(No Model.)

D. J. C. ARNOLD.

BRICK BARROW.

No. 501,314. Patented July 11, 1893.

Fig. 1.

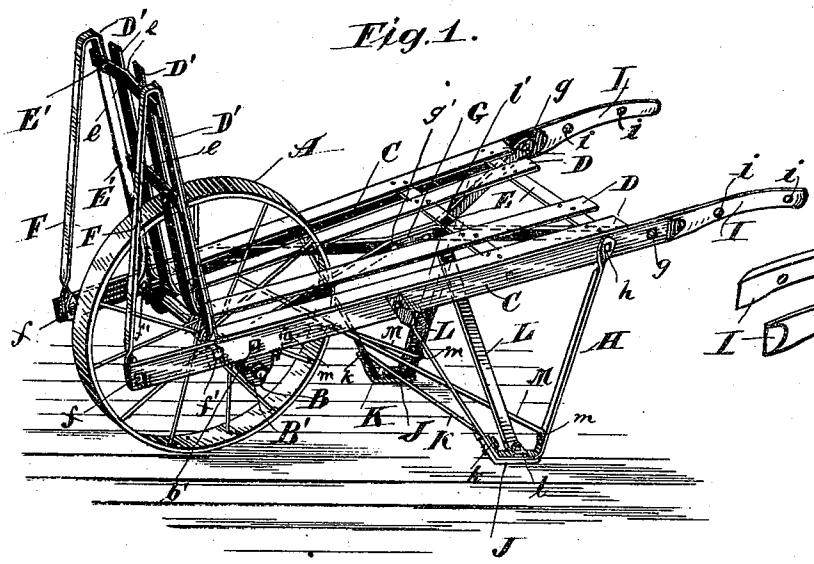


Fig. 3.

Fig. 2.

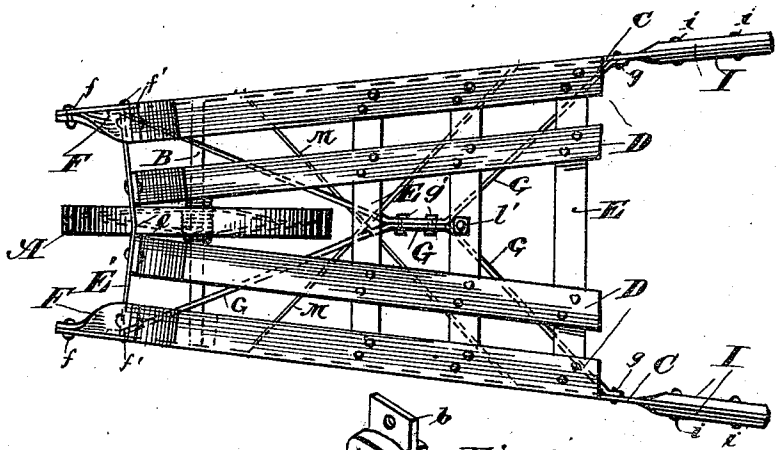


Fig. 4.

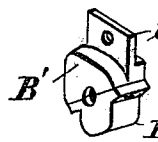
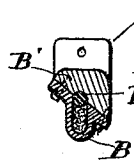


Fig. 5.



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DANIEL J. C. ARNOLD, OF NEW LONDON, OHIO.

BRICK-BARROW.

SPECIFICATION forming part of Letters Patent No. 501,314, dated July 11, 1893.

Application filed March 16, 1893. Serial No. 466,265. (No model.)

To all whom it may concern:

Be it known that I, DANIEL J. C. ARNOLD, a citizen of the United States, and a resident of New London, county of Huron, State of Ohio, have invented certain new and useful Improvements in Brick-Barrows, of which I hereby declare the following to be a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention relates to improvements in metal brick barrows and its objects are to provide a simple and efficient form of the greatest strength compatible with sufficient lightness for general use.

My invention consists in the combination of details and distinct features of shape and construction as hereinafter described, shown in the accompanying drawings and more specifically pointed out in the claims.

