(No Model.) 2 Sheets—Sheet 1.

F. A. JACOBS.

PACKING WHEELBARROWS FOR TRANSPORTATION.

No. 274,781. Patented Mar. 27, 1883.

Fig. 1.

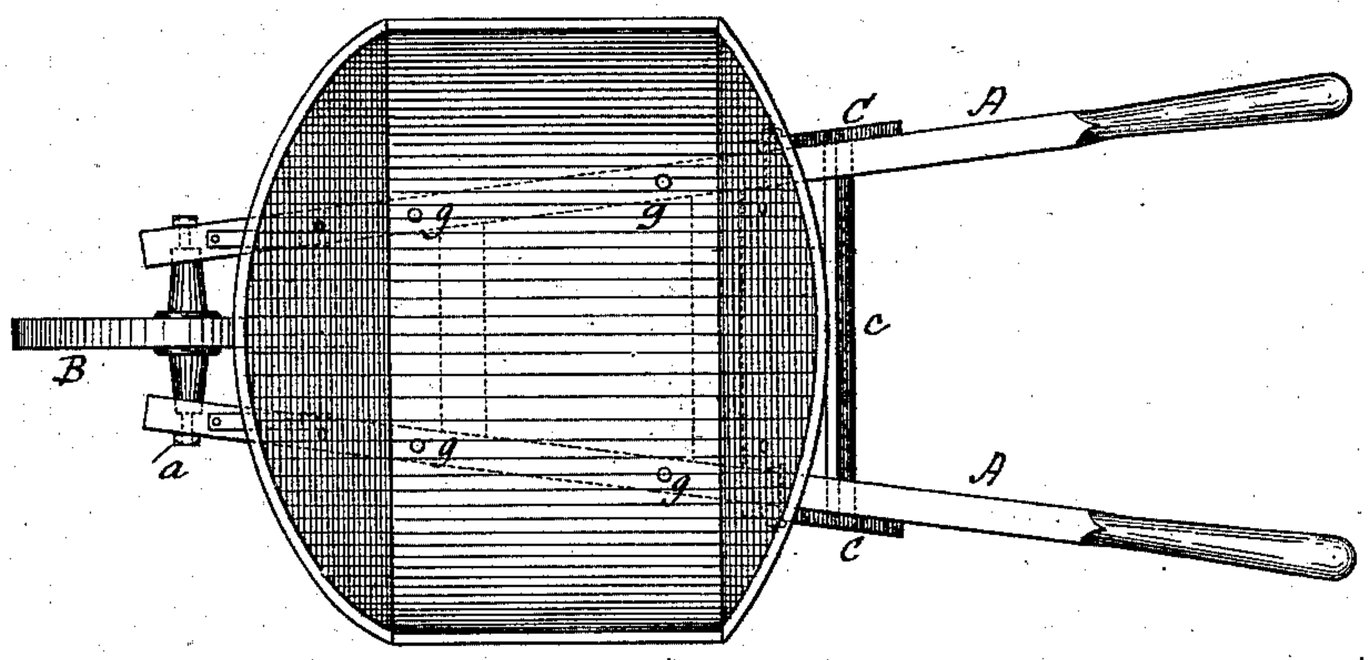
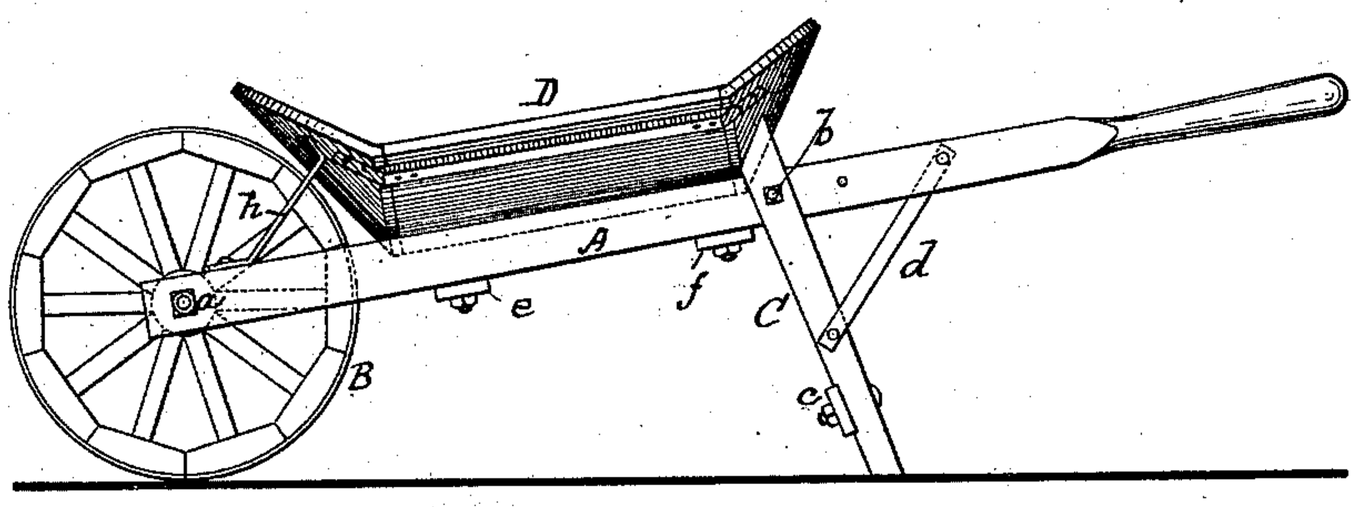


