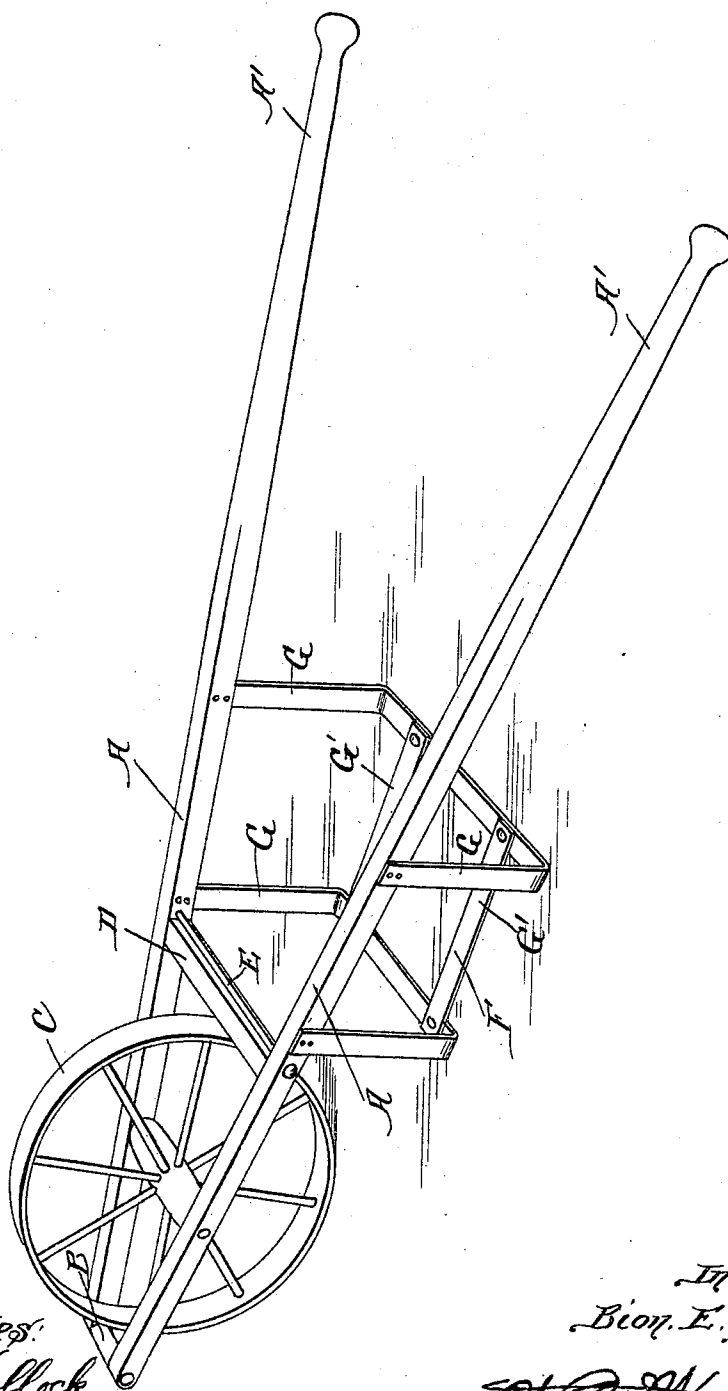


No. 817,677.

PATENTED APR. 10, 1906.

B. E. SMITH.
WHEELBARROW.

APPLICATION FILED JUNE 13, 1905.



Witnesses:
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UNITED STATES PATENT OFFICE.

BION E. SMITH, OF BAINBRIDGE, NEW YORK.

WHEELBARROW.

No. 817,677.

Specification of Letters Patent.

Patented April 10, 1906.

Application filed June 13, 1905. Serial No. 265,039.

To all whom it may concern:

Be it known that I, BION E. SMITH, a citizen of the United States, residing at Bainbridge, county of Chenango, and State of New York, have invented a certain new and useful Improvement in Wheelbarrows, of which the following is a specification.

My invention relates to a new and useful improvement in wheelbarrows, and has for its object to provide a wheelbarrow in which the articles to be transported need not be lifted but a slight distance from the ground in order to load them upon the barrow; and a further object of my invention is to provide a wheelbarrow of this description which will not only be strong, durable, and efficient, but at the same time can be manufactured at a comparatively small cost.

With these ends in view this invention consists in the details of construction and combination of elements hereinafter set forth and then specifically designated by the claim.

In order that those skilled in the art to which this invention appertains may understand how to make and use the same, the construction and operation will now be described in detail, referring to the accompanying drawing, in which is represented a perspective view of my improved wheelbarrow.

A represents the two handle-bars, which form the main frame of the machine. The outer ends of the handle-bars terminate in handles A'. These handle-bars approach one another at the end farthest from the handles, and at this narrowest end they join together by means of a block B, inserted between the bars, with a bolt passing through the end of the bars and through the block B.

C is the wheel journaled in and between the handle-bars A, the periphery of the wheel coming in close proximity to the block B at the narrowest end of the frame.

D is a bar extending between the handle-bars A and just rearward of the wheel C. A bolt E passes through from one handle-bar to the other at the rear of the bar D, so that the handle-bars A are secured together at the two points B and D, so as to form a strong frame and afford a bearing for the wheel C.

F is a platform suspended from the handle-bars at the rear of the bar D. This platform can be made in any suitable manner and secured to the handle-bars in any way desired.

In the drawing the platform-framework consists of two U-shaped metal frames G, secured to the handle-bars at their upper ends, one frame G being secured near the bar D and the other secured to the handle-bars forward of the same. The lower portions or cross-pieces of the frame G are joined together by straps G', which form a platform upon which the articles to be transported can rest. The platform F is suspended at such a distance below the handle-bars A that when the platform rests upon the ground the handle-bars will be practically horizontal. Thus it will be seen that in transporting heavy articles, such as milk-cans or the like, it is simply necessary to back the wheelbarrow up to the article so that the article will pass between the handles and then by simply tilting the article the platform can be brought underneath and the article pushed upon the platform, and then by grasping the handles A' the article can be raised and transported to any point desired and as easily unloaded.

Of course I do not wish to be limited to the exact construction here shown, as slight modifications could be made without departing from the spirit of my invention.

Having thus fully described my invention, what I claim as new and useful is—

In a wheelbarrow, two handle-bars spread at one end and converging toward one another at the other end, handles formed upon the ends of the handle-bars at their widest end, a block secured between the ends of the handle-bars at their end, a bolt passing through the ends of the handle-bars and through the block, a wheel journaled between the handle-bars at the forward end, a bar secured between the handle-bars directly in the rear of the wheel, two U-shaped frames, their upper ends being secured to the handle-bars, one frame forward of the other, the forward frame in close proximity to the cross-bar, the lower portions or cross-pieces of the U-shaped frames being joined together to form a platform, as and for the purpose specified.

In testimony whereof I have hereunto affixed my signature in the presence of two subscribing witnesses.

BION E. SMITH.

Witnesses:

H. B. HALLOCK,
L. W. MORRISON.