

No. 702,428.

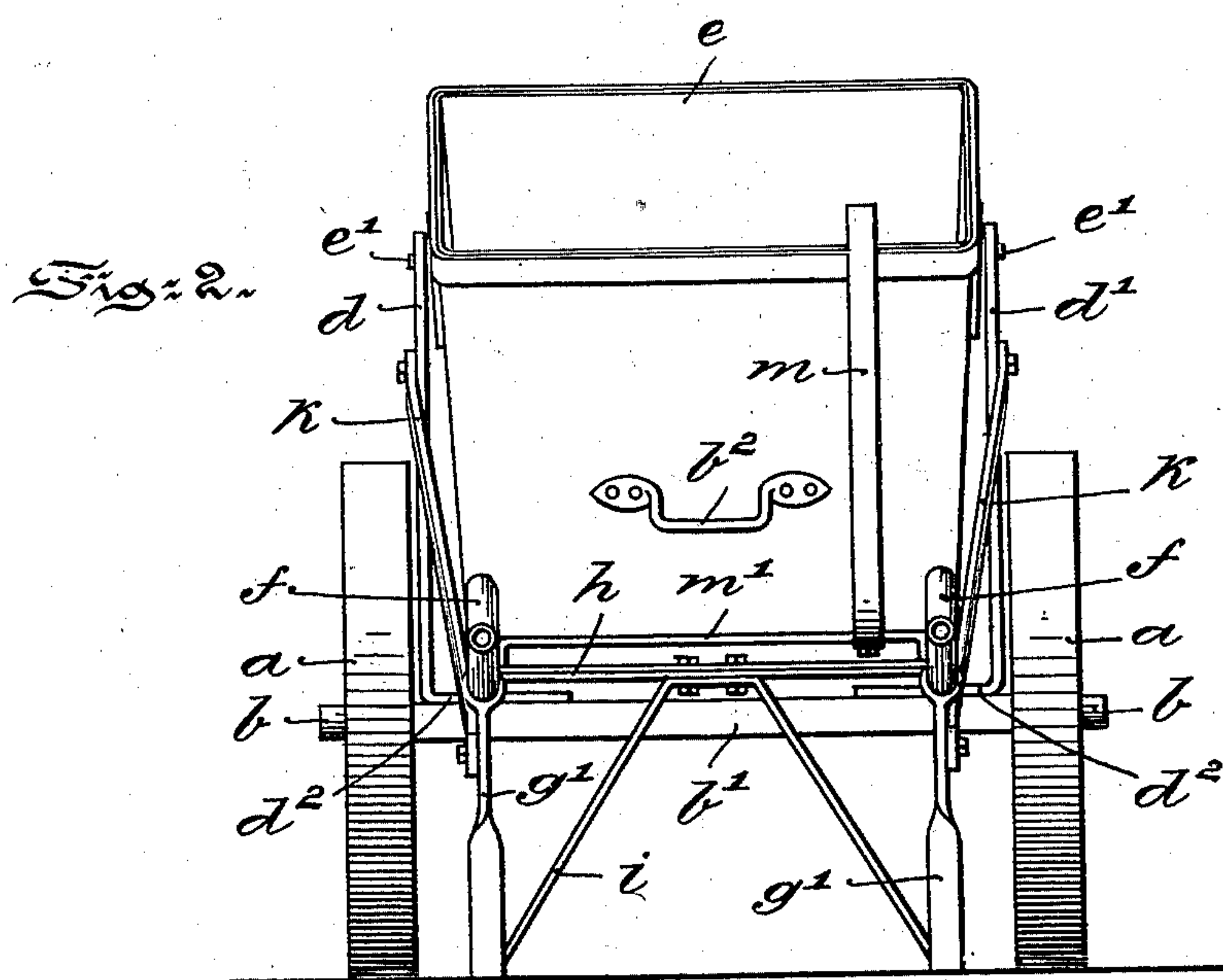
