

P. NOLING.
Wheelbarrow.

No. 95,717.

Patented Oct. 12, 1869.

Fig. 1

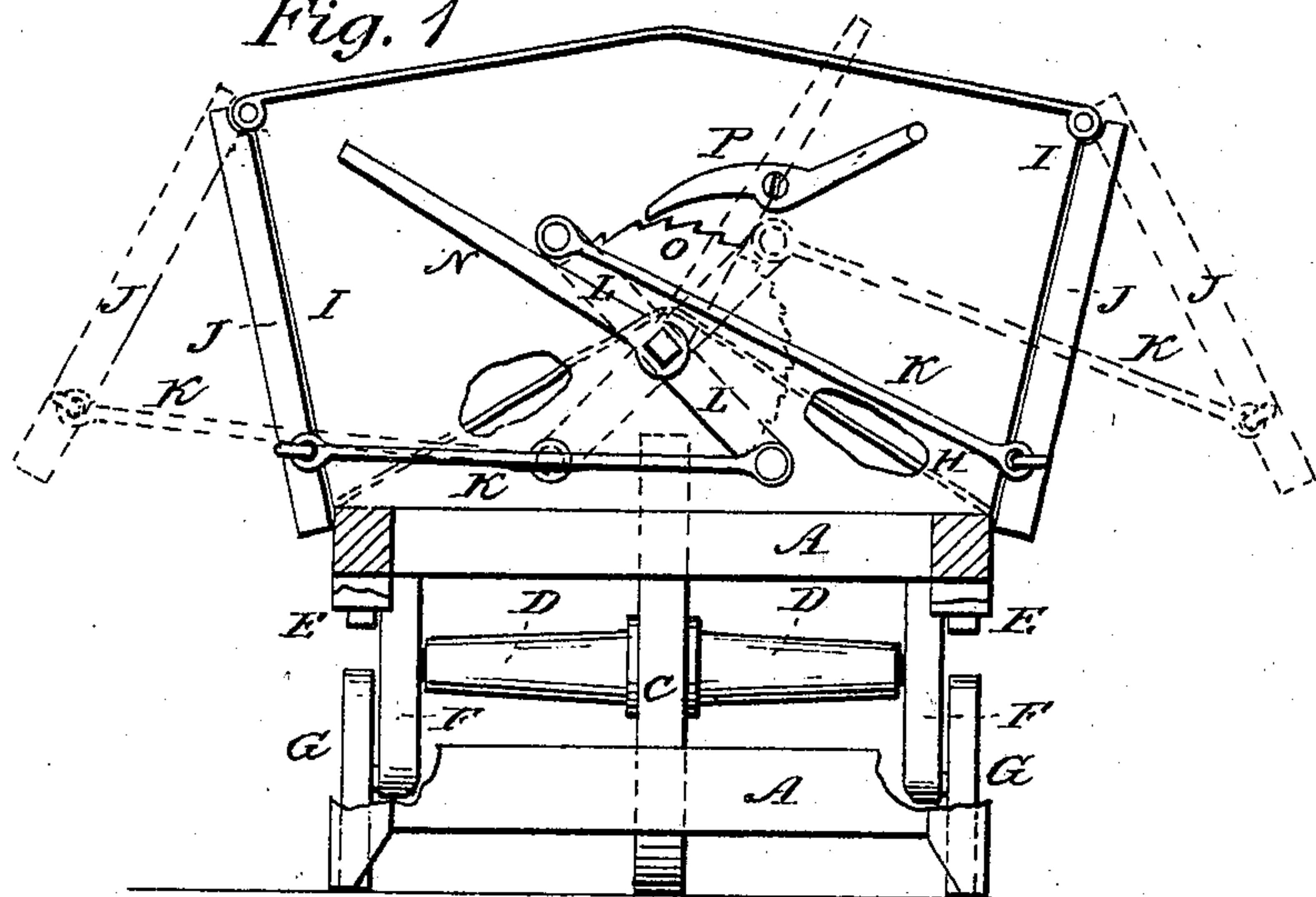
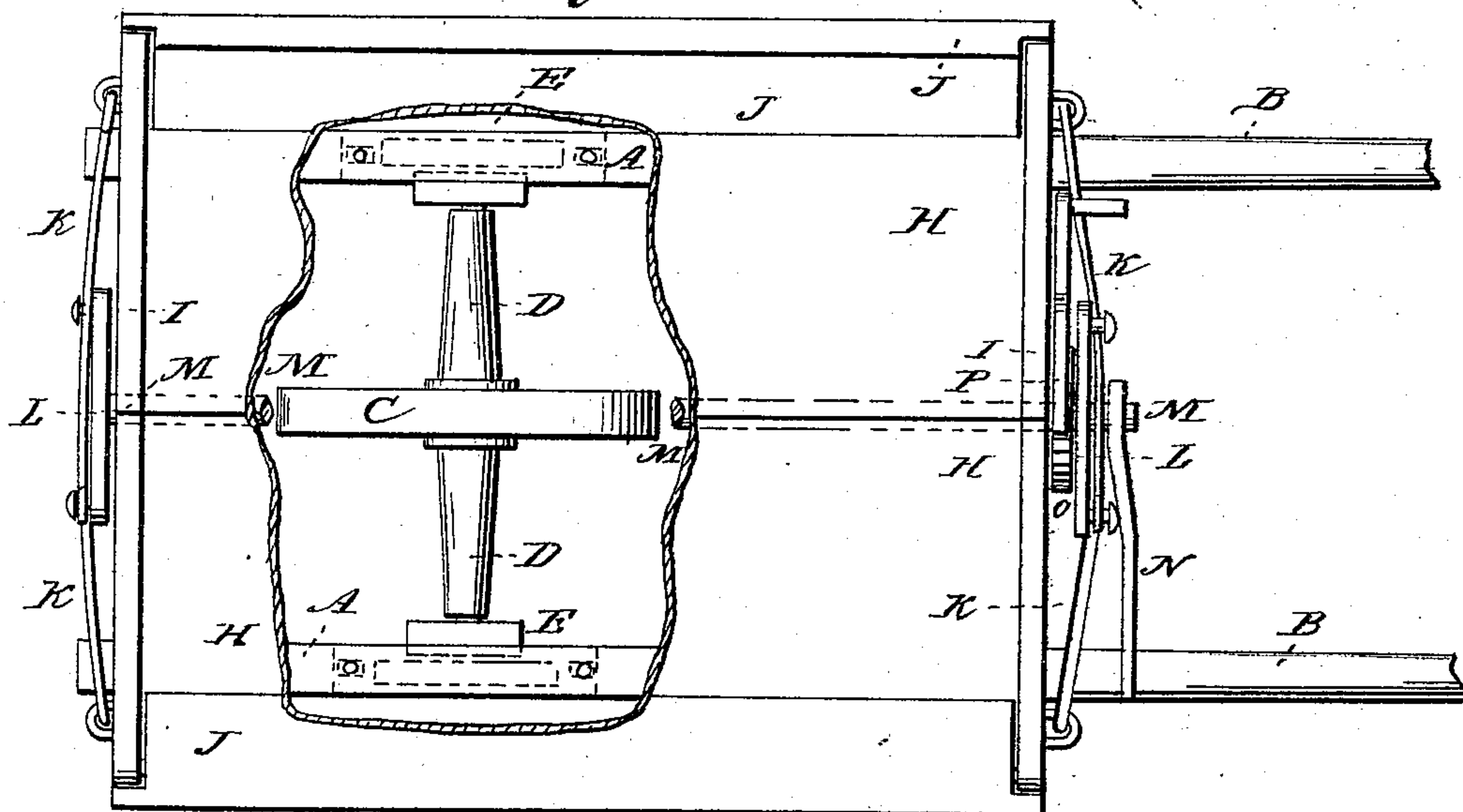


