

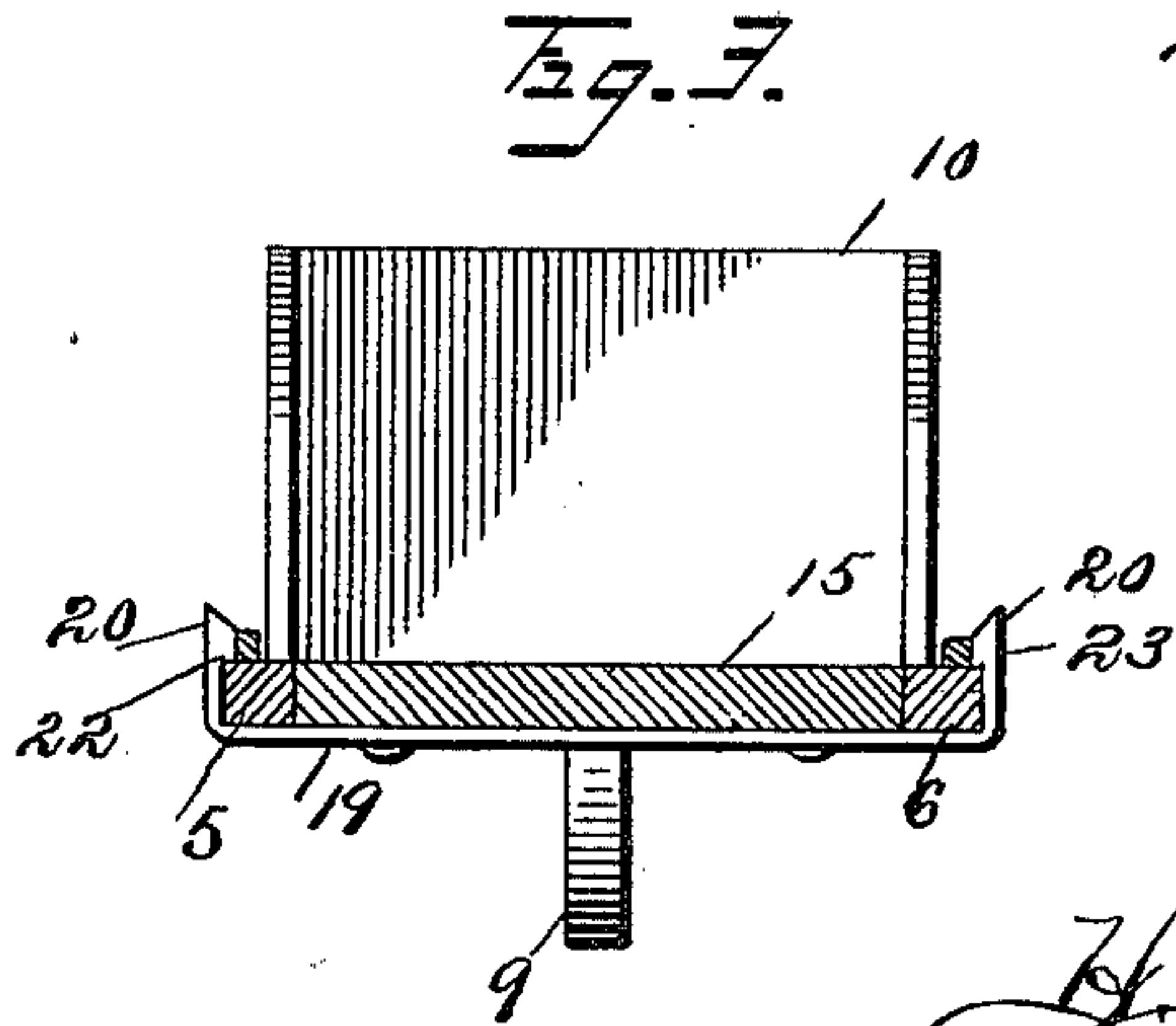
