposite sides
5 thereof, the central portion of said blank be-
ing struck inward to form separated side por-
tions and a strengthening angle-flange.

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

JAMES DONOVAN.

Witnesses:

B. E. ANDREWS,
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