(No Model.)

M. V. GARVER.

WHEELBARROW.

No. 602,504. Patented Apr. 19, 1898.

FIG. 1.

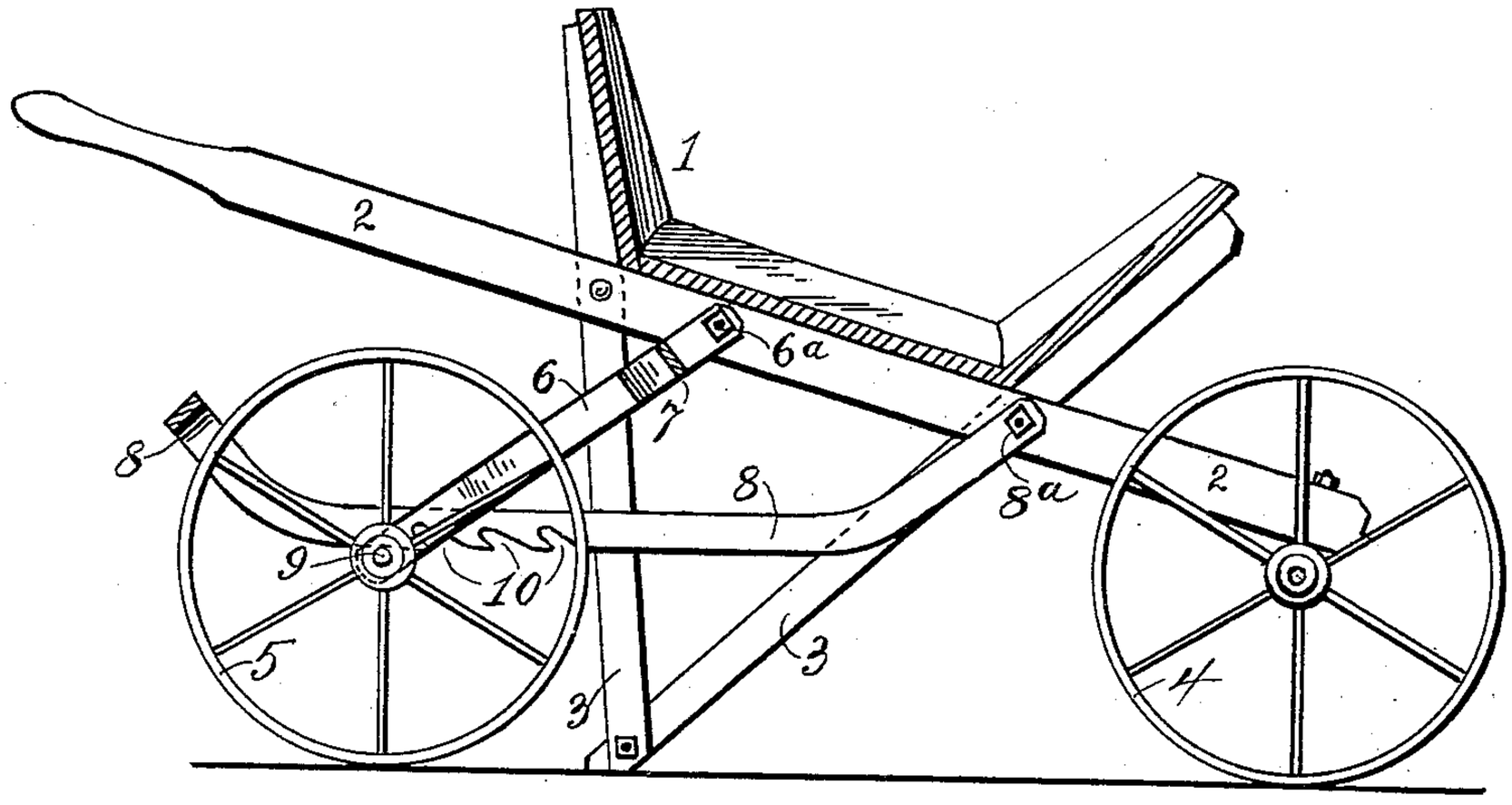


FIG. 2.

