

No. 855,309.

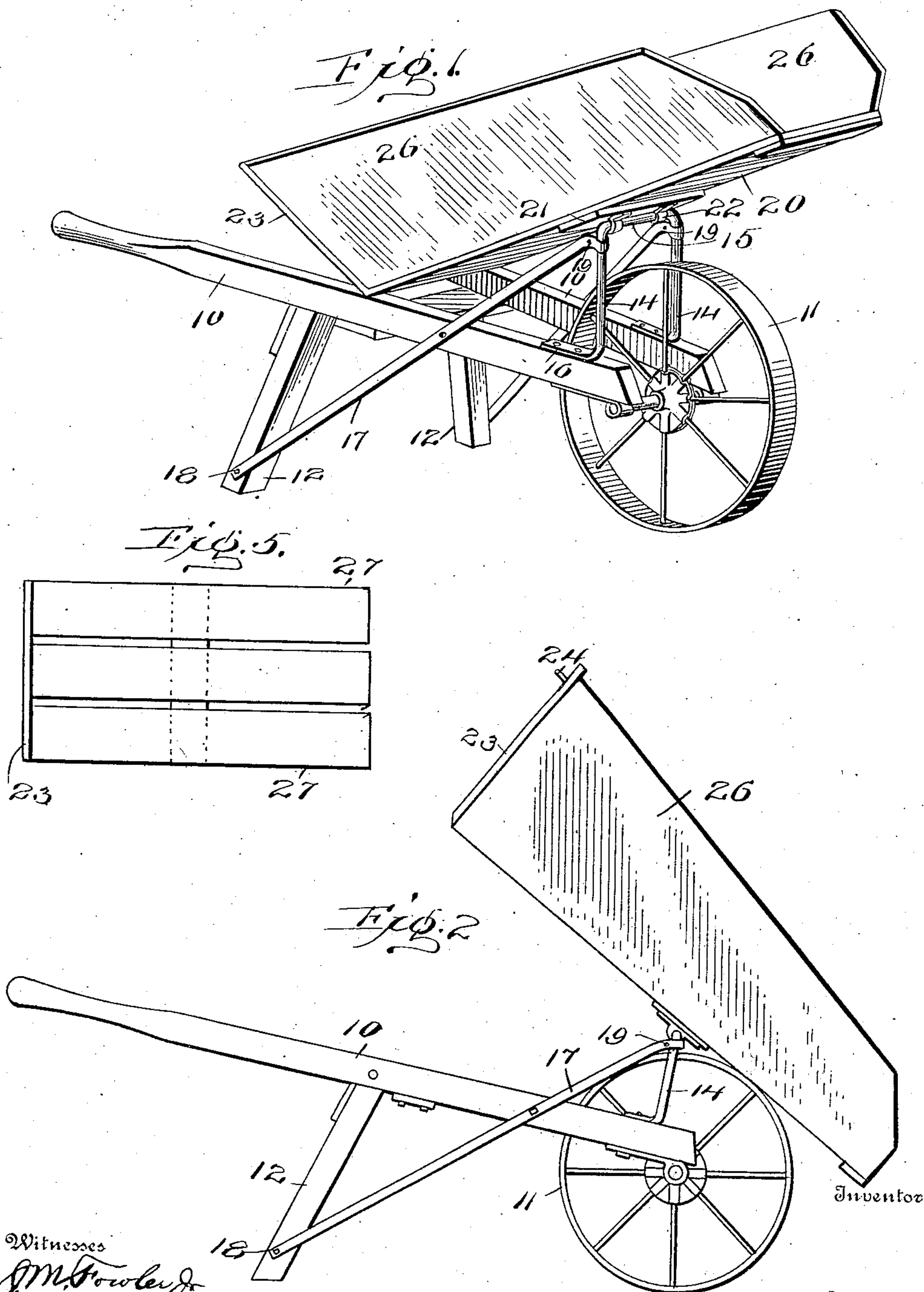
PATENTED MAY 28, 1907.

C. H. HEINEMAN.

WHEELBARROW.

APPLICATION FILED AUG. 13, 1906.

2 SHEETS—SHEET 1.



Witnesses
J. M. Fowler
L. Merrill

By *Charles H. Heineman*
Mason Furwick & Lawrence Attorneys

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2 SHEETS—SHEET 2.

Fig. 3.

