A. N. FAULKNER.

WHEELBARROW.

APPLICATION FILED APR. 18, 1907.

924,547. Patented June 8, 1909.

Fig. 1.

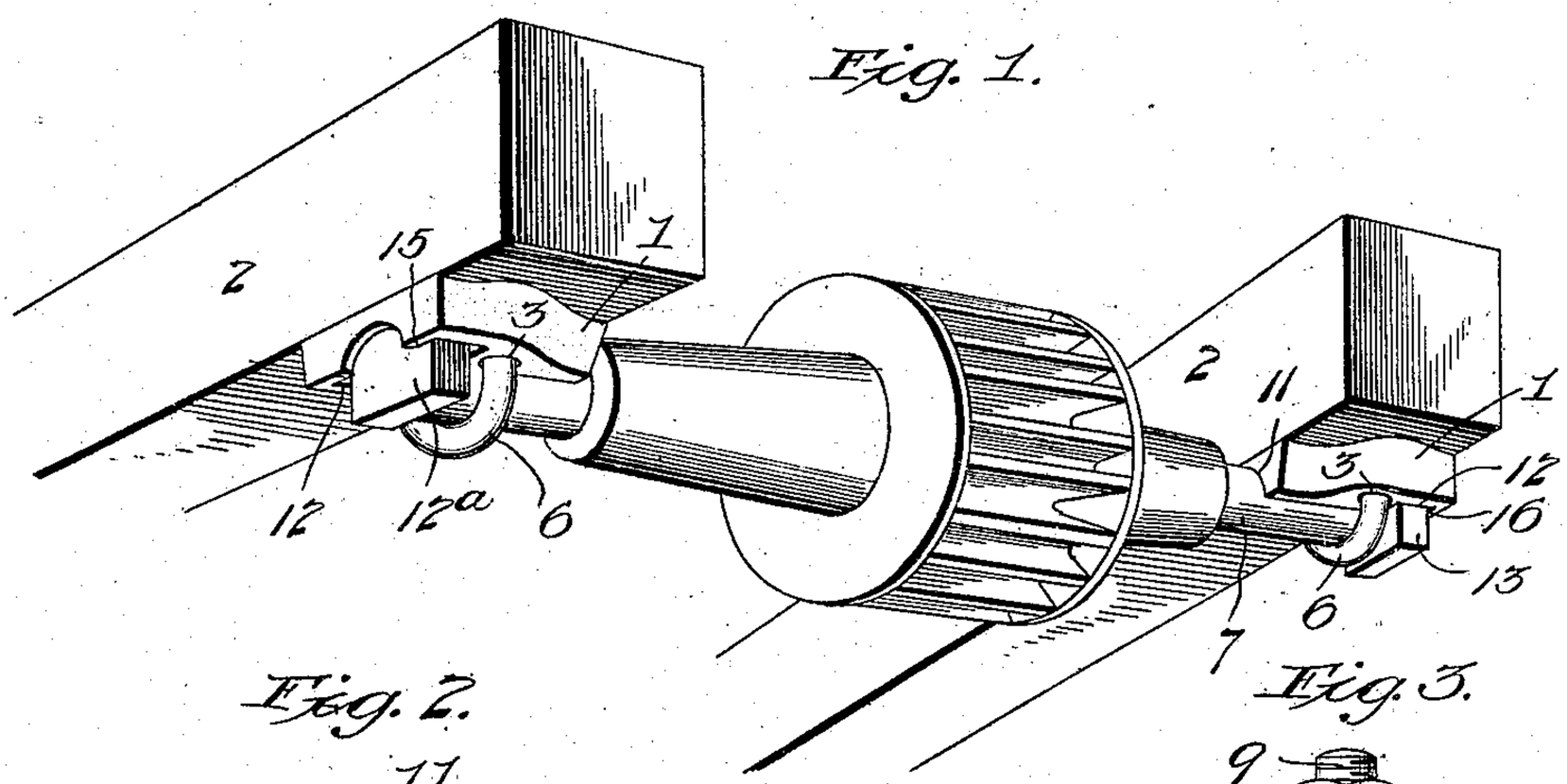


Fig. 2.

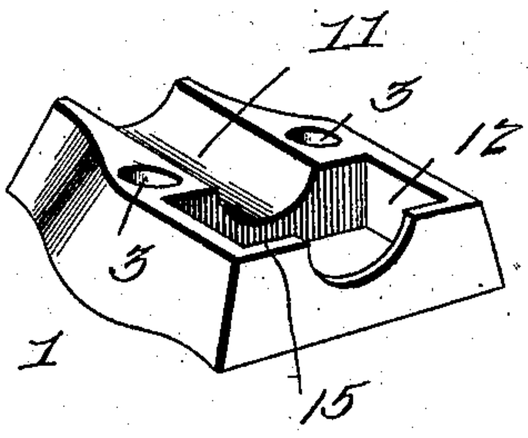


Fig. 3.