In the drawings, Figure 1 is a perspective view of the barrow. Fig. 2 is a plan view of the same. Fig. 3 is a detail of handles; and Figs. 4 and 5 are views of self oiler.

A is the wheel of the type usually made in connection with my barrows.

B is the spindle mounted in bearings B′.

C are side bars formed of strap metal diverging toward the handle ends where they are shaped in the outline of handles. I are sectional wooden handles bolted on either side of the side bars C and with their curved extremities form the handles.

D are longitudinal platform strips arranged in two parallel rows on either side of the wheel A, and rest upon cross girts E which are bolted to the side bars C. These longitudinals are of strap metal and are continued upward to form the front of the barrow where they are connected by the girts E′. The longitudinals D diverge in two parallel lines adjoining the side bars and serve as the platforms for two piles of brick, their width on each side of the wheel being eight inches. To accommodate the angle made by the diverging longitudinals the strips E′ are centrally bent at *e* so as to be secured to the upward extensions thereof at right angles and present a solid front to the brick.

F, F, are braces of band metal of inverted V shape, which support the front of the barrow and their lower extremities are twisted to adapt them to connection with the side bars C, to which they are bolted, at *f* and *f′*. The cross girts E′ are also bolted to the braces F.

G is a transverse X shaped brace of two strips of strap metal bolted securely at *f′* and *g* to the side bars C, and to one another at *g′*.

H, H, are rests for the front of the barrow, bent into U form and bolted through their twisted ends, to the side bars at *h h*.

L is an inverted V shaped brace for the side rests H and it is bolted thereto at *l l* and to one of the cross girts E at *l′*, thus preventing lateral vibration or sagging, while further brace rods *m* diagonally crossed between the side bars C, and the rests H and secured at *m*, give permanent rigidity. A further tie K is also bolted at *k* and *k* to these rests.

J, J, are shoes to prevent wear of the front rests and are made of similar pieces of strap metal. These are detachable when worn out and serve to protect the thin strap metal rests. It will be seen that in this manner an exceedingly light and rigid frame is formed capable of sustaining very heavy loads without damage. Again a valuable feature of the invention is the angular front combined with the parallel lines of longitudinal strips C which permits the bricks to lie on either side of the wheel with a full bearing on the front rest.

The construction of the self oiling boxes can be seen from Figs. 4 and 5, where B′ is the upper part of the bearing for the spindle and B^2 the portion containing the oil cavity, which is filled with oil saturated waste. The flange *b* is secured to the side bar C by the bolt *b′* and the upper portion of the box receives the thrust. The box is diagonally parted as shown.

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

1. In a brick barrow, the combination of, diverging strap metal side bars C, self oiling boxes secured thereto a wheel and spindle mounted in said boxes, cross girts E connecting the side bars, diverging longitudinals secured in pairs to the cross girts, and a front elevation to the said truck consisting in the extensions D′ of the longitudinal strips and cross girts E′, centrally bent at *e* with V

shaped braces F secured to the side bars, substantially as described.

2. In a brick barrow the combination of diverging strap metal side bars C, bearings B′ secured thereto, wheel A and spindle B supported in said bearings, cross girts E, bolted to the side bars at suitable intervals, diverging longitudinals bolted to said cross girts, and bent upward at D′ bent girts E′, braces F, and rests H of U shaped metal substantially as described.

3. In a brick barrow the combination of strap iron side bars C, placed on edge and provided with handle shapes at one extremity, connecting X shaped brace G, cross girts E, longitudinals D secured to said girts and turned upward at the forward end, with rests H, and braces therefor, L, M and K, substantially as described.

4. In a brick barrow the combination of strap metal, members therefor, consisting in side bars C, cross girts E and E′ longitudinals D bent upward at E′ V shaped braces F, X shaped brace G, rests H, and braces K, L, and M, with sectional handles I, all rigidly secured together as and in the manner specified.

5. In a brick barrow diverging side bars C, provided with handle shapes at their rear extremities and sectional wooden handles secured thereto substantially as described.

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