Fig. 2.



WITNESSES

Wm A. Skinkle

H. W. Elmore

INVENTOR

Felix A. Jacobs

By his Attorney

Marcellus Bailey

(No Model.) 2 Sheets—Sheet 2.

F. A. JACOBS.

PACKING WHEELBARROWS FOR TRANSPORTATION.

No. 274,781. Patented Mar. 27, 1883.

Fig. 3.

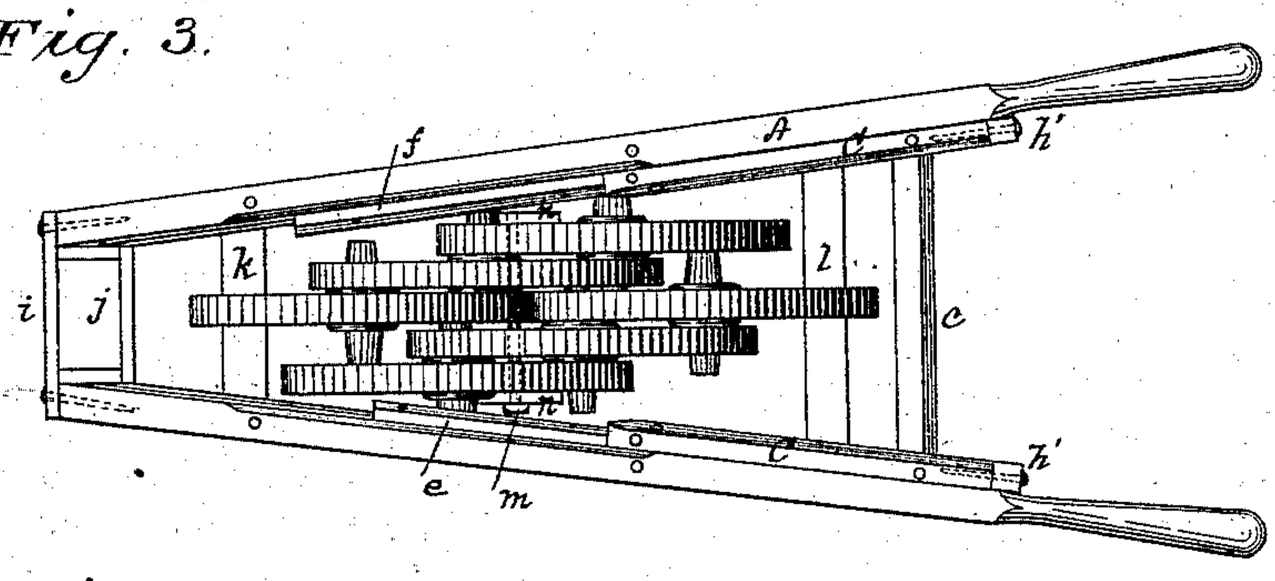


Fig. 4.

