

H. ALTER
Wheelbarrow.

No. 100,098.

Patented Feb 22, 1870.

Fig. 1.

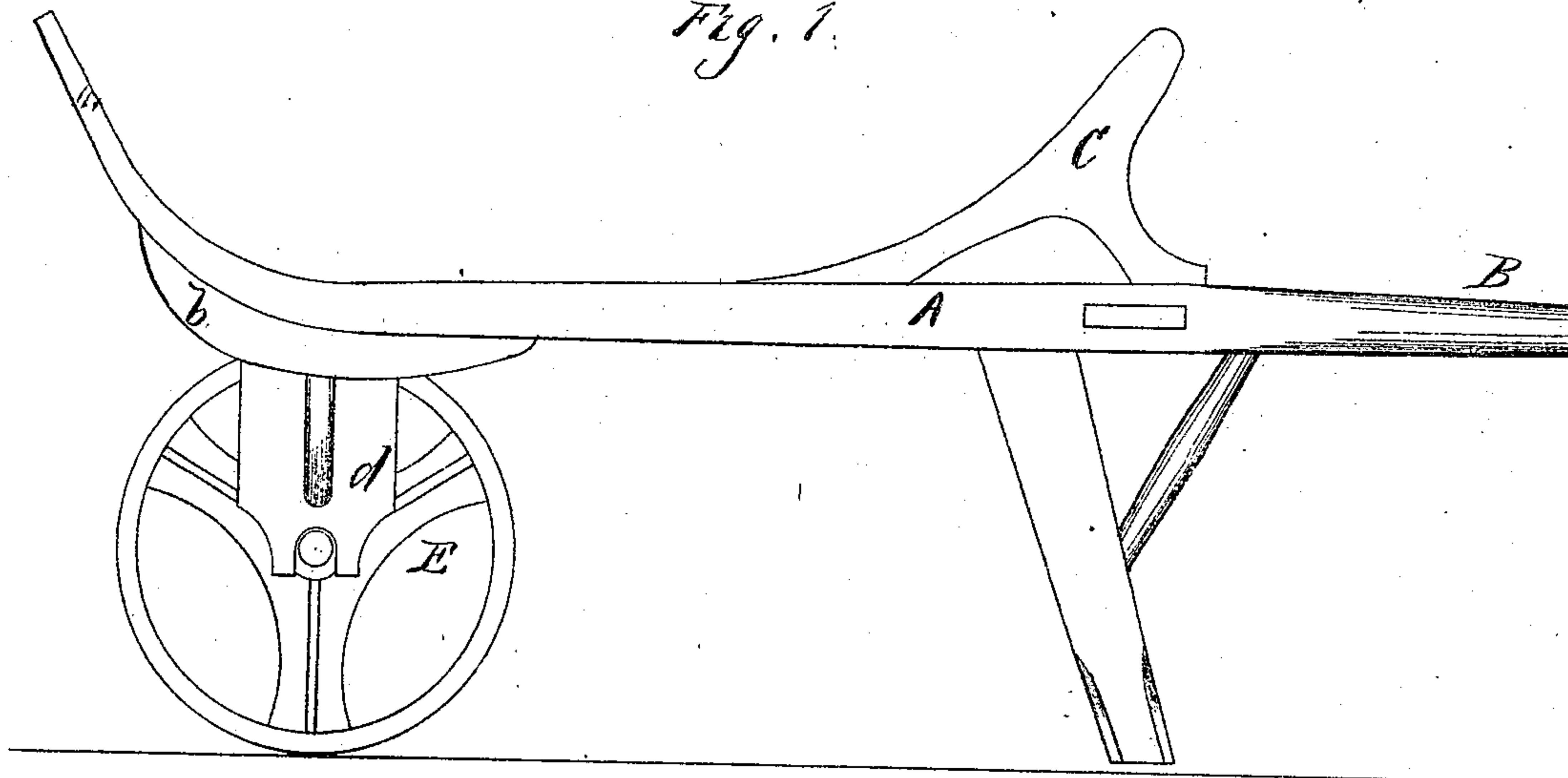
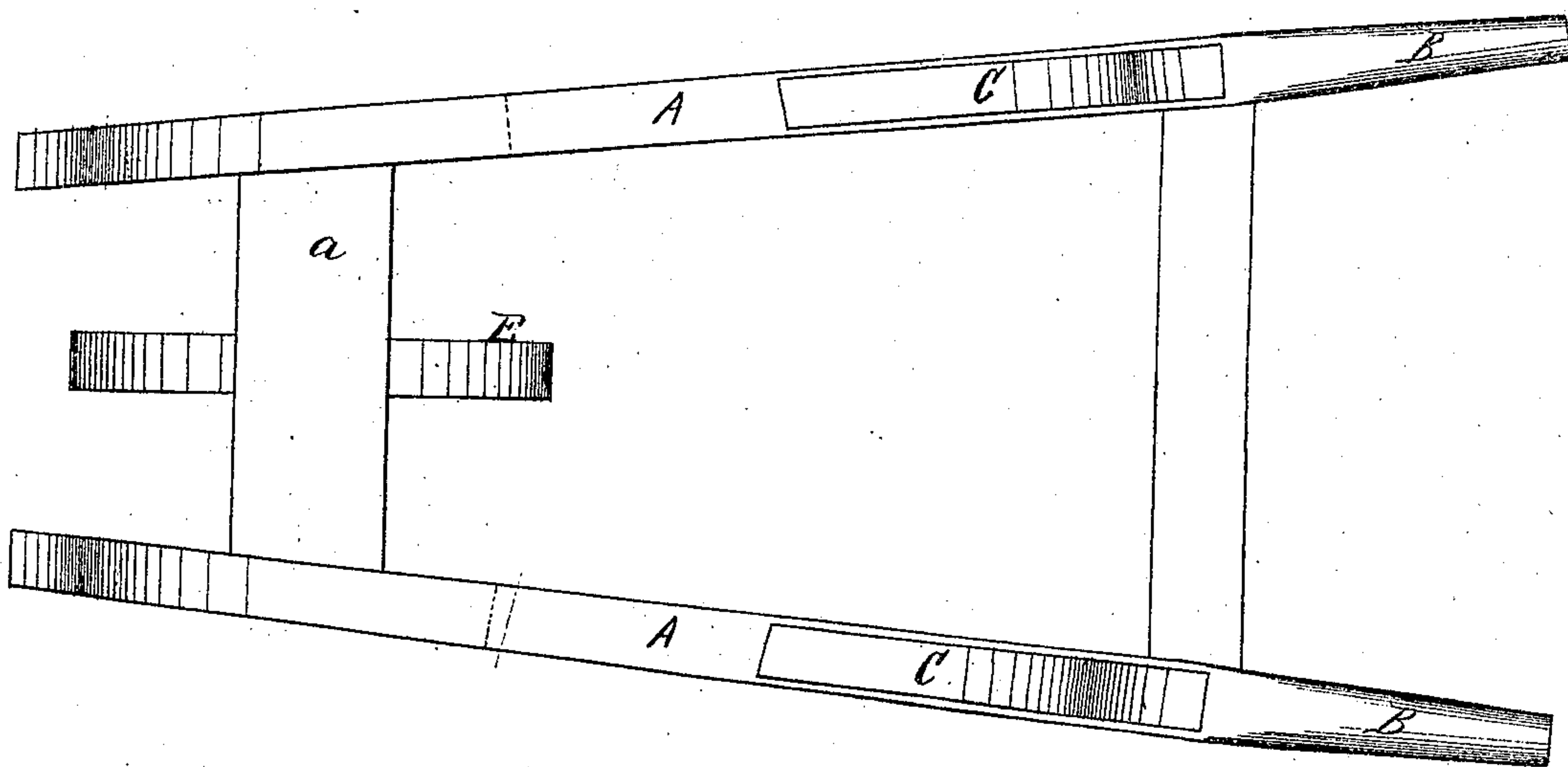