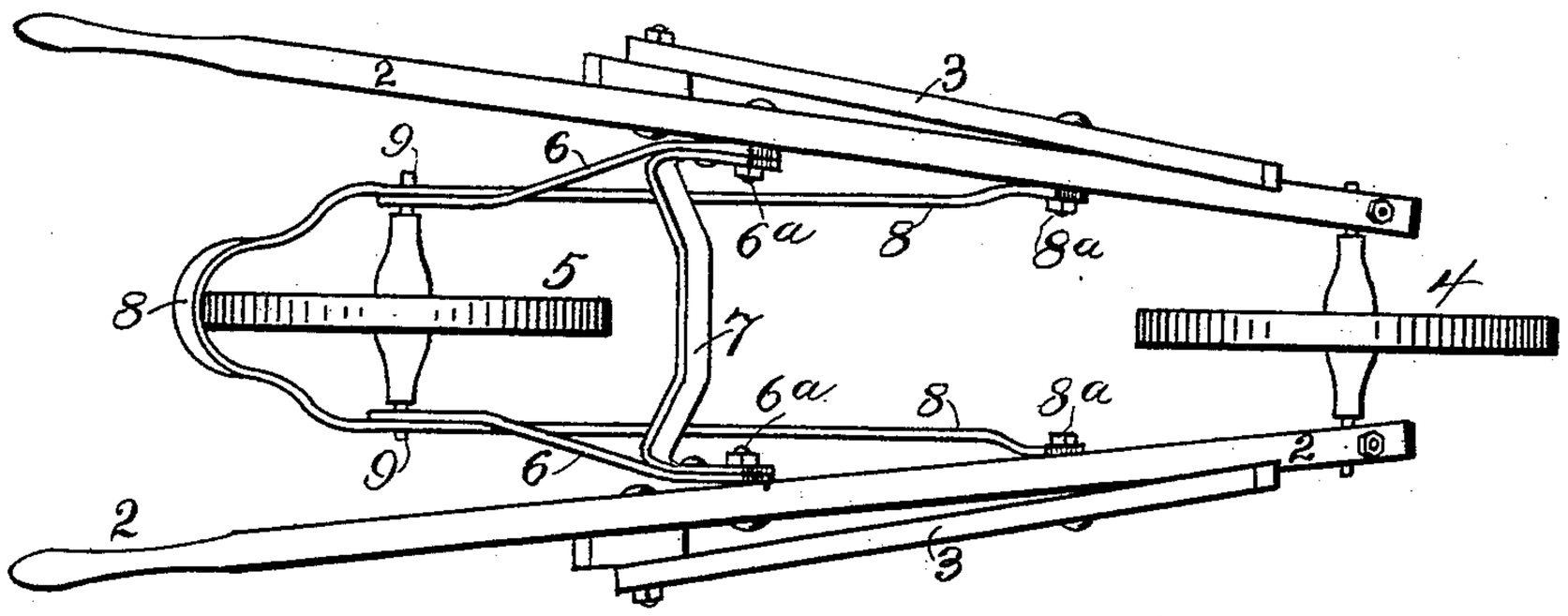
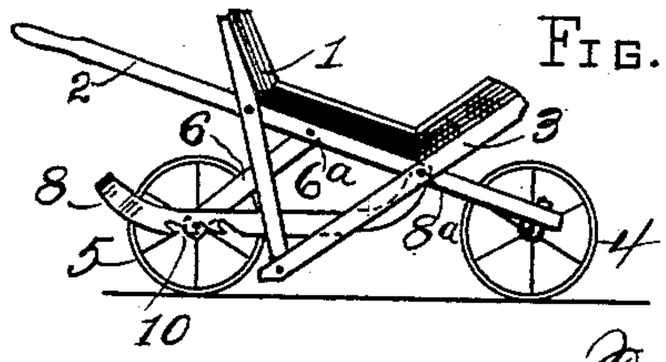


FIG. 3.



WITNESSES:
Wilbur A. Dunn.
L. E. Brown.

INVENTOR:
Martin V. Garver.
By Munn & Hall.
Attorney.

UNITED STATES PATENT OFFICE.

