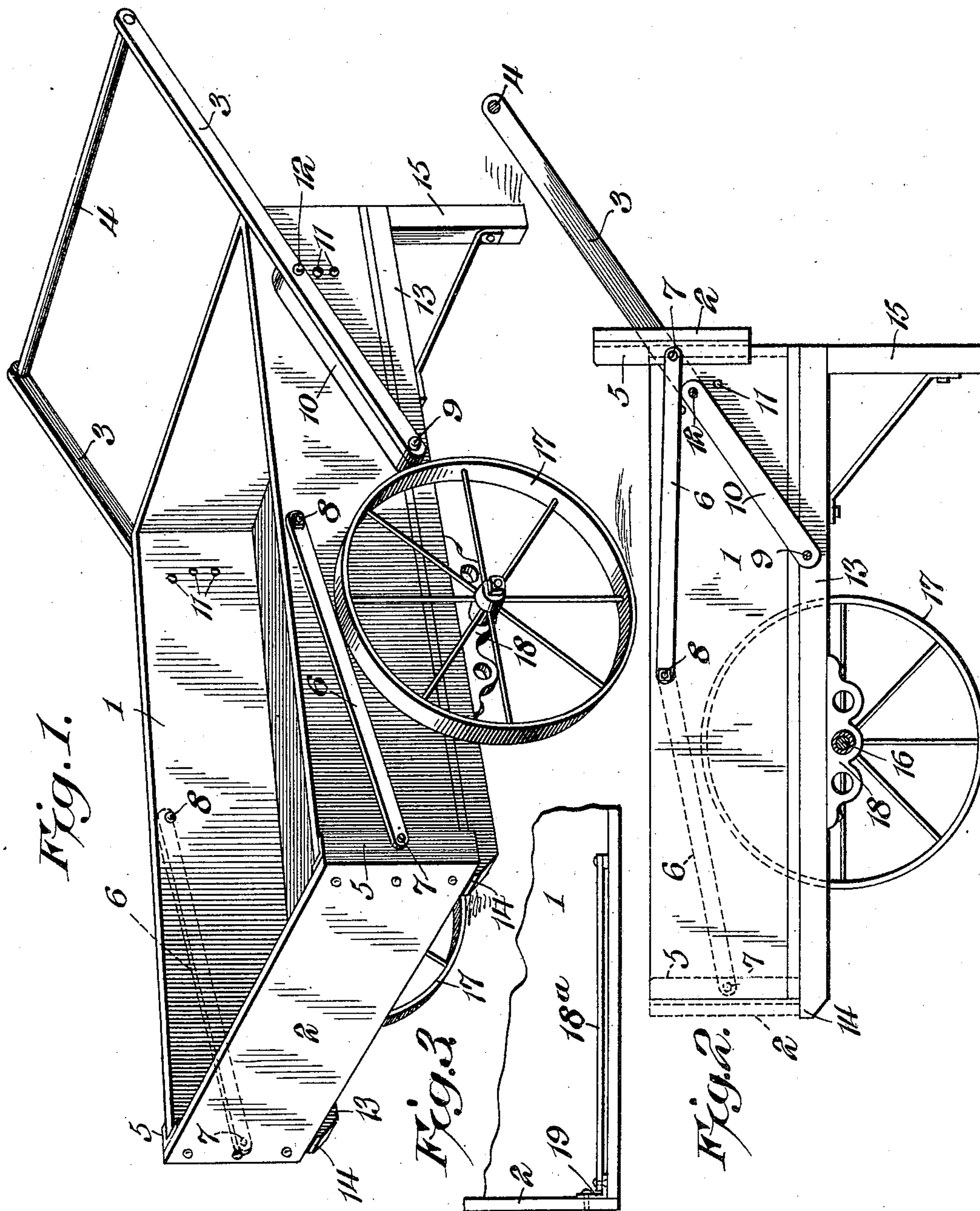


PUSH CART.

APPLICATION FILED DEC. 3, 1908.

934,132.

Patented Sept. 14, 1909.

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# UNITED STATES PATENT OFFICE.

JAMES Z. BENEDICT, OF MONTICELLO, IOWA.

PUSH-CART.

Specification of Letters Patent. Patented Sept. 14, 1909.

934,132.

Application filed December 3, 1908. Serial No. 465,807.

To all whom it may concern:

Be it known that I, JAMES Z. BENEDICT, a citizen of the United States, residing at Monticello, in the county of Jones and State of Iowa, have invented a new and useful Push-Cart, of which the following is a specification.

The invention relates to improvements in push carts.

10 The object of the present invention is to improve the construction of push carts, and to provide a simple and comparatively inexpensive push cart, designed to be employed for various purposes, and equipped with an end gate, adapted to be readily swung from one end of the body of the push cart to the other to facilitate dumping or otherwise removing the contents of the cart.

20 A further object of the invention is to provide a push cart of this character, in which the hinge connections between the end gate and the body of the cart will retain the end gate firmly in position on the body when the said end gate is closed.

25 Another object of the invention is to provide a push cart, equipped with an adjustable axle adapted to be moved backwardly or forwardly to arrange it to suit the character of the load.