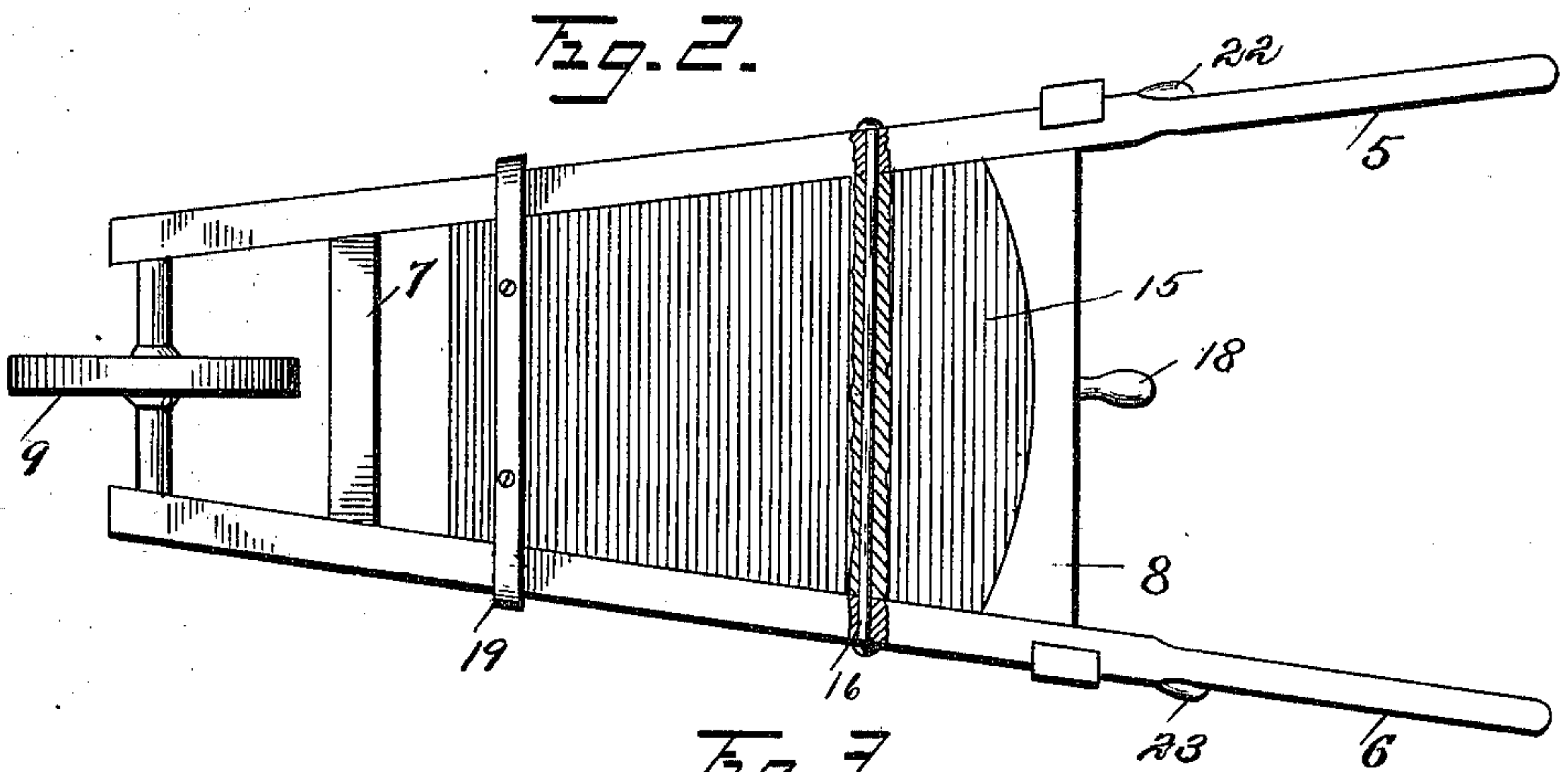
