(No Model.)

H. E. SMITH.

Wheelbarrow.

No. 230,357. Patented July 20, 1880.

Fig. 1.

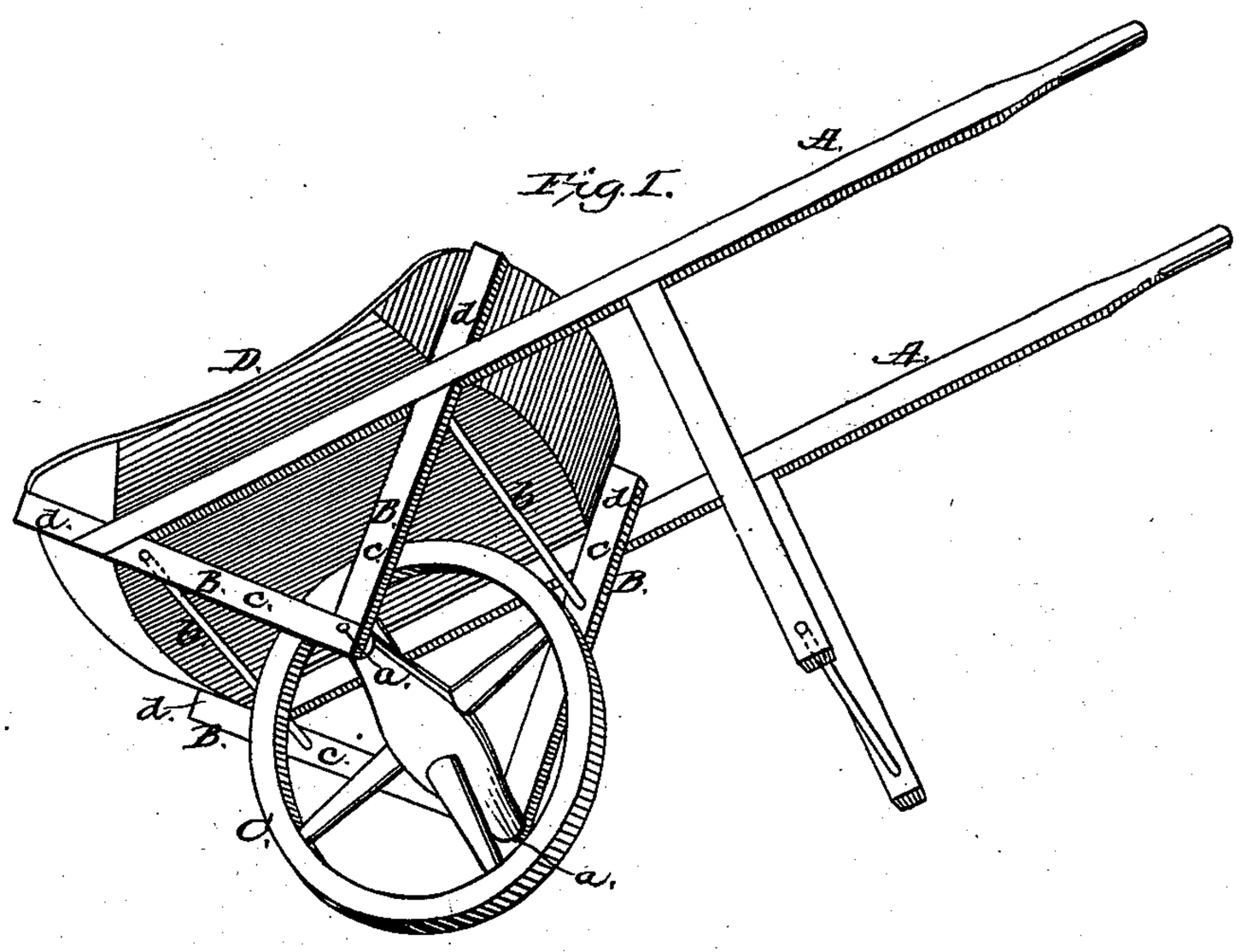
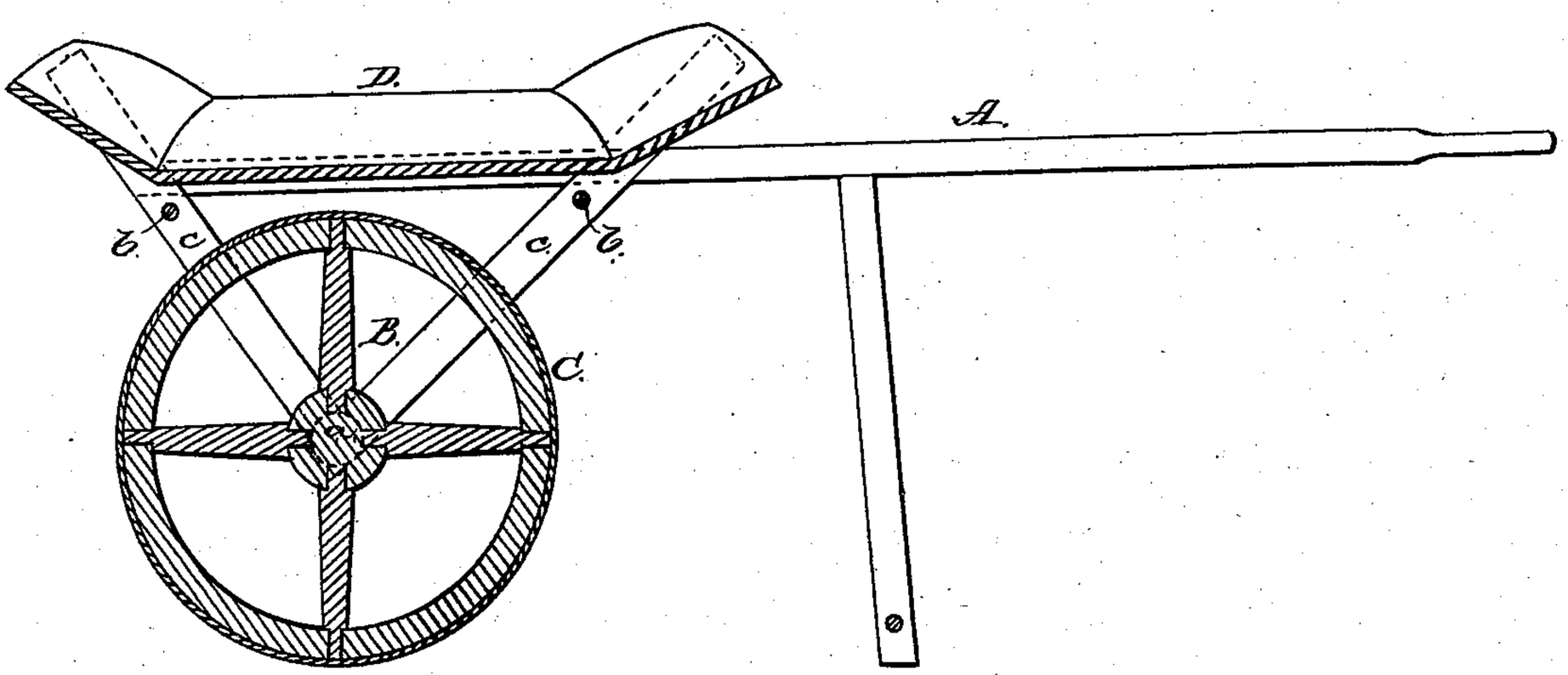