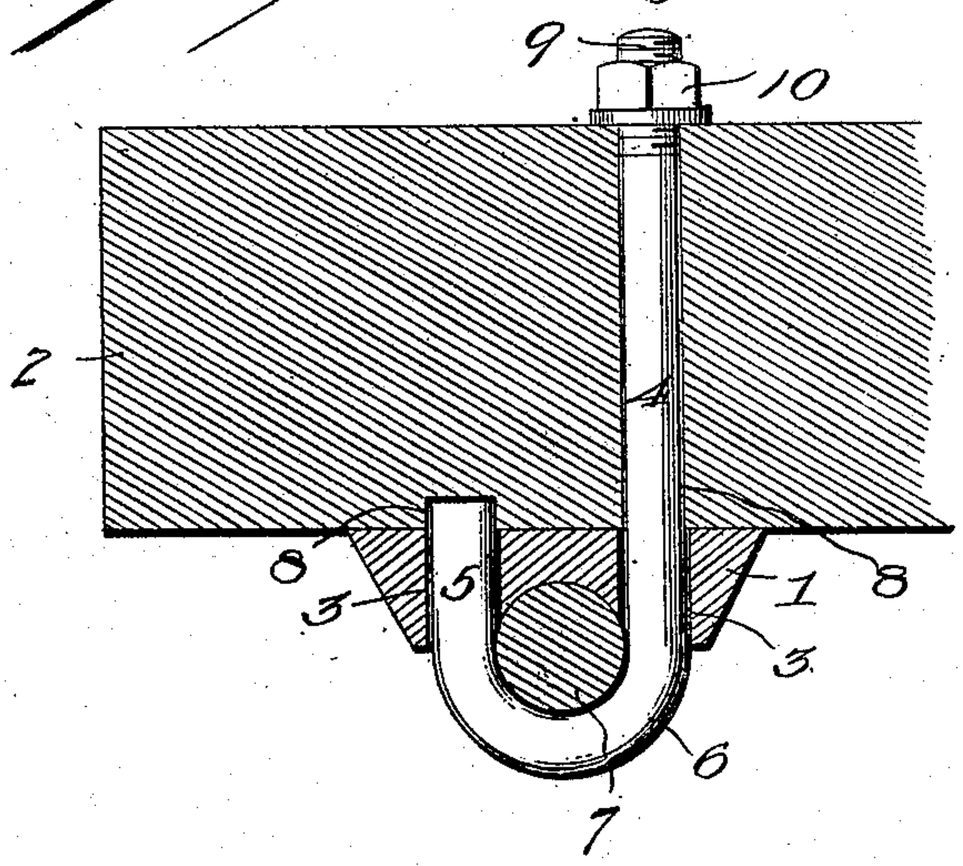


Fig. 4.

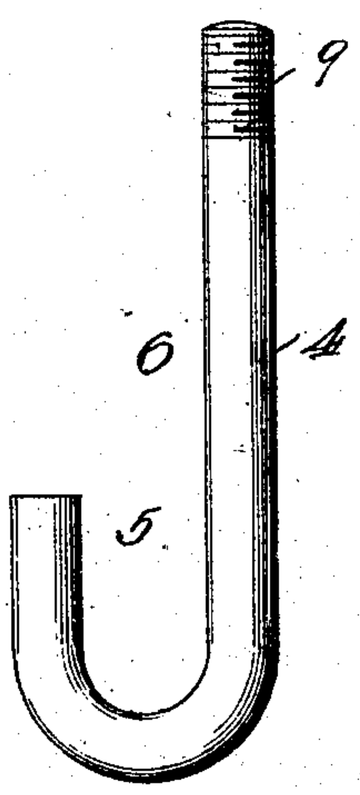
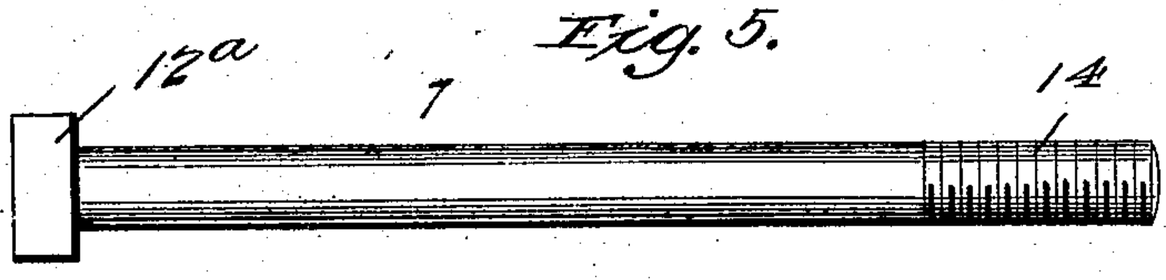


Fig. 5.



Witnesses

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WHEELBARROW.

No. 924,547. Specification of Letters Patent. Patented June 8, 1909.