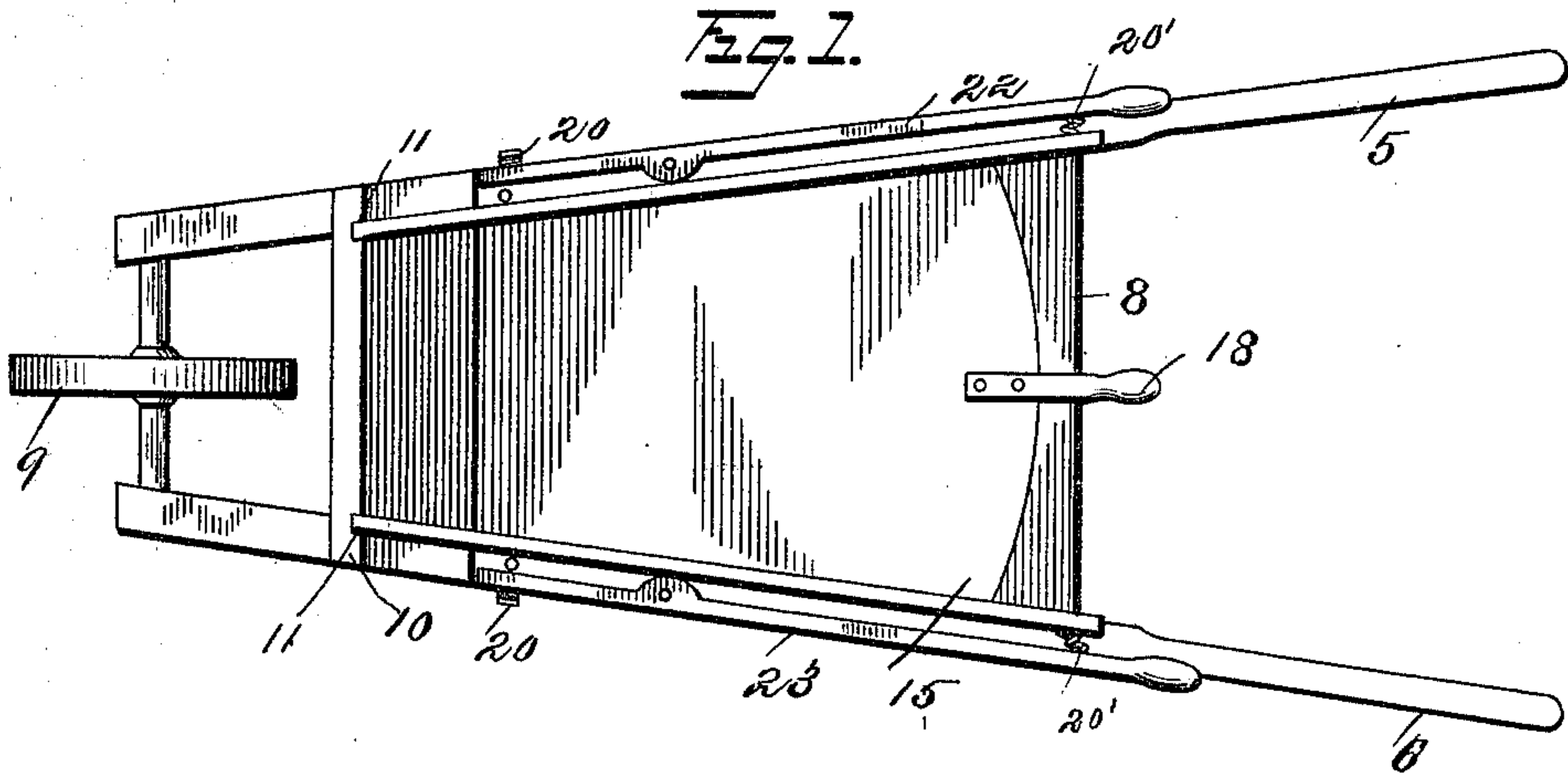
No. 669,455.