30 With these and other objects in view, the invention consists in the construction and novel combination of parts hereinafter fully described, illustrated in the accompanying drawing, and pointed out in the claims hereto appended; it being understood that various changes in the form, proportion, size and minor details of construction, within the scope of the claims, may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

40 In the drawing:—Figure 1 is a perspective view of a push cart, constructed in accordance with this invention, the end gate being closed. Fig. 2 is a side elevation of the same, the end gate being swung to its open position. Fig. 3 is a detail view, showing the hinge connection between the end gate and the body arranged interiorly of the latter.

50 Like numerals of reference designate corresponding parts in all the figures of the drawing.

55 The push cart comprises in its construction a rectangular body 1, provided at one end with an end gate 2 and having adjustable handle bars 3 at the other end. For

convenience the end having the end gate 2 is termed the front of the push cart, as it is located at the front when the cart is pushed forward by means of the handle 4, which connects the handle bars 3. The end gate 2, which is vertical, is provided at its ends with angle iron cleats or bars 5, composed of wings or flanges, disposed at right angles to each other and arranged to embrace the adjacent ends of the sides of the body. One of the flanges of each angle cleat extends longitudinally of the body and the other flange is suitably secured to the inner face of the end gate, as shown. The end gate is hingedly connected with the body by a pair of longitudinal side links 6, arranged at an inclination when the end gate is closed and connected at their outer ends with the end gate 2 centrally of the ends thereof by means of suitable pivots 7, which pierce the flanges of the angle cleats 5. The inner ends of the links 6 are pivotally connected with the sides of the body at points midway the ends thereof by means of bolts 8, or other suitable pivots. The links extend downwardly and outwardly from the pivots 8, when the end gate is closed, and they thereby permit the necessary outward movement of the end gate to enable the same, when swung upward, to clear the corners of the ends of the body. The links also permit the end gate to be swung beyond the rear or handle end of the body, as clearly illustrated in Fig. 2 of the drawing. This leaves the body entirely clear for dumping or otherwise removing its contents.

The handle bars 3, which are arranged at an inclination, are pivotally connected at their lower ends with the sides of the body by means of bolts 9, or other suitable fastening devices, and spacing bars or members 10 are interposed between the handle bars to off-set the same from the sides of the body to permit the links and the end gate to swing between the handle bars. The sides of the body are provided with suitable perforations 11 for the reception of bolts 12, piercing the handle bars and the spacing members 10 and the sides of the body for securing the handle bars in their adjustment. The handle bars are adapted to be raised or lowered to arrange them in a convenient position for the operator. The spacing members also form a support for the links 6, which rest upon the upper ends of the spacing members when the end gate is swung to its open



position between the handle bars, as shown in Fig. 2 of the drawing. The longitudinal bottom bars or sills 13 of the body are provided with projecting portions 14, which are arranged to support the end gate when the latter is in its closed position.

The body is provided at its rear end with opposite legs 15, and its front portion is mounted upon an axle 16 of the construction described in a co-pending application, filed of even date herewith. The axle 16, which is provided with wheels 17, is adjustable along the body by means of bearings or boxes 18, provided at intervals with bearing openings and adapted to permit the axle to be arranged to suit the character of the load. The bearings or boxes are designed to be constructed of suitable metal, and may be secured to the lower faces of the sills 13 in any preferred manner.

In Fig. 3 of the drawing is illustrated a modification of the invention in which the links 18<sup>a</sup> and the flange or angle cleat 19 are arranged interiorly of the body. This will admit of the use of wheel guards, which might otherwise interfere with the end gate. The links 18<sup>a</sup> are pivotally connected with the body and with the angle cleats by means of pivots and arranged at an inclination to permit the end gate to operate, as before described.

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

1. A vehicle of the class described including a body provided with an end gate, and links pivotally connected at their outer ends to the end gate between the top and bottom thereof and having their inner ends located at a substantially central point between the ends of the body to permit the end gate to swing beyond either end of the body.

2. A vehicle of the class described including a body provided with an end gate, and longitudinal side links pivotally connected at their outer ends with the end gate centrally of the ends thereof and having their inner terminals pivotally connected with the sides of the body midway between the ends thereof to permit the end gate to swing to and beyond either end of the body.

3. A vehicle of the class described including a body, an end gate, side links located at the exterior of the body and pivotally connected with the end gate and with the body at points midway between the ends of the latter to permit the end gate to swing beyond either end of the body, and handle bars connected with the sides of the body and having spacing members interposed between them and the body to permit the end gate and the links to swing between the handle bars.

4. A vehicle of the class described including a body, an end gate, side links located at the exterior of the body and pivotally connected with the end gate and with the body at points mid-way between the ends of the latter to permit the end gate to swing beyond either end of the body, and handle bars connected with the sides of the body and spaced therefrom to permit the end gate and the links to swing between the handle bars.

5. A vehicle of the class described including a body, inclined handle bars arranged at one end of the body and provided with spacing members interposed between the handle bars and the body, an end gate located at the other end of the body, and links connected with the end gate and with the body and arranged to permit the end gate to swing beyond either end of the body, the spacing members forming a support for the links when the end gate is swung between the handle bars.

6. A vehicle of the class described including a body provided with an end gate, and longitudinal side links pivotally connected at their outer ends with the end gate centrally of the ends thereof and having their inner terminals pivotally connected with the sides of the body at an intermediate point between the ends of the same and arranged to permit the end gate to swing to and beyond either end of the body.

In testimony, that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

JAMES Z. BENEDICT.

Witnesses:

R. C. STIRTON,  
GEO. L. LOVELL.