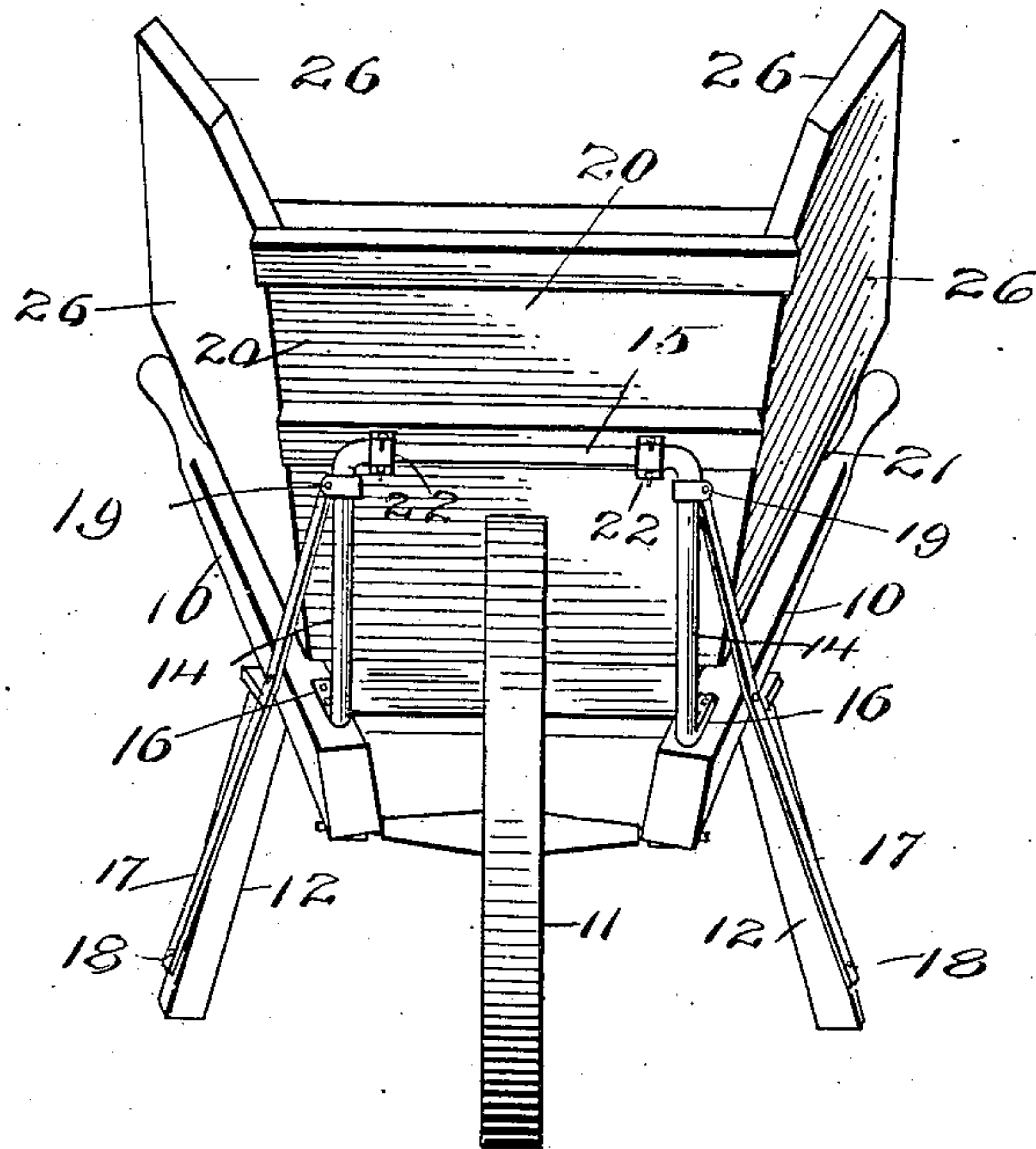
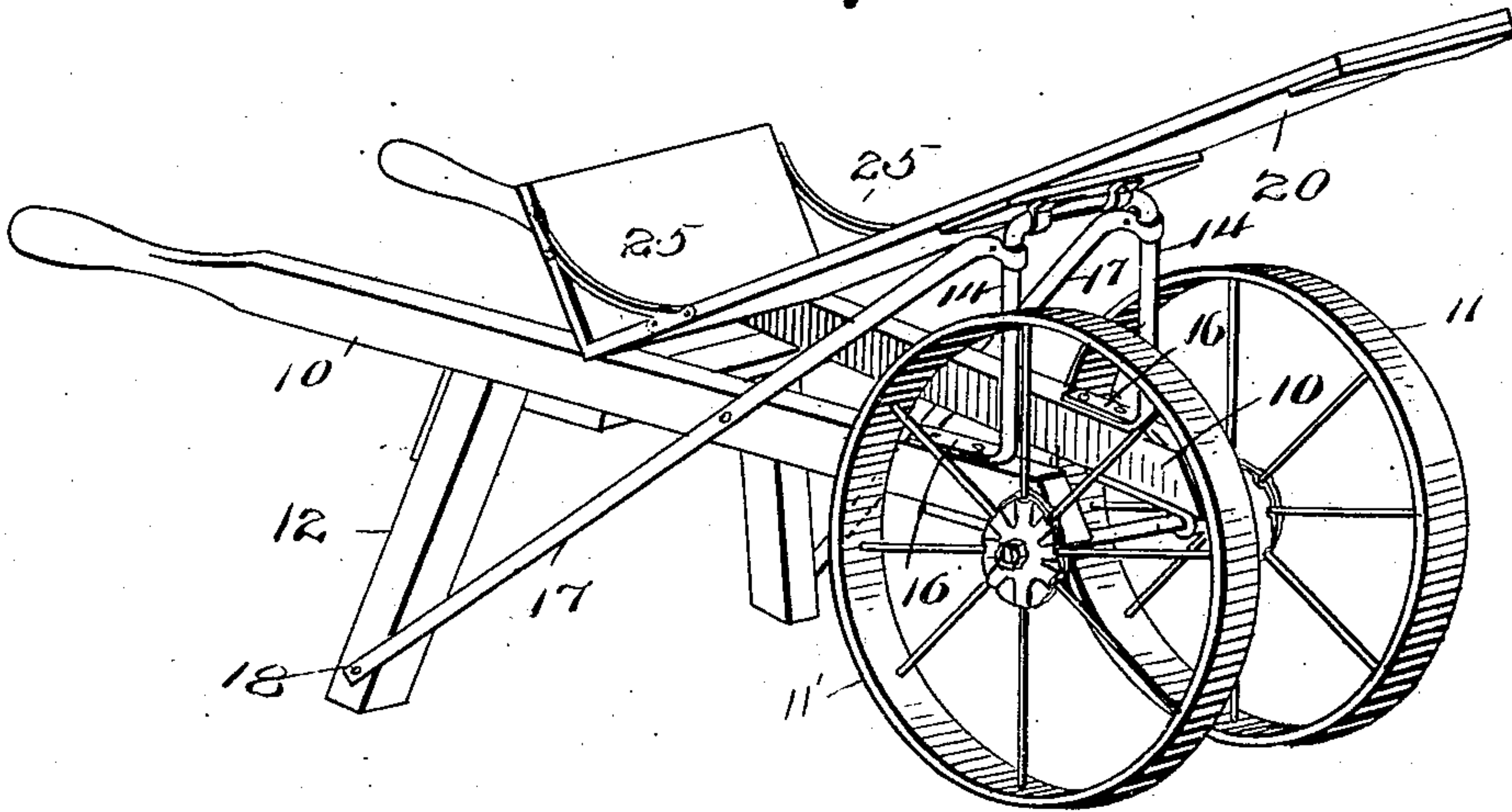


