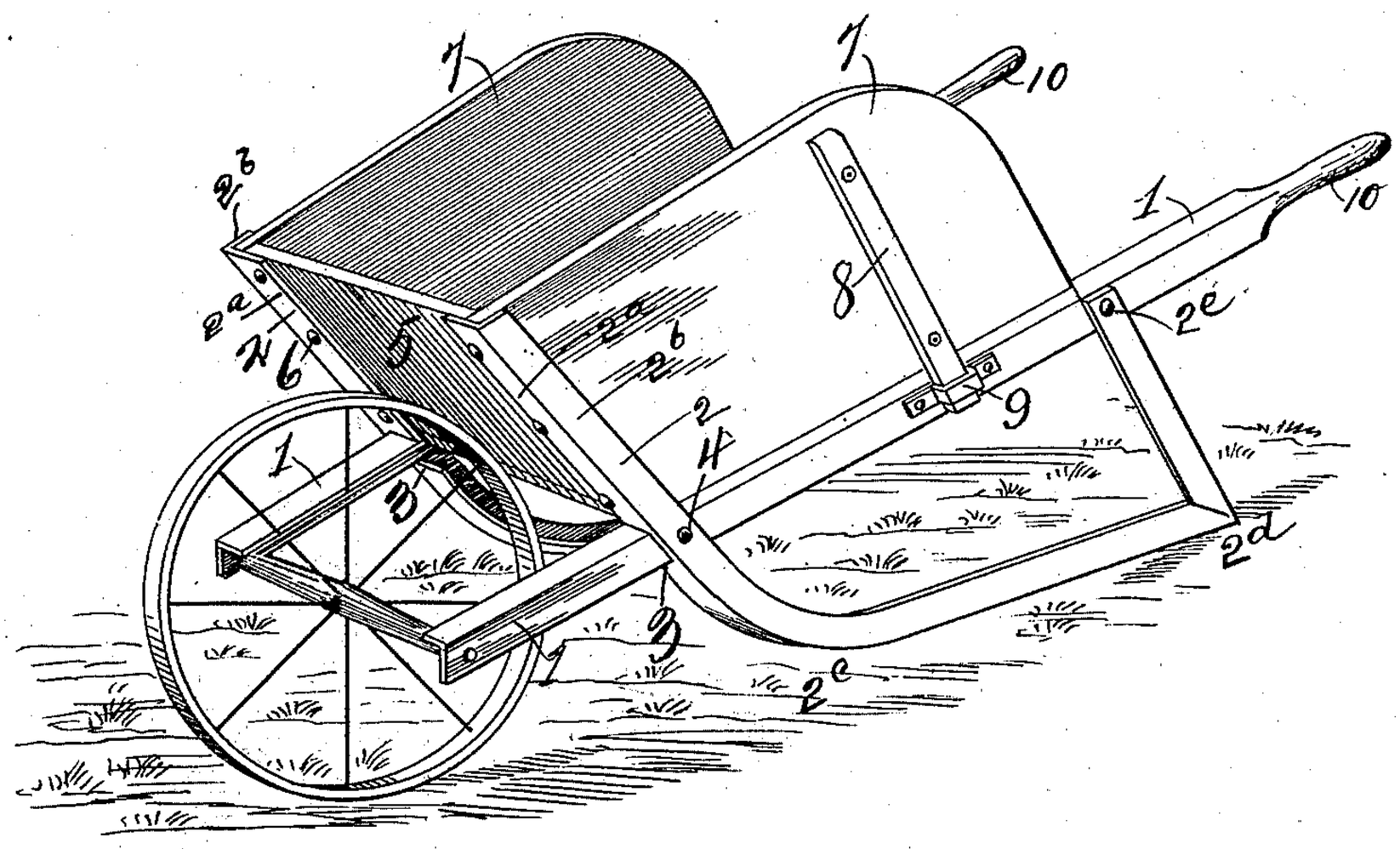
No. 686,262. Patented Nov. 12, 1901.

G. C. CONE & F. J. COOPER.

WHEELBARROW.

(Application filed July 20, 1901.)

(No Model.)



WITNESSES:

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By their Atty. Alfred Hall.

UNITED STATES PATENT OFFICE.

GEORGE C. CONE AND FRANK J. COOPER, OF TOLEDO, OHIO.

WHEELBARROW.

SPECIFICATION forming part of Letters Patent No. 686,262, dated November 12, 1901.

Application filed July 20, 1901. Serial No. 68,998. (No model.)