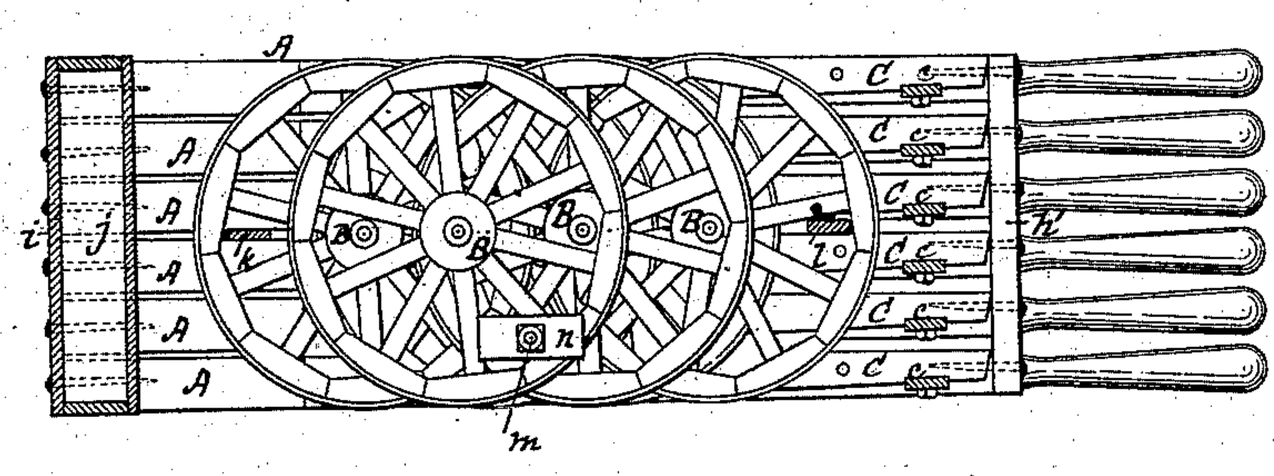


Fig. 5.

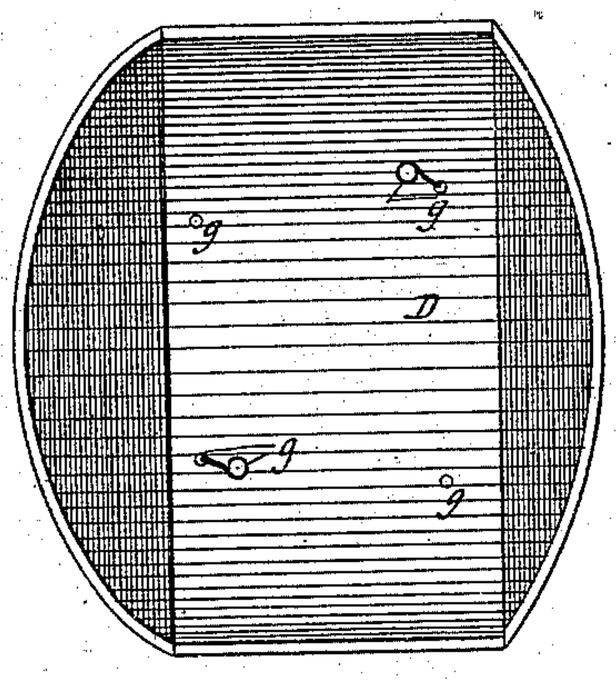
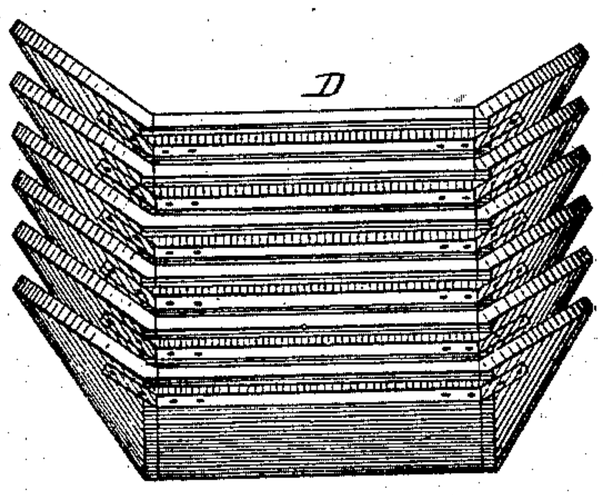


Fig. 6.



WITNESSES

Wm A. Skinkle

H W Elwood

INVENTOR

Felix A. Jacobs

By his Attorney

Maulden Bailey

UNITED STATES PATENT OFFICE.

FELIX A. JACOBS, OF COLUMBUS, OHIO.

PACKING WHEELBARROWS FOR TRANSPORTATION.

SPECIFICATION forming part of Letters Patent No. 274,781, dated March 27, 1883.

Application filed January 23, 1883. (No model.)

To all whom it may concern:

Be it known that I, FELIX A. JACOBS, of Columbus, Franklin county, in the State of Ohio, have invented certain new and useful Improvements in Packing Wheelbarrows for Transportation, of which the following is a specification.

This invention is directed to the packing of what are known as "knockdown" wheelbarrows in a compact, secure, and strong form for shipping and transportation.

By my improvement I pack a number of barrows together, assembling their parts in a way which virtually makes a case or box of which the barrow-frames are the sides, and which holds in it the nested wheels of the several barrows, as well as minor parts of the barrow-frames, if desired.

