

(No Model.)

A. J. UPHAM.

WHEELBARROW.

No. 285,323.

Patented Sept. 18, 1883.

Fig. 1.

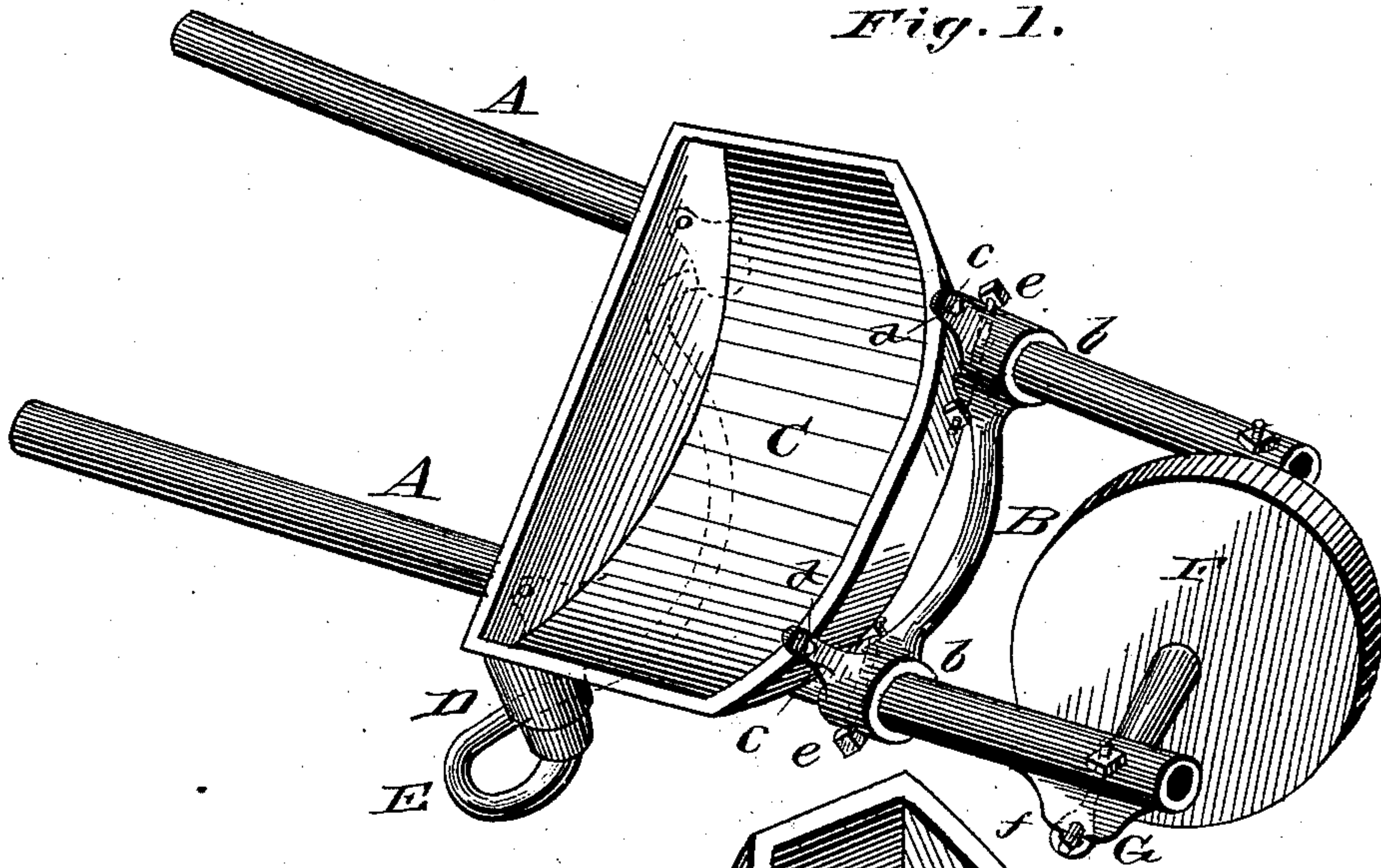


Fig. 2.