Fig. 4.



Inventor

Charles H. Heineman

Witnesses
J. M. Fowler Jr.
L. Merrill

By
Mason & Fenwick & Lawrence
Attorneys

UNITED STATES PATENT OFFICE.

CHARLES H. HEINEMAN, OF FALLS CITY, NEBRASKA.

WHEELBARROW.

No. 855,309.

Specification of Letters Patent.

Patented May 28, 1907.

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To all whom it may concern:

Be it known that I, CHARLES H. HEINEMAN, a citizen of the United States, residing at Falls City, in the county of Richardson and State of Nebraska, 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 wheel barrows, and has for an object to provide a dumping barrow of improved construction and embodying the improved features of utility, strength and convenience.

An object of the invention is to provide a dumping barrow in which the fulcrum point of the dumping body is positioned to exert the minimum weight upon the handles.

A further object of the invention is to provide a dumping barrow having a forwardly disposed wheel or wheels positioned to act as a stop and to limit the movement of the dumping body.

A further object of this invention is to provide in a wheel barrow journal bearings for the dumping body of improved form and presenting improved means for preventing the body from tipping toward either side and thereby dumping the load.

With this and other objects in view, the invention consists of certain novel constructions, combinations and arrangements of parts as will be hereinafter fully described and illustrated in the accompanying drawings, and particularly pointed out in the claims hereto appended.

Figure 1 is a perspective view of the improved barrow in loading position. Fig. 2 is a view in side elevation of the improved barrow in dumping position. Fig. 3 is a view in front elevation of the improved barrow in loading position. Fig. 4 is a perspective view of modified form of the barrow embodying a body without side pieces. Fig. 5 is a top plan view of another modification showing a body composed of longitudinally extending strips.