To all whom it may concern:

Be it known that we, GEORGE C. CONE and FRANK J. COOPER, citizens of the United States, residing at Toledo, in the county of Lucas and State of Ohio, have invented certain new and useful Improvements in Wheelbarrows; and we do 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 drawing, and to the figures of reference marked thereon, which forms a part of this specification.

Our invention relates to a wheelbarrow of the sort known as "garden-barrows," and more particularly to the parts composing the frame of the barrow, the handles, and a device for holding the removable side-boards in place, and is designed to furnish a barrow of cheap, light, and strong construction. We attain these objects by means of the devices and arrangement of parts hereinafter described, and shown and illustrated in the single figure of the accompanying drawing, which is a perspective view of our barrow ready for use.

In the drawing, 1 1 are the longitudinal bars of the frame, in which, at one end, the wheel is journaled, the other end of the bars constituting the handles. These bars are composed of angle-irons, L-shaped in transverse section, the horizontal portions being uppermost and turned inwardly toward each other.

2 2 are the side pieces of the frame and constitute the back braces, the supports for the back ends of the side-boards, and the legs of the barrow. These pieces are composed of angle-irons, L-shaped in transverse section. The flanges of these pieces are marked 2^a and 2^b, respectively. The flanges 2^a of the pieces 2 are notched with a square recess, as at 3, to receive the pieces 1. The pieces 1 and 2 are at this point secured together by bolts or rivets 4, passing through the parallel flanges of the two pieces.

The flanges 2^a of the pieces 2 are above the bars 1 disposed crosswise of the barrow, and to these flanges is secured the back piece 5 of the box or body of the barrow by means of rivets 6. Between the vertical edges of the back 5 and the web or flange 2^b of the pieces 2 is a space of just sufficient width to receive the ends of the side-boards 7. These side-boards have the usual vertical side pieces 8, the downwardly-projecting ends of which fit into the eyes or sockets 9, secured to the outer vertical sides of the handle-bars. It will be observed that by the arrangement of the back piece 5 and the two flanges of the pieces 2 a socket or recess is formed for the reception of the end of the side-board, thus dispensing with an additional strip 8 and an eye 9, which are sometimes employed, and dispensing with any of the additional pieces which have heretofore been employed for removably retaining in place the ends of the side-boards next the wheel. The pieces 2 are bent, as at 2^c, and curve downwardly and rearwardly under the handles. At 2^d the two pieces are bent upwardly at nearly a right angle, and the extremities of the pieces are secured to the handle-bars, as at 2^e, the upwardly-turned portions constituting the legs of the barrow. To permit this angular bend of the pieces 2, a V-shaped notch is cut out of each of the flanges 2^b and the sides of the notches are brought together in the same plane.

The extremities of the handle-bars opposite the supporting-wheel are formed into handles 10 by shaping the two flanges of the bars in such manner that their margins are brought together, forming a cylinder in transverse section and making convenient hand-pieces integral with the bars 1 1.

It will be seen that by the construction here shown the frame is reduced to a minimum number of parts and that the number of rivets or bolts requisite in securing the several parts in position is also reduced to a minimum.

Having described our invention, what we claim, and desire to secure by Letters Patent, is—

1. In a wheelbarrow, a frame in which the handle-bars and the side members are composed of angle-bars, L-shaped in transverse section, said side members being notched (as at 3), to receive the handle-bars, said handle-bars and side members being at this point of intersection rigidly bolted or riveted together, substantially as described.

2. In a wheelbarrow, side pieces for the

frame thereof consisting of angle-bars L-shaped in transverse section, said bars having the bends 2^c 2^d and constituting the back braces and the legs of the barrow.

3. In a wheelbarrow, a pair of side bars 2 2, said bars being of angle-iron, L-shaped in transverse section, and having the two flanges 2^a 2^b, and end board 5 secured to the flanges 2^a, the ends of the end board being removed from the flanges 2^b, whereby side-board sockets are formed between the ends of the end boards and the flanges 2^b.

4. In a wheelbarrow, a frame comprising a pair of handle-bars 1 1 and a pair of side bars, 2 2, said four members being respectively L-shaped in transverse section, said side bars having the bends 2^c 2^d, and legs for the barrow formed integral with said side bars.

In testimony whereof we affix our signatures in presence of two witnesses.

GEORGE C. CONE.
FRANK J. COOPER.

Witnesses:
M. R. FULLER,
L. E. BROWN.