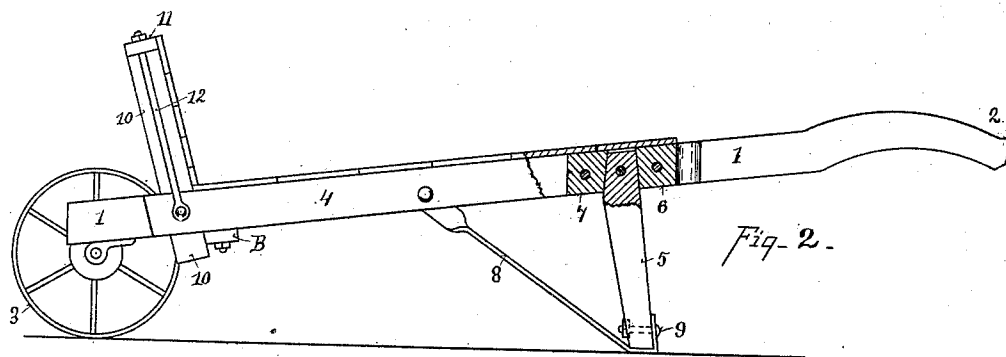
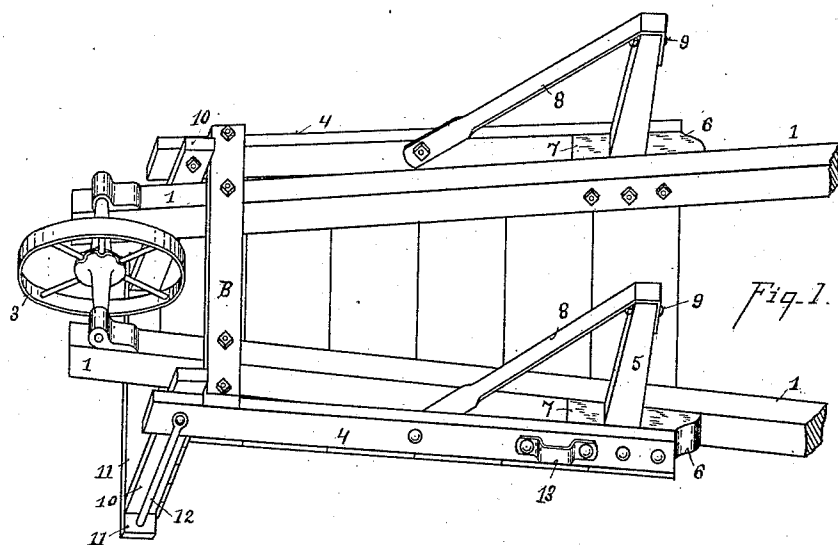


(No Model.)

W. HASLUP.
WHEELBARROW.

No. 465,798.

Patented Dec. 22, 1891.



Witnesses

C. W. Miles - - -

T. Simmonds

Inventor

— William Haslup —

By his Attorneys Wood & Bond

UNITED STATES PATENT OFFICE.

WILLIAM HASLUP, OF SIDNEY, ASSIGNOR OF ONE-HALF TO JOHN H. DOERING,
OF WAPAKONETA, OHIO.

WHEELBARROW.

SPECIFICATION forming part of Letters Patent No. 465,798, dated December 22, 1891.

Application filed October 17, 1891. Serial No. 409,050. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM HASLUP, a citizen of the United States, and a resident of Sidney, in the county of Shelby and State of Ohio, have invented certain new and useful Improvements in Wheelbarrows, of which the following is a specification.

The object of my invention is to provide a wheelbarrow which is strong and durable and which can be readily taken apart for shipping.

The various features of my invention will be fully set forth in the description of the accompanying drawings, making a part of this specification, in which—

Figure 1 is a bottom perspective view of a wheelbarrow. Fig. 2 is a side elevation, partly in section.

1 represents the wheel-beams, which are extended forward to form the handles 2.

3 represents the wheel suitably journaled thereto.

4 represents side bars, which are secured to the wheel-beams by means of stay-blocks 6 7.

5 represents the legs, which are tapered and inserted into the mortise formed by the wheel-beams 1, side bars 4, and the stay-blocks 6 7. The tapered form of leg 5 and stay-block 7 secure a tight fit and prevent lost motion.

The legs are further supported by braces 8, which are bent round and hooked over the leg and secured by bolt 9, thus forming a socket to support the foot of the leg. This socket-brace performs two functions: first, stiffening the leg, and, second, shoeing the leg, so it will not cut or sink into soft ground. The great strain on barrows comes upon the legs in setting them down. This form of construction effectually prevents them being broken off, and at the same time allows the parts to be readily taken apart and folded for shipping. Transverse cross-braces between the legs are usually employed. The socket-braces 8 are made preferably of metal as wide as the foot of the leg and bent half round, so as to abut the side bars 4.

B represents a cross-rail attached to the beams and side rails by bolts.

10 represents standards supporting the front end frame, and 11 represents a cross-

bar securing said standards together. These standards are securely bolted to the side bars 4, and they rest against the cross-rail B, thereby supporting it against lateral strain. This end frame may be readily taken off the main frame by removing the bolts and packed for shipment. By having the ends of the standards project against the cross-rail the strain on the end frame is transferred to the bottom frame through the tie or cross rail B, dispensing with the necessity of supporting-braces, making it cheaper, and, more especially, transferring the strain to the main frame through the tie-rod.

12 represents a rod passing through the rail 11 and bolted to the side rails 4 to hold the side board, which has a foot-seating in the socket 13.

Having described my invention, what I claim is—

1. In a wheelbarrow, the combination of the wheel-beams 1, which form the handles 2, the side rails 4, the stay-blocks 6 and 7, forming a mortise for the leg 5, substantially as specified.

2. In a wheelbarrow, the combination of the wheel-beams 1, extended to form the handles 2, with the side bars 4 and the stay-blocks 6 and 7, inclined to form a tapering mortise and receiving the tenon-legs 5, substantially as specified.

3. In a wheelbarrow, the combination of the wheel-beams 1, extended to form the handles 2, the stay-blocks 6 and 7, the legs 5, and the socket-braces 8, secured together, substantially as specified.

4. In a wheelbarrow, in combination with the wheel-beams 1, extended to form the handles 2, the side bars 4, secured to the front end thereof by the cross-bar B, and the end frame-standard, the lower ends of which are interposed between the wheel-beams and the side bars and abut the cross-bar and are bolted to the side bars, substantially as specified.

In testimony whereof I have hereunto set my hand.

WILLIAM HASLUP.

Witnesses:

W. J. EMMONS,
J. M. LEIDIGH.