(No Model.)

C. W. HUNT.

Wheelbarrow.

No. 239,330. **Patented March 29, 1881.**

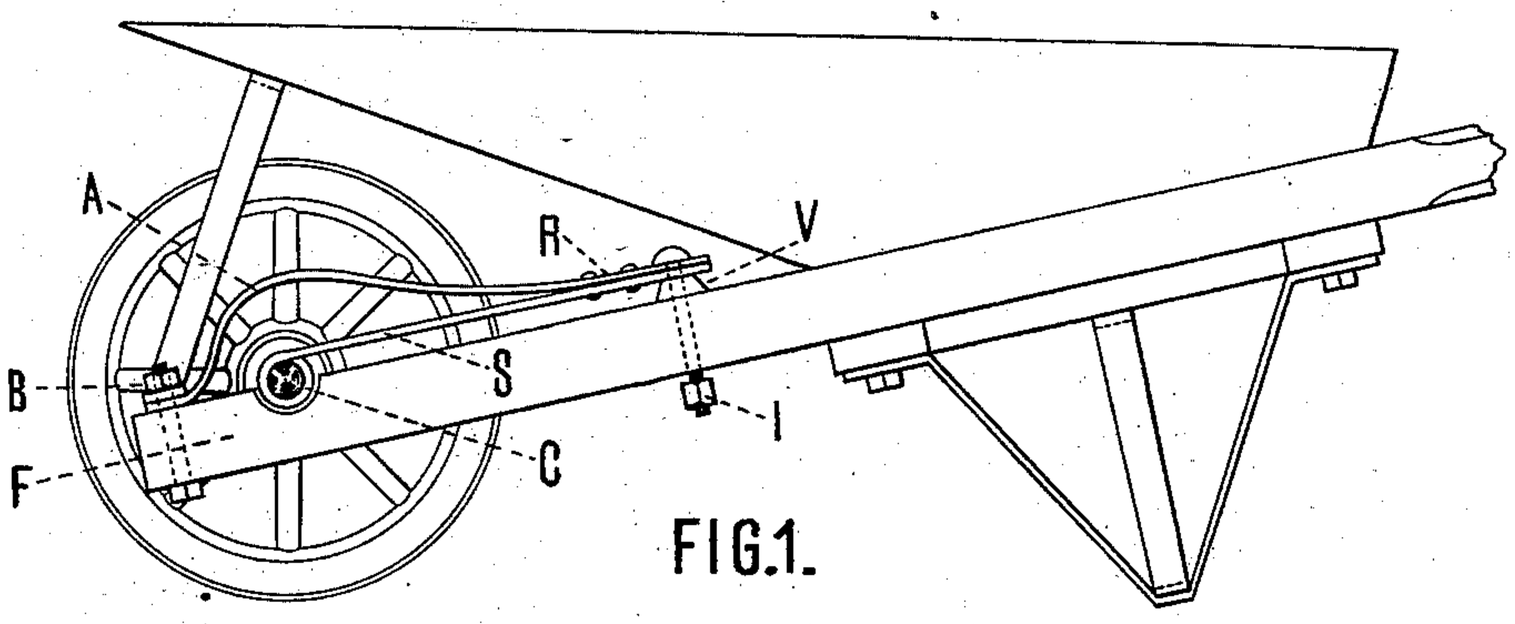

FIG.1.