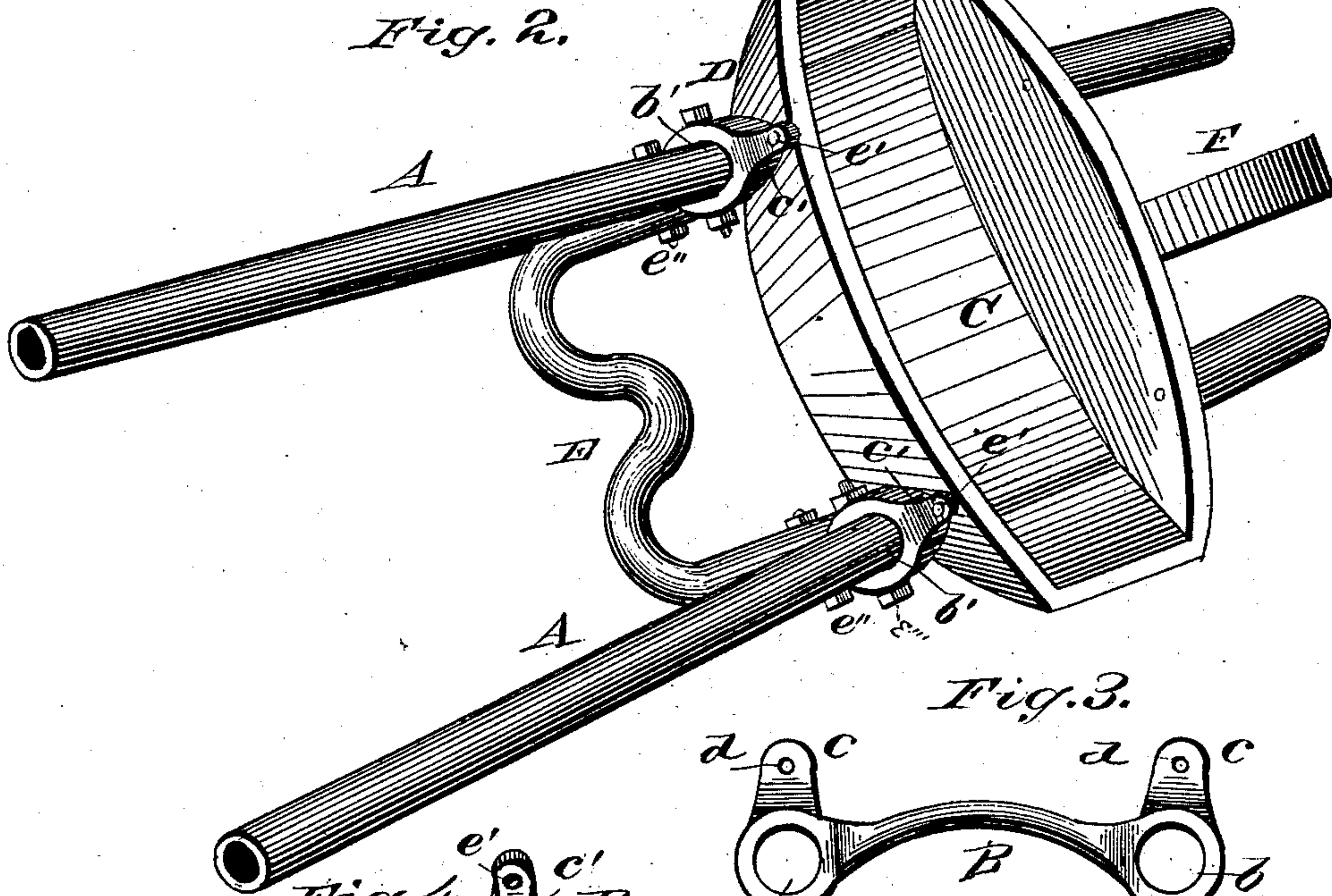


Fig. 3.