The nature of my improvements and the manner in which the same are or may be carried into effect can best be explained and understood by reference to the accompanying drawings, in which—

Figure 1 is a plan, and Fig. 2 is a side elevation, of one of the knockdown barrows set up. Fig. 3 is a plan of a parcel of six barrows, frames, and wheels put together in accordance with my invention. Fig. 4 is a longitudinal vertical central section of the same with the wheels in side elevation. Fig. 5 is a plan, and Fig. 6 is a side elevation, of the barrow-trays nested and secured together.

The barrow, as shown in Figs. 1 and 2, consists of a frame composed of two side bars or rails, A, converging toward the front. Between their front ends the wheel B is supported to revolve on an axle, *a*. The legs C of the barrow are hinged to the side bars or handle at *b*, are connected by a cross-bar, *c*, and are held in position by straps or braces *d*, secured at one end to the legs and at the other end to the handles. The side bars are held in position by cross bars or braces *e f*, bolted to their under sides. The tray D is secured upon the frame by bolts which pass through holes in the tray into the side bars, as indicated at *g*, and it is supported at the rear by the upper end of the legs C and at the front by braces or straps *h*.

This barrow is a knockdown barrow, and its several parts can readily be fitted together and taken apart.

In order to pack together a number—which I will suppose to be six—of these barrows strongly and compactly, I proceed as follows: I take the six sets of side bars or rails A, having first removed therefrom the wheels and their axles and the cross bars or braces *e f*, and, after folding up the legs of each, place the same one on top of the other, in which position they form virtually the sides of a box or case, which sides, at the handle end, are held in position and steadied laterally by the cross-leg braces *c*. The legs are pivoted to the inner faces of the handle-bars and can be turned or folded up so as to lie against these faces in substantial parallelism with the said bars, as indicated in Figs. 3 and 4. When this is done I nail to the outer ends of each vertical row of legs a binding-strip, *h'*, which thus connects them firmly. To the wheel ends of the side bars or rails A, I attach by nails a vertical board, *i*, which connects them firmly at this end also. I thus obtain a packing-case composed of the side rails of the barrow. I now dispose of the cross bars or braces *e f* (there being six of each) by attaching them to the inner faces of the rails A—six on a side in advance of the legs C—and in such position that their rear ends abut against the front ends of the legs, as indicated plainly in Fig. 3, and in this way the legs are perfectly steadied and held in place against any tendency to vibratory movement. The board *i* can constitute the front side of a box, *j*, the body of which is received between the wheel ends of the rails A and constitutes a safe receptacle for the metallic straps, braces, bolts, axle-pin, and other fittings of the barrows, which are placed in it. Between the box *j* at one end and the cross-leg braces *c* at the other end is left a space which will receive the six barrow-wheels B. These wheels are nested, as indicated in Figs. 3 and 4, and are interlocked together by their projecting metal hubs, which enter between the spokes of adjacent wheels. The nest of wheels is supported by a front cross-piece, *k*, which passes between the spokes of the front wheel and a rear cross-piece, *l*, which passes between the spokes of the rear wheel, the said cross-piece

extending across from one side of the case to the other, with these ends inserted and clamped between the two center rails A in each row, and the nested wheels are clamped and bound firmly together by a screw-bolt, *m*, which passes centrally through the nest between the wheel-spokes and connects with clamping-blocks *n* on the exterior of the nest.

I thus combine in a compact, strong case all the parts of the barrow, save, of course, the trays, the body of said case being composed of the side rails or bars.

The trays D are placed in nest, as indicated in Fig. 6, and are bound together by wire, which is passed through diagonally-opposite corner holes, *g*, and drawn taut and secured at the ends to the top and bottom trays of the nest in any suitable manner.

In lieu of separate strips *h'*, I may use a continuous board similar to the fastening-board *i*; but this is not essential.

What I claim is—

1. The side rails A and their folding legs C, put together and secured in box or case form by end fastenings, *h' i*, as herein specified, and the wheels B, arranged in nest and held in place within the said case, as and for the purposes hereinbefore set forth.

2. The barrow-case consisting of side rails A and their folding legs C, placed together as described, end fastenings, *h' i*, and box *j*, wheels B, arranged in nest and held in place between the side rails, as specified, and cross bars or braces *e f*, secured to the inner faces of the rails so as to abut against the front ends of the folded legs *a*, all substantially as shown and set forth.

In testimony whereof I have hereunto set my hand this 11th day of January, 1883.

FELIX A. JACOBS.

Witnesses:
J. D. SULLIVAN,
J. C. RICHARDS.