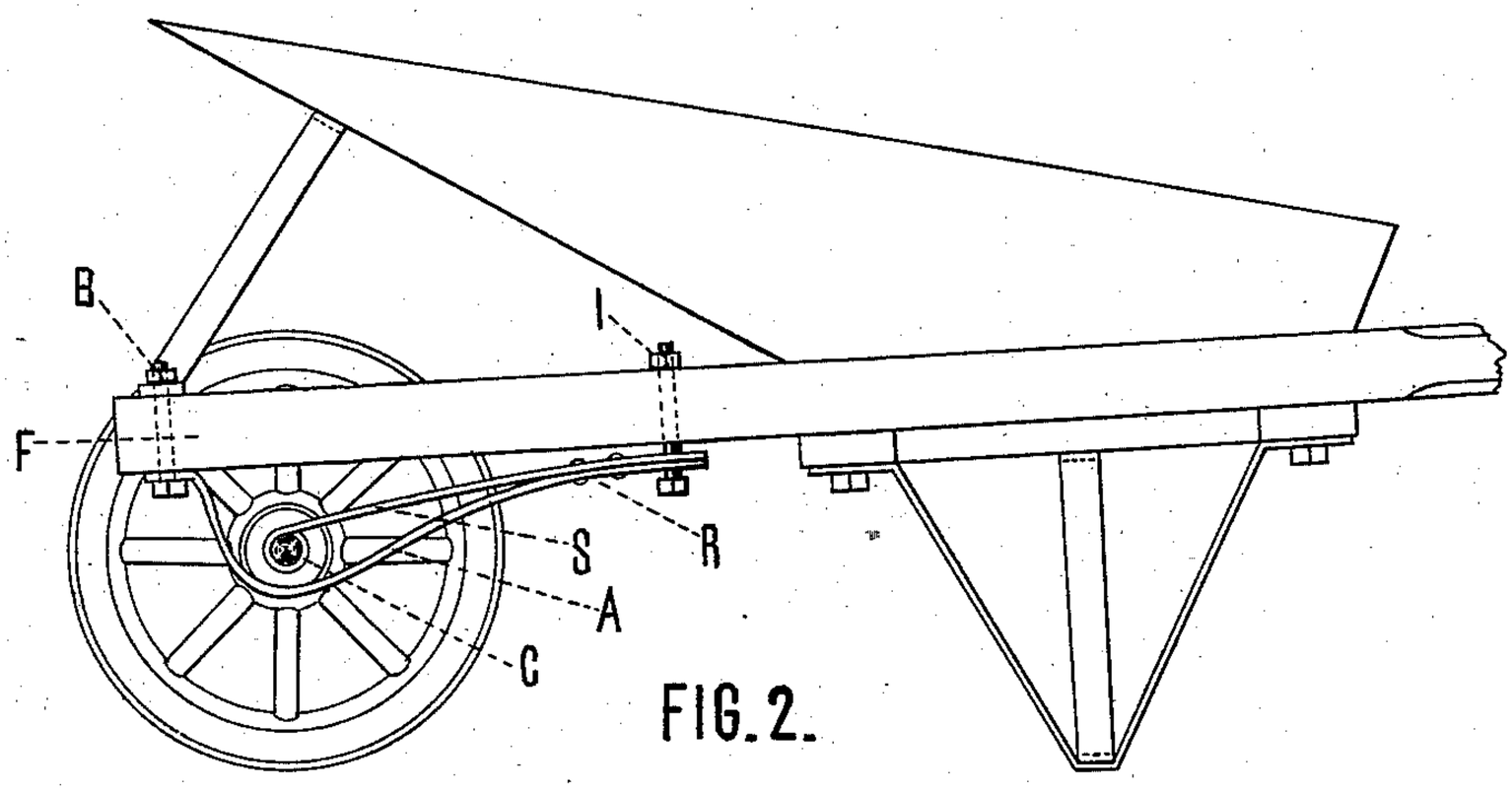

FIG.2.

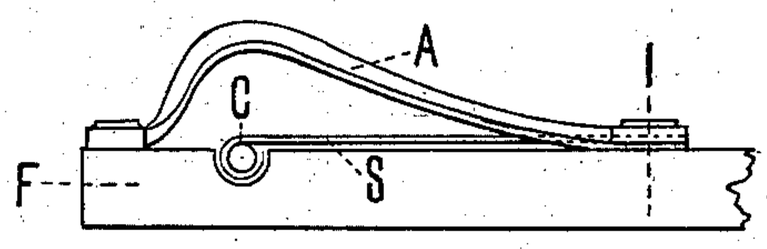

FIG.3.