Like characters of reference designate corresponding parts throughout the several views.

The wheel barrow forming the subject matter of this application comprises bars or handles 10, either straight as shown in the drawings or curved to any desired curvature

and supported at the forward end by means of a wheel 11, or by a plurality of wheels as 11', and with legs or supporting struts of substantially the usual and ordinary construction disposed beneath the handles intermediate the ends.

Upon the forward end of the handles and preferably adjacent the wheel bearings is erected a bracket or supporting member 14, of any approved form and construction here shown and preferably used as a rod or pipe having a cross section 15, corresponding substantially in length to the interval between the forward ends of the handles and with up-rights formed integral or rigid with the said cross pieces and supporting said cross piece 15, above and spaced from the handles. The uprights are provided with rearwardly extending feet portions 16, in the preferred construction although it is to be understood that the invention is not limited to the specific form of supporting bar shown. The supporting bar 15 is also preferably strengthened and rigidity added by means of obliquely disposed braces 17, rigidly connected with the barrow construction at any approved point and in any approved manner, as by securing to the legs as at 18. The braces 17 extend obliquely above the handle bars 10, and are rigidly connected with the supporting bar 14, in any approved manner, as embracing the uprights and clamped thereon by means of bolts 19.

Upon the supporting bar 15, is journaled the dumping body having dumping portion 20, preferably strengthened by means of cross pieces or cleats 21. One of the cleats 21 is preferably disposed approximately at the longitudinal middle of the body bottom and transversely thereto and preferably serves as a means for journaling the body upon the support 14, which said journaling is accomplished in any approved manner as by means of clips 22, embracing cross bar 15 and rigidly secured to the middle cleat 21. The proportion of the supporting bar 14 and the proportion of the body bottom to the several parts are such that when the bottom is tilted to dumping position the end of the bottom forwardly of the middle cleat 21 rests upon the periphery of the wheel 11, and whereby the angular movement of the bottom is limited.

At the rearward end of the body is erected an end piece 23, upon which is rigidly secured a handle 24 or other means for con-

veniently manipulating the dumping body, which said end piece 23 is strengthened and rigidity added by means of brackets 25 or side pieces 26, depending upon the form of body employed.

In the form shown in Figs. 1, 2 and 3 a body is employed having side pieces for containing loose or granular material, while in the form shown in Fig. 4 no side pieces are employed on said body therein shown being designed for use in transporting heavy articles such as pig iron or castings in foundries and the like. In foundries and similar places it is also found desirable to employ two wheels as shown in Fig. 4 to prevent the barrow as a whole from tipping laterally, and it is to be understood that this invention comprehends the employment of one or more bearing wheels, as the condition of the work and the surroundings make expedient.

It is to be noted that the pivot point or journal of the dumping body is located normally almost exactly vertically above the journal bearing of the supporting wheel and that the dumping body being nearly balanced upon the supporting member relieves the handle end of the handle bars from undue weight, such weight being carried in a very large measure upon the wheel. It is to be noticed that there is sufficient difference in the capacity between the forward and rear ends of the dumping body to insure the box remaining in its normal position until intentionally thrown to dumping position either by lifting the body only as by means of the handle 24, or by lifting the rear ends of the handle bars or by suddenly stopping the barrow when in motion and by means of a jerking motion dumping the body.

In the form shown at Fig. 5 is illustrated a barrow body designed especially for trans-

porting bulky pieces or heavy articles, and preferably composed of longitudinally extending bars or any preferred form of structural iron or steel, as T-iron or angle-iron. In the form shown at Fig. 5 no cleat is employed at the forward end of the body, the body being journaled upon the centrally disposed cleat as in the other modification shown.

I claim

1. In a barrow, a wheel supported frame, uprights erected upon the frame upon opposite sides of the wheel, a cross bar supported by the uprights in parallelism with the axis of the wheel, a body disposed upon the cross bar, and with its rear end bearing upon the frame, pivoting means secured to opposite sides of the body embracing the cross bar adjacent each end, the said body being proportioned to tilt upon the cross bar and its movement to be limited by engagement with the wheel.

2. In a barrow, a wheel supported frame, spaced uprights erected upon the frame, a cross bar carried by said uprights in parallelism with the wheel axis, a platform mounted upon the cross bar in an inclined position with its rearward end the lower and in engagement with the frame, pivoting means secured upon opposite sides of the platform and embracing the cross bar adjacent opposite ends, an end plate disposed at an angle to the lower end of the platform, and bracing means disposed between the end plate and the platform.

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

CHARLES H. HEINEMAN.

Witnesses:

JOHN L. FLETCHER,
L. L. MORRILL.