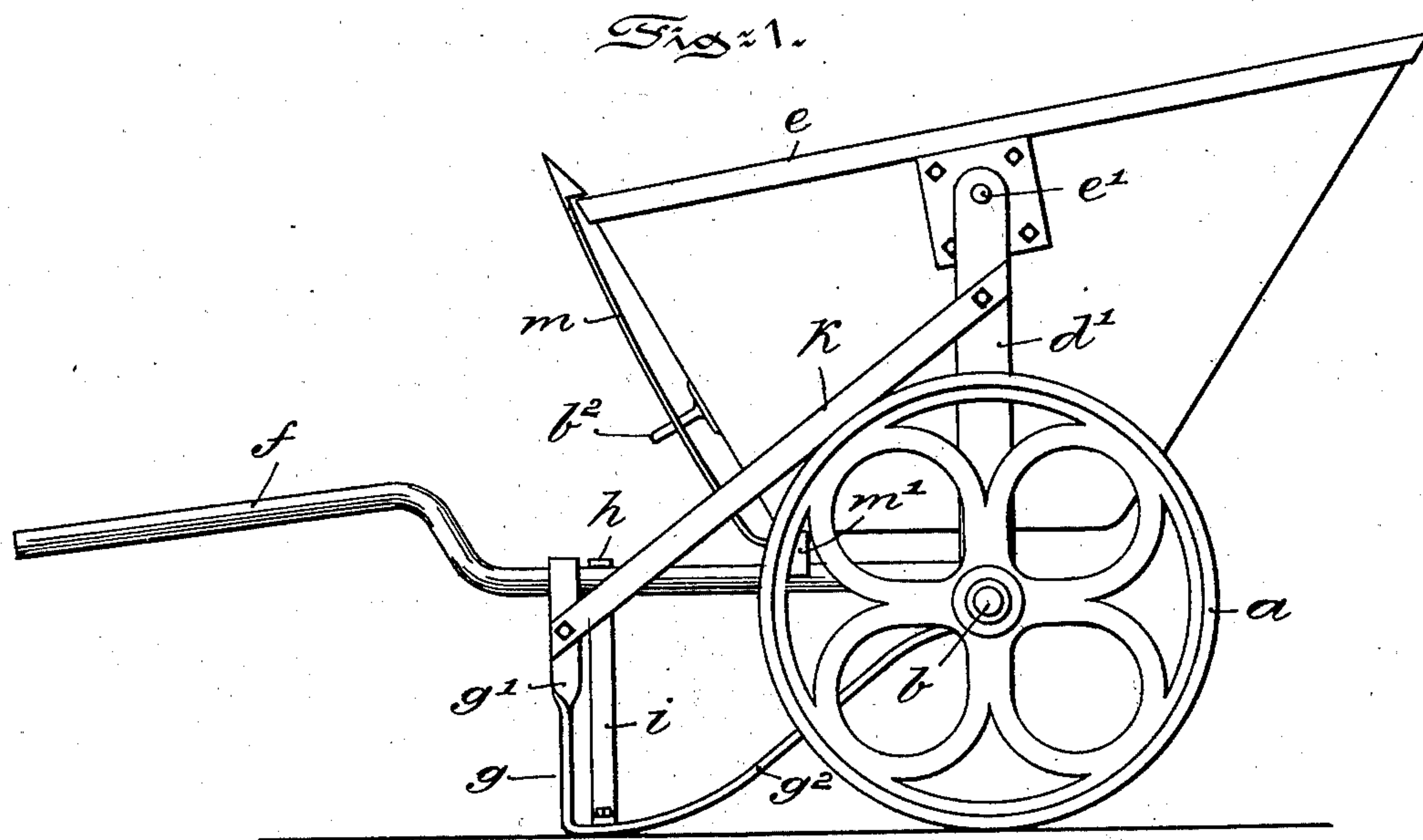
Patented June 17, 1902.