Patented Mar. 5, 1901.

H. L. CRAWFORD.  
WHEELBARROW.

(Application filed May 22, 1900.)

(No Model.)



Witnesses  
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# UNITED STATES PATENT OFFICE.

HAYDEN L. CRAWFORD, OF EMINENCE, MISSOURI.

## WHEELBARROW.

SPECIFICATION forming part of Letters Patent No. 669,455, dated March 5, 1901.

Application filed May 22, 1900. Serial No. 17,554. (No model.)

*To all whom it may concern:*

Be it known that I, HAYDEN L. CRAWFORD, a citizen of the United States, residing at Eminence, in the county of Shannon and State of Missouri, 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.

This invention relates to wheelbarrows in general, and more particularly to dumping-barrows, the object of the invention being to provide a construction in which the load of the barrow may be dumped without necessitating overturning of the barrow and the loss of time incident thereto.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in the several views, Figure 1 is a plan view of a barrow constructed in accordance with the present invention. Fig. 2 is a bottom plan view of the barrow, partly broken away to show the pivoted rod or axle of the bottom. Fig. 3 is a transverse section taken in the rear of the spring-clamps.

Referring now to the drawings, the barrow consists of the usual sills 5 and 6, having handles at their outer ends, while the front ends of the sills are connected by a cross-brace 7. A second cross-brace 8 connects the sills between the handles and the front brace, and thus is formed the frame of the barrow. The sills project slightly beyond the front cross-brace, and in these projecting ends is journaled the axle of the supporting-wheel 9. A front 10 is fixed to the front cross-brace in the usual manner and has the usual slots 11, which act to hold the sides of the barrow in place. These parts of the structure are substantially the same as those ordinarily used.

The bottom of the body of the barrow, instead of being fixed in place, as is usual, consists of a board 15 or series of boards connected to form a single piece, and attached to the rear end thereof is an axle 16, which may be secured to the under side of the board or may be passed through a transverse perforation therein, the ends of the axle being pivoted in the sills of the barrow directly in

front of the rear cross-brace, so that the front end of the board may be dropped to permit the load of the barrow to slide downwardly and forwardly between the sills. The board is returned to its normal position by means of a handle 18, which is secured to the upper face of the rear portion thereof, and in order to hold the board in its raised or supporting position spring-clamps are attached to the board and engage with the sills. The spring-clamps may be formed separate or may consist of a single strap 19, of metal, as shown, which is secured to the under side of the board and the ends of which are bent upwardly to lie against and project above the sills 5 and 6, and at their upper ends they are provided with lugs 20, which engage over the upper faces of the sills. The lugs are tapered, so that all that is necessary after the board has been dropped is to depress the handle 18, when the front end of the board will rise and will lift the latches against the sills. The sills will force them outwardly, and they will then snap over the sills and engage the upper faces thereof to hold the board raised.

It is of course desirable that means be provided for disengaging the latches without necessitating leaving the rear of the barrow. The ends of the strap 19, as stated, are projected above the sills, and resting against the inner faces of these upper ends of the strap when the board is raised are levers 22 and 23, which are pivoted to the sills 5 and 6 and the rear ends of which lie adjacent to the handles of the barrow. Thus by pressing the rear ends of the levers 22 and 23 inwardly their forward ends are thrown outwardly and the latches are pressed from engagement with the sills to drop the board 15. Springs 20' will bring the forward ends of the levers 22 and 23 inwardly of the sills, so that they will be between the clamps 20 when the bottom of the barrel is brought to its normal position after being tilted. Between the rear portions of the levers and the sides of the barrow are disposed springs 20', which are to hold the rear portions of the levers normally outwardly, so that when the levers are released they move into position to lie above the sills. Thus if a load be in the barrow it is only necessary to press the levers, when the bottom of



the barrow will tilt and the load will slide down. By then drawing the barrow rearwardly all of the load will run out. The handle may then be operated to raise the bottom board into engagement with the latches and the barrow may be drawn away for another load.

Changes in the specific construction and arrangement may be made and any suitable materials and proportions may be used without departing from the spirit of the invention.

What is claimed is—

1. A barrow comprising a frame including side sills, a bottom pivoted to the sills, a handle secured to the bottom to raise the latter on its pivot, and latches carried by the bottom for engagement with the sills to hold the bottom in its operative position.

2. A barrow comprising a frame including side sills, a bottom board having pivotal connection with the sills whereby it may be tilted, latches carried by the bottom board and adapted for engagement with the sills to hold the board in its operative position, a handle upon the board for moving it into its operative position, and levers pivoted to the sills for move-

ment against the latches to disengage them and permit the bottom to move on its pivot.

3. A barrow comprising a frame including side sills having handles at one end and a supporting-wheel at the other end, a shaft journaled in the sills, a bottom board mounted on the shaft for movement into and out of the plane of the sills, a handle secured to the bottom board and extending beyond the shaft for moving the board into operative position, latches mounted on the bottom board and adapted for engagement with the sills when the board is in its operative position, and levers pivoted to the sills and lying with their forward ends adjacent to the latches when the board is raised, to move the latches from the sills, the rear ends of the levers lying adjacent to the handles of the sills.

In testimony whereof I sign my name, in the presence of two witnesses, on this 1st day of May, 1900.

HAYDEN L. CRAWFORD.

Witnesses:

M. M. STRINGER,  
W. P. LEHMANN.