Fig. 2.



Witnesses.
Geo. N. Strong
Wm. Gerlach.

Inventor.
Henry Alter
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United States Patent Office.

HENRY ALTER, OF LAKEPORT, CALIFORNIA.

Letters Patent No. 100,098, dated February 22, 1870.

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, HENRY ALTER, of Lakeport, county of Lake, State of California, have invented an improved Wheelbarrow; and I do hereby declare that the following description and accompanying drawings are sufficient to enable any person skilled in the art or science to which it most nearly appertains to make and use my said invention or improvements without further invention or experiment.

My invention relates to certain new and useful improvements in wheelbarrows; and

It consists, first, in the peculiar construction of the side pieces which form the handles and main support of the frame-work; and secondly, in the arrangement and manner of mounting the vehicle upon the one wheel upon which it moves.

In order to more fully illustrate and explain my invention, reference is had to the accompanying drawings forming a part of this specification, in which—

A A are the two longitudinal side timbers of the wheelbarrow, one end of each being formed into a handle B.

The opposite or forward ends of these timbers are curved upward, as shown, so as to form curved standards F, which, in connection with the standards C, near the handle, serve to retain or support the bed or box which is carried upon the vehicle.

Directly beneath the curve in the front end of the timbers A A is secured a wheel-block.

This block consists of a cross-piece, *a*, united at each end to the braces *b*; the braces *b* being made so

as to fit the curve in the timbers, and bolted or otherwise secured to them on the under side.

The block may be made of cast-iron, wood, or other suitable material, and may be made in two or more parts and united together, if desired.

From the middle of the cross-piece *a* two vertical standards *d* project downward, being placed far enough apart to allow the wheel E to be placed between them, its axle bearing in their lower ends at each side.

This arrangement of the wheel and forward ends of the timbers A causes the wheel of the vehicle to stand nearly beneath the center of the box or bed, and consequently beneath the center of any load which the bed may contain, thus relieving the arms of the person wheeling the barrow from the necessity of upholding or carrying a portion of the weight being wheeled.

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

In combination with the front standard F, formed by curving the side timbers A, the wheel-block, consisting of the cross-piece *a* and axle standards *d*, and provided with the curved braces *b* to support the standards F, substantially as described.

In witness whereof I have hereunto set my hand and seal.

HENRY ALTER. [L. S.]

Witnesses:

J. H. F. FARLEY,
W. L. PHILLIPS.