C. HEWITT.
WHEELBARROW.

(Application filed Mar. 11, 1902.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses:
Wilhelm Vogt
Thomas M. Smith.

Inventor:
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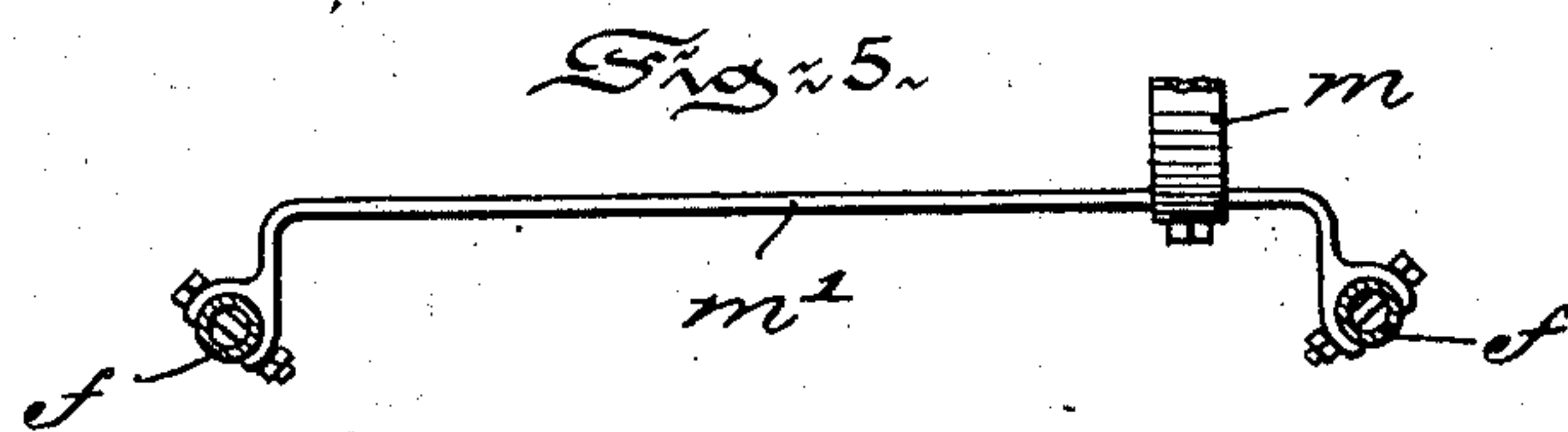
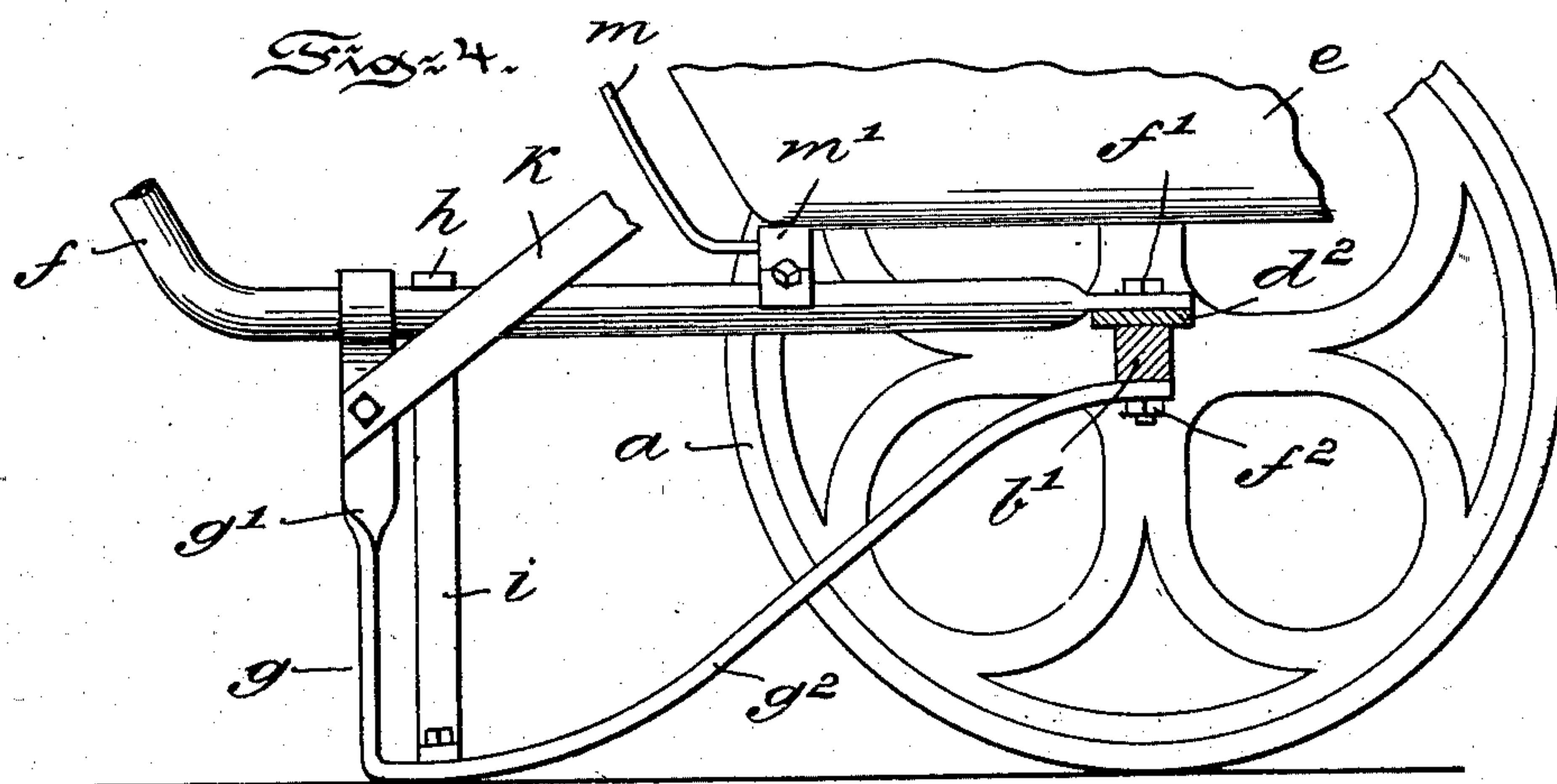
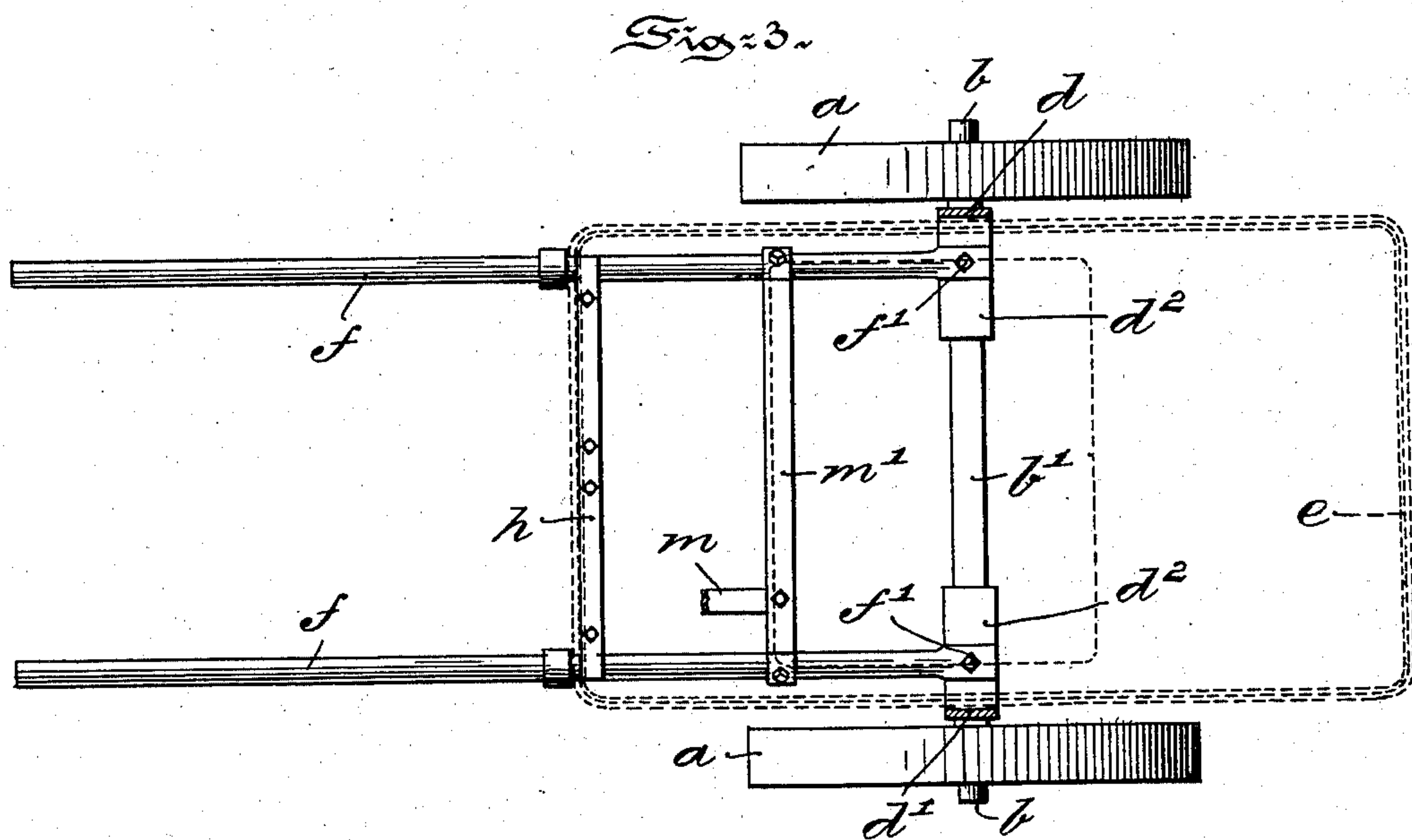
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2 Sheets—Sheet 2.