Fig. 2.



WITNESSES

Villette Anderson.

F. J. Masi.

INVENTOR

H. E. Smith,

by E. W. Anderson.

his ATTORNEY

UNITED STATES PATENT OFFICE.

HENRY E. SMITH, OF HOUSTON, ASSIGNOR OF ONE-HALF OF HIS RIGHT TO J. A. LEWIS, OF CHICKASAW COUNTY, MISSISSIPPI.

WHEELBARROW.

SPECIFICATION forming part of Letters Patent No. 230,357, dated July 20, 1880.

Application filed June 12, 1880. (No model.)

To all whom it may concern:

Be it known that I, HENRY E. SMITH, of Houston, in the county of Chickasaw and State of Mississippi, have invented a new and valuable Improvement in Wheelbarrows; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a perspective view of my improved barrow, and Fig. 2 is a longitudinal vertical section of the same.

This invention has relation to improvements in wheelbarrows; and it consists in the construction and novel arrangement of the frame supporting the barrow or receptacle, of a wheel arranged in bearings directly under the receptacle, thus bringing the whole weight of the load on the wheel, and the arrangement of the frame supporting the barrow, as will be hereinafter more fully set forth.

In the accompanying drawings the letter A designates the thills or handles of the barrow, arranged at a suitable distance apart, and connected together, if desired, by suitable braces.

B indicates angular hangers secured to the front portion of the handles A, and extending downward below the same a distance of rather more than half the diameter of the transporting-wheel C. The lower ends of these hangers are directly under the center of the hopper or receptacle D, at each side thereof, and they afford bearings to the spindles *a* of the wheel C. These bearings may be of any known construction suited to the purpose. The wheel C is directly under the center of the hopper D, and the load is consequently evenly balanced in front and rear thereof. Consequently very little weight is carried by the laborer.

The hangers B are framed into the handles, and are braced together to prevent spreading by means of the tie-rods *b*. The bars *c* of which these hangers are composed are secured to each other at their lower ends, and their upper ends are extended up above the handles or thills, as shown at *d*, forming with the said thills a cradle in which the hopper D is seated and supported.

The hopper, which may be of wood or metal, or a combination thereof, is secured in the cradle by means of suitable nails or screws passing through the hopper into the thills aforesaid.

The construction of the barrow as above set forth enables the operator to work erect in propelling or drawing the same. He can dump the load with ease. He bears but a very small proportion, if any, of the load, and with comparatively little exertion he can haul a heavier load than with the old style of barrow, wherein the hopper is between the wheel and the handle ends of the thills.

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

In a wheelbarrow, the combination of the thills or handles A, the angular hangers B, secured thereto and extending up above the same to form a cradle, *d*, the hopper D, seated in said cradle, the wheel C, journaled in the said hangers directly under the center of the hopper, and the tie-rods *b*, connecting the said hangers, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

HENRY EDMOND SMITH.

Witnesses:
THOMAS WILIS LEWIS,
ROBERT FRANKLINE WITT.