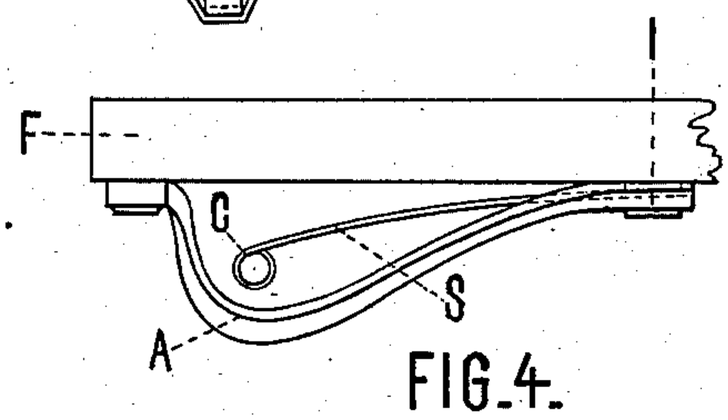

FIG.4.

WITNESSES:

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UNITED STATES PATENT OFFICE.

CHARLES W. HUNT, OF NEW BRIGHTON, NEW YORK.

WHEELBARROW.

SPECIFICATION forming part of Letters Patent No. 239,330, dated March 29, 1881.

Application filed February 7, 1881. (No model.)

To all whom it may concern:

Be it known that I, CHARLES W. HUNT, of New Brighton, county of Richmond, and State of New York, have invented a new and useful Improvement in Wheelbarrows, which improvement is fully set forth in the following specification and accompanying drawings.

The object of my improvement is to provide the axle of the barrow-wheel at both extremities with a suitable spring or springs, whereby to relieve the strain upon the arms and shoulders of the operator in traveling over uneven roads.

Figure 1 represents a side elevation of my improved wheelbarrow, having the springs A and S attached above the truck-frame F; Fig. 2, an elevation of the barrow having the springs A and S below the frame F. Figs. 3 and 4 indicate the substitution of a casting or rigid guard for the auxiliary spring A.

As in the manufacture of my improved wheelbarrow the preference is given the methods of construction indicated in Figs. 1 and 2, I shall proceed, by reference thereto, as follows:

The auxiliary spring A is fixed, by means of a bolt, B, or other suitable device, at or near the extremity of the frame F, and is curved in a manner to allow play for the spring S, emanating from its point of intersection with said auxiliary spring A at or near R, said spring S being provided with a suitable bearing, C, encompassing the axle of the wheel. The two springs A and S are preferably made of steel, having equal sectional dimensions, and are permanently riveted or otherwise suitably connected at R, though, were it attainable, said springs might be made of a continuous piece of steel. To prevent lateral displacement the springs A and S are caused to rest upon a slight prominence, V, of the frame F, Fig. 1, and are there held by the loosely-fitting bolt I, or other appropriate device.

From the above manner of construction it is apparent that the tightly-connected springs A and S necessarily act as one, the greater amount of action devolving upon the spring S, the lesser upon the spring A, when the barrow is laden.

By reference to Fig. 1 in particular we find that by giving the curvature of the spring A and the length of the spring S harmonious proportions relatively to each other, said spring A not only acts as an auxiliary spring, but also acts as a guard for the protection of the spring S against exposure or damage by overloading, and more especially to receive the shock in assistance of the spring S when traveling upon an uneven road-bed.

In Fig. 4 the guard A merely prevents the entanglement of the spring with snags or other obstructions in passing over littered surfaces. In consequence of the latter functions performed by the auxiliary spring A, I do not confine myself to its use as a spring, but also contemplate its adaptation as a guard only, represented in Figs. 3 and 4 as being a ribbed casting.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A spring consisting of the parts A and S, suitably attached to the truck-frame F at or near the bolt B, having at its free extremity an appropriate bearing, C, encompassing the axle of the wheel, in combination with a wheelbarrow, substantially as shown and described.

2. The spring S, suitably attached to the truck-frame F at or near the bolt I, having at its free extremity an appropriate bearing, C, encompassing the axle of the wheel and protected by a suitable guard, A, in combination with a wheelbarrow, substantially as shown and described.

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Witnesses:
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