Witnesses:
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UNITED STATES PATENT OFFICE.

CHARLES HEWITT, OF PHILADELPHIA, PENNSYLVANIA.

WHEELBARROW.

SPECIFICATION forming part of Letters Patent No. 702,428, dated June 17, 1902.

Application filed March 11, 1902. Serial No. 97,690. (No model.)

To all whom it may concern:

Be it known that I, CHARLES HEWITT, a citizen of the United States, residing at the city of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Wheelbarrows, of which the following is a specification.

My invention has relation to that type or class of wheelbarrows in which all the parts are of metal, and in such connection it relates to the construction and arrangement of such a wheelbarrow.

The principal object of my invention is to provide a wheelbarrow for transporting coal and other heavy articles, in which the box of the barrow is tiltingly supported in a frame of peculiar construction and arrangement and in which the frame itself carries the wheels of the barrow.

The nature and scope of my invention will be more fully understood from the following description, taken in connection with the accompanying drawings, forming part hereof, in which—

Figure 1 is a side elevational view of a wheelbarrow embodying main features of my invention. Fig. 2 is a rear end elevational view of the same. Fig. 3 is a top or plan view, partly sectioned, of the wheelbarrow, the box being removed. Fig. 4 is a longitudinal sectional view, enlarged, of the frame of the barrow; and Fig. 5 is a detail view, enlarged, of the strap for supporting the retaining-catch for the box.

Referring to the drawings, *a a* represent the wheels of the barrow, and *b* the axle upon which said wheels rotate. The ends of the axle *b* are rounded, but the intermediate portion *b'* is preferably square in cross-section. Adjacent to the interior face of each wheel *a* is arranged a right-angled standard *d* or *d'*, the base *d²* of each standard being horizontally arranged and bolted or otherwise secured directly to the axle *b*. The vertical member of each standard *d* and *d'* projects upward to form a bearing for a trunnion or pin *e'* on either side of the box *e* of the barrow. The handles *f* of the barrow are preferably tubular, with their inner ends flattened and resting upon the base *d²* of each standard *d* and *d'*. A preferred means of securing the

inner ends of the handles *f* as well as the bases *d²* of the standards to the axle *b* is by passing bolts *f'* through the flattened ends of the handles. The bases *d²* of the standards and the square portion *b'* of the axle are illustrated in Fig. 4. The handles *f* are each braced by the side frames *g* of the barrow. These side frames are angular, with a vertical portion *g'* and an upwardly-inclined portion *g²*. The vertical portion *g'* is secured directly to one of the hollow tubular handles *f* intermediate of the ends of said handle. The inclined portion *g²* rests upon the underneath face of the axle and is preferably secured thereto by the bolt *f'* and nut *f²*. The angle of each frame *g* constitutes a foot for the entire framework of the barrow. These angular frames *g* are braced and secured to the handles to prevent lateral displacement by the following means: The two handles *f* are joined together by a horizontal strap *h*, arranged near the points where the angular frames *g* are secured to the handles. The foot or angle of each frame *g* is then connected to the center of the horizontal strap *h* by the brace-piece *i*. This piece *i* has a horizontal portion bolted or otherwise fastened to the strap *h* and from which project the outwardly-inclined legs secured to the frames *g*. The vertical member *g'* of each frame *g* is also connected to the vertical member of each standard *d* or *d'* by the inclined brace-bar *k*.

By the arrangement of the standards, side frames, handles, and connecting-braces a very strong yet light framework is provided, forming with the wheels *a a* a bearing or support for the axle *b*, as well as a support in which the box *e* may be readily tilted. To assist in tilting the box *e*, a handle *b²* is secured to the rear face or wall of the box, and to prevent accidental tilting of the box *e*, is provided a spring-catch *m*. This catch *m* projects upward from a cross-bar *m'*, which bar *m'* is bolted or otherwise secured at its ends to the handles *f*, as illustrated in Fig. 5. The upper end of the catch *m* is hook-shaped and fits over the top edge of the rear wall of the box *e*, as illustrated in Fig. 1. The cross-bar *m'* not only serves as a support for the catch *m*, but it also serves as an additional brace for the handles *f*.

Having thus described the nature and object of my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a metal wheelbarrow, an axle and wheels, 5 standards secured to said axle and arranged in vertical alinement therewith, a box pivotally secured to the upper ends of said standards and having its point of support beyond its central vertical axis, handles secured to 10 said axle, a cross-bar connected with and arranged above said handles and below the pivotal point of said box and adapted to support the same at one end thereof, a spring arm or catch secured to said cross-bar and adapted

to engage said box at its upper edge and to 15 lock the same to said cross-bar, frames secured to said handles and axle and supporting said handles and box in substantially horizontal position, and brace-bars connecting said standards and frames and adapted to 20 maintain said standards in vertical position.

In testimony whereof I have hereunto set my signature in the presence of two subscribing witnesses.

CHAS. HEWITT.

Witnesses:

J. WALTER DOUGLASS,
THOMAS M. SMITH.