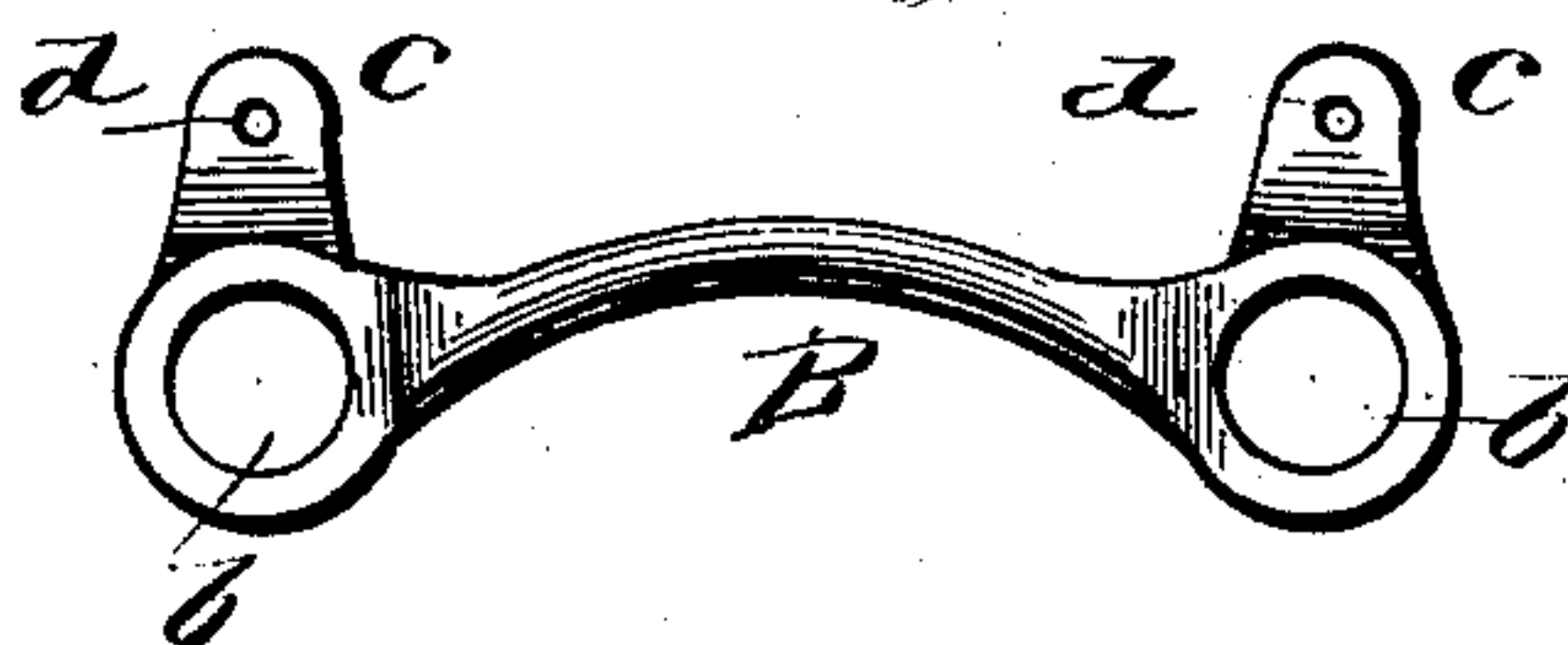
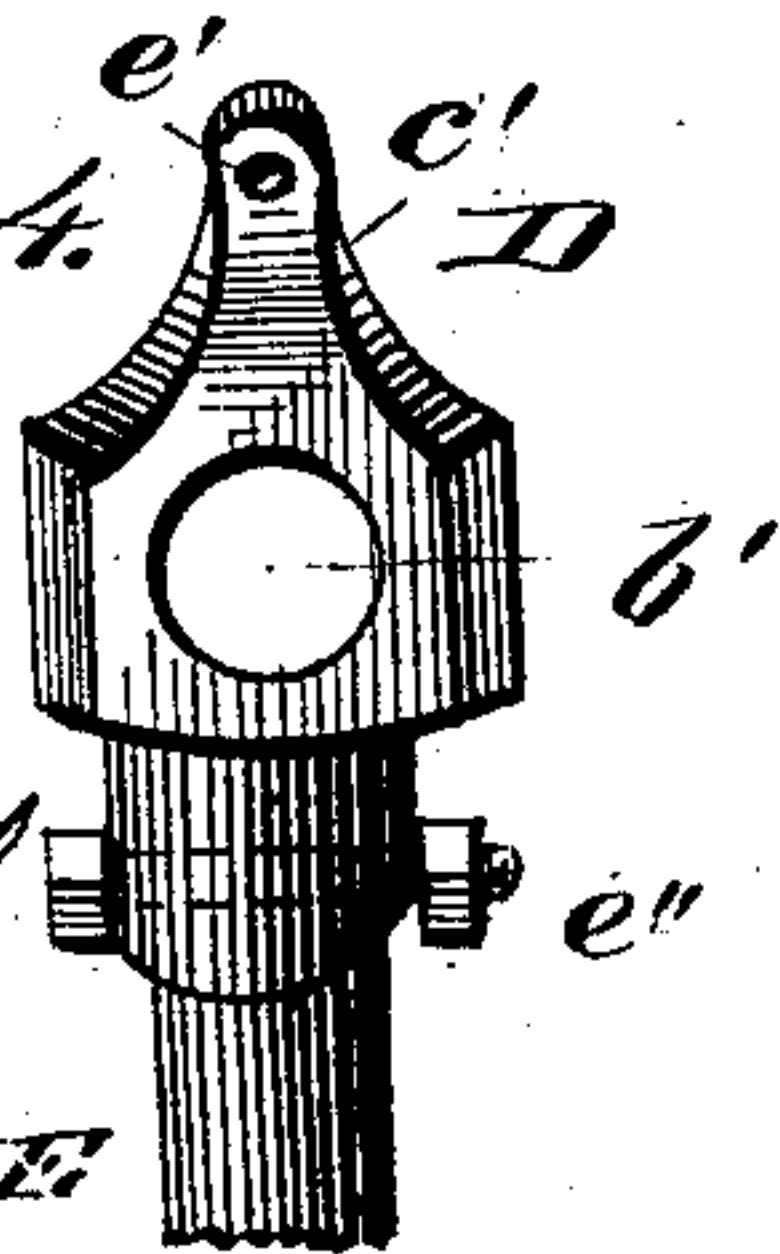


Fig. 4.



