(No Model.)

F. H. HARRIS.

WHEELBARROW.

No. 467,411. Patented Jan. 19, 1892.

Fig. 2.

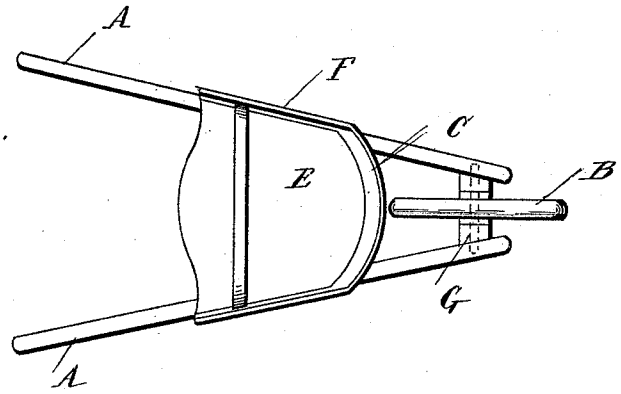


Fig. 1.

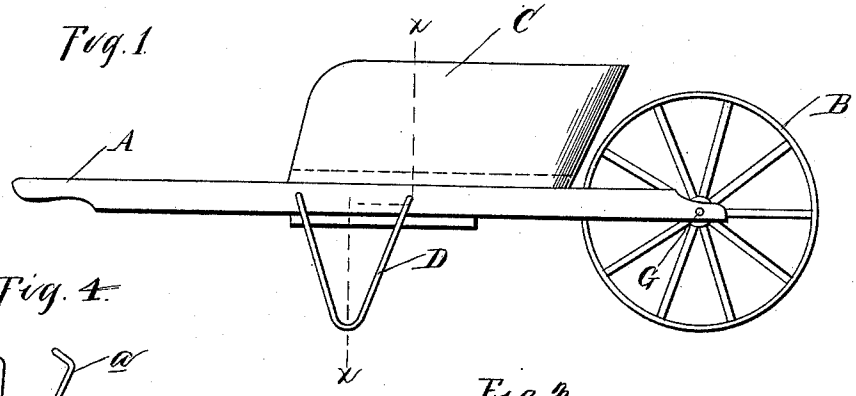


Fig. 4.

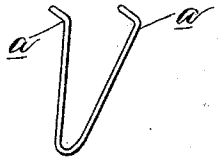


Fig. 5.

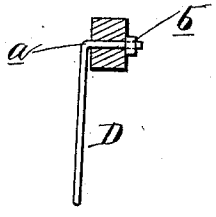
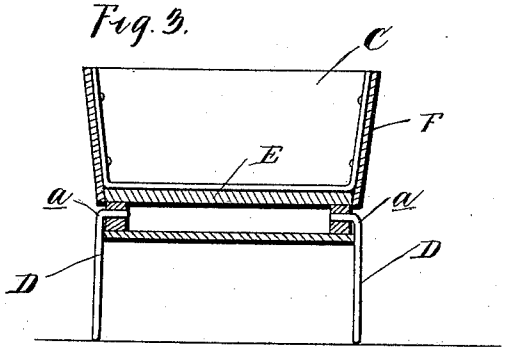


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

FRANK H. HARRIS, OF TOLEDO, OHIO.

WHEELBARROW.

SPECIFICATION forming part of Letters Patent No. 467,411, dated January 19, 1892.

Application filed December 26, 1890. Serial No. 375,911. (No model.)

To all whom it may concern:

Be it known that I, FRANK H. HARRIS, a citizen of the United States, residing at Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful Improvements in Wheelbarrows, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention especially relates to the construction of toy wheelbarrows or handbarrows; and it consists principally in the novel construction and arrangement of the legs, all as more fully hereinafter described.

In the drawings which accompany this specification, Figure 1 is a side elevation of a toy wheelbarrow to which my invention is applied. Fig. 2 is a plan view of the barrow. Fig. 3 is a cross-section on line *x x* in Fig. 1. Fig. 4 is a detached perspective view of one of the legs. Fig. 5 is a cross-section through one of the handle-bars of the wheelbarrow with one of the legs secured thereto in a modified manner.

A A are the diverging handle-bars.

B is the wheel secured between the converging ends of the handle-bars, and C is a scoop secured upon the handle-bars, and D are the legs, all the parts being of the well-known construction and operation, except as hereinafter more fully described. Each of the legs D is made of one single piece of wire or bar, bent in the form of a V, with right-angled bends *a* at the ends, and each leg is attached to the outside of its respective handle-bar. By securing these bent ends into suitable holes bored into the handle-bar, the holes in the handle-bars being made small enough to permit holding the bends *a* of the legs when the latter are driven in, so that any other fastening may be dispensed with, however, for barrows of more finished construction, I consider it optional to make the bends *a* long enough to pass through the holes in the handle-bars and receive a nut *b* for detachably holding the leg in place, as shown in the modification in Fig. 5. The right-angled ends *a* are passed entirely through the holes formed in the handle-bars, so that if it is desired to remove the legs in packing the wheelbarrow for shipping the legs can be easily removed by driving the projections out of the holes. This can be accomplished without in the least injuring the legs or handle-bars.

For toy wheelbarrows I, however, consider the first-described construction sufficient, and preferably as being the most simple. Beside the simplicity and cheapness of construction my legs have decided advantage, that when shipping wheelbarrows of this construction the parts may readily be placed in a knockdown condition by the manufacturer and easily mounted again by the dealer, it being the present practice to ship such barrows in a knockdown condition with the frame formed by the handles, with the scoops and with the wheels all crated separately. In crating the parts thus separately a number of wheelbarrows will take up a very little space; but difficulty was also experienced heretofore in crating the handle-bar frames of a number of wheelbarrows on account of the legs, and the only way to get around that was to ship the legs separately and let the dealer secure them to the handle-bar frame. This always causes the dealer trouble and annoyance, which with my construction is now obviated, as my handle-bars with the legs on can be crated one on top of each other, as the legs fit within each other; or, if desired, the legs may be shipped all together in a separate crate. In this event the dealer will experience no difficulty in putting the legs on, having nothing further to do but to secure the bent ends *a* of the legs into the holes already prepared for them in the handle-bars.

To have the full advantage of my invention, I make also the scoop C and wheel B readily detachable. To this end I make the scoop C with a flat wooden bottom E, to which the sides F of sheet-iron are secured. The scoop may thus be readily fastened with few nails upon the handle-bars.

The wheel is secured between the handle-bars upon the shaft G, secured in holes formed in the opposite ends of the handle-bars. The wheel may thus be readily mounted by the dealer if shipped or crated separately. In making handbarrows, which consist of a han-

dle-bar frame supported upon two legs, my invention is equally applicable and of equal benefit in shipping the same.

What I claim as my invention is—

The combination, in a wheelbarrow, of a scoop formed of a wooden bottom, and a bent sheet-metal side detachably secured to the handle-bars, the handle-bars, the legs formed of wire rods bent in a V shape, offsets at the upper ends adapted to be detachably secured in apertures in the handle-bars, and the wheel, substantially as described.

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

FRANK H. HARRIS.

Witnesses:

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