Fig. 2



Witnesses:

Wm Dean Overell
Geo. W. Mader

Inventor:

Peter Nolting

PER

Wm M. S.
Attorneys

United States Patent Office.

PETER NOLING, OF WOODSIDE, WISCONSIN,

Letters Patent No. 95,717, dated October 12, 1869.

IMPROVEMENT IN WHEELBARROWS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, PETER NOLING, of Woodside, in the county of St. Croix, and State of Wisconsin, have invented a new and improved Wheelbarrow; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing, forming part of this specification, in which—

Figure 1 is an end view of my improved barrow, part being broken away to show the construction.

Figure 2 is a top view of the same, part being broken away to show the construction.

Similar letters of reference indicate corresponding parts.

My invention has for its object to furnish an improved barrow, which shall be so constructed and arranged that a much greater amount of work may be done in the same time, and with greater ease, than when an ordinary barrow is used, and which shall at the same time be simple in construction, and effective in operation; and

It consists in the construction and combination of the various parts, as hereinafter more fully described.

A is the frame of the barrow, the rear ends of the side bars of which are extended to form the handles B, in the ordinary manner.

C is the main central or drive-wheel, the journals of the axle D of which revolve in bearings attached to the under side of the side bars of the frame A, in such positions that the wheel C may be beneath and a little in front of the middle of the body of the barrow.

The bearings E are attached to the bars of the frame A, by bolts passing through slots in said bearings, so that the position of the wheel C may be adjusted as required.

F are brackets, attached to or formed solid with the bearings E, to the lower ends of each of which is pivoted a small wheel, G, to assist in balancing the load.

The bottom H of the body of the barrow is made highest in the centre, and inclines downward upon each side, as shown in fig. 2, and in dotted lines in fig. 1, so as to have the form of a roof, to allow the load to slide off freely, and at the same time to give

space beneath its middle part for the wheel C of the barrow.

The ends I of the body of the barrow are stationary, being securely attached to the frame A, and to the ends of the bottom H.

J are the sides of the body of the barrow, which are pivoted at the ends of their upper edges to the upper part of the end edges of the ends I, as shown in fig. 1, so that the lower parts of said sides J may be swung outward, to allow the load to be discharged.

To the lower parts of the end edges of the sides J are pivoted the outer ends of the connecting-rods K, the inner ends of which are pivoted to the ends of the equal-armed levers L, which are attached at their centres to the ends of the rod or shaft M, which extends longitudinally through the body of the barrow, just beneath the angle of the bottom H.

To the rear end of the shaft M is attached a lever, N, by means of which the said shaft M is revolved to operate the levers L, and open and close the sides J of the barrow.

To an arm of the equal-armed lever L, at the rear end of the body of the barrow, is attached, or upon it is formed a ratchet, O, upon the teeth of which the pawl P takes hold, to hold the sides J closed.

The pawl P is pivoted to the rear end I of the body of the barrow, and to its rear end is attached, or upon it is formed a handle, for convenience in operating it.

Having thus described my invention—

What I claim as new, and desire to secure by Letters Patent, is—

1. The combination of the frame A, drive-wheel C, axle D, adjustable bearings E F, balancing-wheels G, double inclined bottom H, stationary ends I, and pivoted sides J, with each other, substantially as herein shown and described, and for the purpose set forth.

2. The ratchet O and pivoted pawl P, combined and arranged with the levers L, N, and K, as shown, whereby the sides J of the wheelbarrow may be adjusted and held open at the desired angle, to permit the discharge of the load from the car.

Witnesses:

EDWARD OLFON,
OLE RASMUSEN.

PETER NOLING.