Witnesses:

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UNITED STATES PATENT OFFICE.

ANDREW J. UPHAM, OF SYCAMORE, ILLINOIS.

WHEELBARROW.

SPECIFICATION forming part of Letters Patent No. 285,323, dated September 18, 1883.

Application filed July 2, 1883. (No model.)

To all whom it may concern:

Be it known that I, ANDREW J. UPHAM, a citizen of the United States, residing at Sycamore, in the county of De Kalb and State of Illinois, have invented certain new and useful Improvements in Wheelbarrows; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

My invention has reference to that class of wheelbarrows which is made entirely of iron; and it consists of a frame and tray, with a novel feature of fastening the tray to the frame by means of parts which act as braces to the frame and supports to the legs of such wheelbarrow.

In the drawings, Figure 1 is a wheelbarrow embodying my invention. Fig. 2 is a rear view of the same. Figs. 3 and 4 are detail views.

The wheelbarrow-frame consists of the tubes or pipes A, common gas-pipe being preferred, and the cross-brace B, the latter being made with the hole *b* in each end, through which the pipes A pass. Integral with the brace B are cast the lugs *c*, which flare upward and forward, so as to conform with the flare of the tray, and to which the front side of the tray is fastened by means of the bolts *d d*.

C is a metallic tray. As a support for the rear side of the tray C, I provide the small castings D, which are each provided with a hole, *b'*, and lugs *c'*. Said hole *b'* is of a sufficient diameter to receive the tube A, as is also the hole *b* in the cross-brace B, and the lug *c'* flares upward and backward to accommodate the flare of the rear side of the tray C, to which it is fastened by means of the bolts *e' e'*, corresponding to those which fasten the front side of the tray to the lugs *c*.

The brace B and castings D are fastened detachably to the handles A by means of set-screws passing through the outer walls of such castings and brace, and impinging upon the outer surface of such handles, respectively, by which means the position longitudinally of the tray C may be changed as desired, said cast-

ings D being fastened to the tubes A by means of bolts.

The lower ends of the castings D are cylindrical and of a proper size to neatly fit into the gas-pipe E, which is bent, as shown, to form the legs of the wheelbarrow, and are connected with the pipe E by means of the bolts *e''*.

The pipe E, which forms the legs of the wheelbarrow, may be one continuous piece, bent as shown, or in any other suitable manner, though substantially as shown presents a very broad base, upon which the wheelbarrow rests, and at the same time is so strong as to prevent spreading or closing more nearly together.

As a means of securing the wheel F to the frame, I employ the light castings G, shaped to conform, as shown, to the circle of the tubes A, and furnished with a transverse recess in their lower face, in which rotates the axle of the wheel F, said axle being held in said recess by means of the eyebolt *f*, which also passes up through the casting G and tube A, holding said tube and casting together by means of a thread and nut on the upper end of the eyebolt *f*.

The brace B and castings D, with their attendant lugs *c* and *c'*, I make of malleable iron, so that they may be very light, and at the same time sufficiently strong. The castings G, I make of common gray iron.

I am aware that wheelbarrows composed altogether of iron have been long in use, and that hollow tubes or gas-pipe has been used heretofore in the manufacture of wheelbarrows, and that great lightness and strength have been acquired thereby; but in my invention I believe I have attained advantages over any which have been patented or used, and one of those advantages is the rapidity with which my wheelbarrow can be put together and "knocked down;" another, the small amount of space into which it can be packed for storage or shipment; another, that the tray, with its attendant supports, can be adjusted to different points on the frame by providing the tubes A with additional holes through which to pass the bolts; and, another, cheapness of construction. By simply unscrewing a few nuts the pipe portion of the legs may be removed, the supports and cross-brace slipped off the handles, the tray removed, and wheel

taken out, when all the parts except the handles and tray can be accommodated in the tray and the handles laid side by side, the whole occupying, when knocked down, not
5 one-half the space necessary when set up.

What I claim as new, and desire to secure by Letters Patent of the United States, is—

1. The tray C, handles A, castings D, and cross-brace B, in combination, the castings D
10 and brace B being detachably connected to such handles A, and provided, respectively, with the lugs *c* and *c'*, whereby such tray is supported at the front and rear and rendered

susceptible of change lineally on the handles A, substantially as described, and for the pur- 15
pose mentioned.

2. The tubes A, cross-brace B, detachably connected to such tubes and provided with the lugs *c*, and the tray C, all in combination substantially as shown and described. 20

In testimony whereof I affix my signature in presence of two witnesses.

ANDREW J. UPHAM.

Witnesses:

JOHN B. WHALEN,

C. E. WALKER.