MARTIN V. GARVER, OF BRYAN, OHIO.

WHEELBARROW.

SPECIFICATION forming part of Letters Patent No. 602,504, dated April 19, 1898.

Application filed December 27, 1897. Serial No. 663,502. (No model.)

To all whom it may concern:

Be it known that I, MARTIN V. GARVER, a citizen of the United States, residing at Bryan, Williams county, Ohio, have invented certain new and useful Improvements in Wheelbarrows, of which the following is a specification.

My invention relates to a wheelbarrow having two wheels arranged tandem; and its object is to provide means for adjusting the height of the handles of the barrow according to the height of the operator, whereby he may be relieved from the weight of the load, and for supporting the barrow in such adjusted position.

My invention also is designed to provide convenient means for disengaging the adjusting mechanism above referred to by means of the foot of the operator.

I attain these objects by means of the device hereinafter described and shown, and illustrated in the accompanying drawings, made part hereof, in which—

Figure 1 is a side elevation of my wheelbarrow, partly in section, showing the adjusting mechanism disengaged; Fig. 2, a top plan view of the same with the tray removed; and Fig. 3, a side elevation of my wheelbarrow with the handle-bars elevated, showing the adjusting mechanism in operative position.

Like numerals of reference indicate like parts throughout the drawings.

In the drawings, 1 is the tray of the wheelbarrow, 2 the handle-bars, and 3 the legs, serving as braces in the usual manner.

The forward end of the barrow—that is, the end farthest from the operator—is supported by wheel 4 between the ends of the handle-bars. The rear wheel 5, or wheel next the operator, is journaled in the extremities of two rearwardly-projecting bars 6. Each of these bars is pivoted, as at 6^a, at its forward end to the inner side of one of the handle-bars, and the two bars 6 are connected and braced by a cross-piece 7. A flat bar of iron 8, bent in the form of a loop, has its two extremities pivotally secured to the inner sides of the two handle-bars, as at 8^a, between the pivot 6^a and the forward wheel 4. This loop extends from the pivots 8^a backwardly on either side of and to the rear of the wheel 5. The spindle 9 of the rear wheel, projecting through the bars 6, forms at each end a support for the bars of the loop 8, said bars resting upon the top of the projecting spindle ends. The under edge of the bars of the loop 8, just forward of the point where they rest upon the spindle 9, are provided with a series of notches or indentations, as at 10, the notches or indentations running from the edge upwardly and backwardly, as shown, in such manner that each notch or indentation may serve as a hook.

The operation of my device is as follows: As the handle-bars are lifted by the operator the pivoted bars 6 tend to assume a vertical position, and the whee 15 accordingly travels forward under the barrow. As the wheel 5 thus changes its position the notches 10 in the bars 8 successively fall upon and engage the projecting spindle ends 9. The lift upon the handle-bars being removed, the rear part of the load falls upon and is sustained by the thrust of the bar 6 and the stress of the bars 8 through notches 10. It will be seen that the series of notches 10 engaging successively the projecting spindle ends, will support the barrow at any height to which the handles may be lifted and that the load may now be easily propelled upon the two tandem wheels with no lift by the arms of the operator except what is necessary to prevent the barrow from tilting sidewise. When it is desired to lower the barrow, so that the load shall rest upon the forward wheel and the two legs, the handles are given a slight lift, releasing the notches 10 from engagement with the spindle ends. The rear end of the loop 8 is now slightly lifted with the foot of the operator sufficiently to clear the notched piece from the spindle ends, and the load may be now lowered, so that it will rest upon the legs and the forward wheel.

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

In a wheelbarrow, two supporting-wheels arranged tandem, a pair of bars, said bars at one end being pivotally connected to the barrow and at the other end having one of said

wheels journaled therein, a spindle for said latter wheel having ends projecting beyond its bearings, a second pair of bars pivotally secured at one end to the barrow, at the other end connected, as a loop, and adapted to be raised by the foot of the operator, and a series of hook portions on said latter bars adapted to engage successively said projecting spindle ends, substantially as and for the purpose specified.

MARTIN V. GARVER.

In presence of—
R. L. STARR,
ROSE RAYNOR.