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To all whom it may concern:

Be it known that I, ALBERT N. FAULKNER, subject of the King of Great Britain and Ireland, residing at New York city, in the county of New York and State of New York, have invented certain new and useful Improvements in Wheelbarrows, of which the following is a specification.

This invention relates to improvements in wheelbarrows, and more particularly to an improved means for attaching the wheel to the barrow sills or frame.

It is appreciated that in the construction of wheelbarrows, it is highly desirable to give the hub a long bearing, or so construct it that it turns on the axle, instead of so mounting the axle and hub as to necessitate the turning of the axle, and the construction about to be described is one wherein the axle is held stationary and the hub given a long bearing thereon.

The primary object of my invention is to provide a construction in which the sills or side pieces of the barrow frame are firmly yoked together at their forward ends, so that in dumping the barrow, the strain will not be upon one sill or arm, but evenly distributed between the two. In constructions where the sills are not locked together, a very considerable strain is brought upon one of the sills in dumping the barrow, which strain ultimately tells by the breakage of the sill adjacent to the tray of the barrow.

A further object is to provide a construction in which an ordinary machine bolt is used as an axle. This is highly desirable when it becomes necessary to make repairs or substitute a new axle for one that has become worn, and a still further object is to so construct the bearing plates, or castings and yoke bolts for securing them and the axle to the sill, that the parts may be quickly assembled for use, and taken apart, as the exigencies of the case may require.

The device about to be described is simple and extremely durable, as well as cheap to manufacture.

The construction of the plates or castings in which the axle is mounted, is such that a bearing for the axle is formed and at the same time a recess for the bolt head on the one side and the nut on the other is provided, whereby the axle is prevented from turning or moving laterally, the lock against lateral movement being such that the sills are locked firmly together and the strain divided between them in dumping the barrow.

In the drawings:—Figure 1 is a perspective view of the front ends of the barrow sills, showing my improved means for attaching the axle, the hub being shown thereon; Fig. 2 is a perspective view of one of the plates or castings in which the stationary axle has a bearing; Fig. 3 is a vertical section through the end of the sill and plate or casting showing the manner of holding the said plate or casting and axle in place by the yoke bolt; Fig. 4 is a side view of the yoke bolt; and Fig. 5 is an elevation of the axle.

Referring to the drawings, the numeral 1 designates the castings or plates, which are flat on their upper faces and rest one each against the sills 2 of the barrow frame. These castings are provided with two oppositely disposed holes 3, for the passage of the shank 4 and the up-turned ends 5 of the yoke bolts 6. The yokes of the bolts engage the axle 7 of the barrow and extend a suitable distance into sockets 8 provided in the sills 2, whereby the castings or plates are held firmly in place and the bolts prevented from turning. However, the yoke bolts may have two legs of equal length, which may extend entirely through sills, where at their upper ends they may receive the usual nuts. However, I prefer the construction shown, wherein the bolts are provided with single shanks threaded as indicated at 9 for the reception of nuts 10 by which the plates are held to the sills and the axle held in the plates. Each plate or casting is provided with a semi-circular recess 11, in which that part of the axle adjacent to the hub ends rests. This recess runs into rectangular recesses 12, in which the bolt or axle head 12^a, and the nut 13 on the opposite threaded end 14, are seated, as clearly shown in Fig. 1. Thus, it will be seen that these recesses 12, not only serve as nut-locks, but their side walls 15 and 16 fit against the axle head and nut and prevent lateral movement of the axle and the plates or castings being held stationary upon the sills, the strain in dumping the barrow is evenly divided between the sills and said sills rendered practically unbreakable.

Should the bolt which forms the axle become worn, it is only necessary to remove the yoke bolts when a new axle may be readily put in place.

Claims.

1. In a wheelbarrow, the combination with the sills thereof, said sills being provided on their under surfaces with means having depressions therein, of an axle having a squared enlargement on the end thereof adapted to be received in said depressions, whereby the axle is prevented from turning or moving laterally, and means for attaching said axle to the sills.

2. In a wheelbarrow, the combination with the sills thereof, said sills being provided on their under surfaces with means having seats therein, of an axle having a squared enlargement or head on each end thereof adapted to rest in said seats, whereby the axle is prevented from turning or moving laterally, and means for attaching the axle to the sills.

3. In a device of the character described, an axle having a squared head on each end thereof, a plate attached to each barrow sill and formed with depressions or seats for the heads on the axle, whereby the axle is prevented from turning or moving laterally, and means for securing the plates and axle firmly to the sills.

4. In a device of the character described, an axle having an enlargement or head on each end thereof, a plate attached to each barrow sill, and formed with depressions or seats for the heads on the axle, whereby the axle is prevented from turning or moving laterally, yoke bolts embracing the axle at each end and adapted for attachment to the sills, whereby the plates and axles are firmly attached to said sills.

5. In a device of the character described, an axle having a head on each end thereof, a plate attached to each barrow sill and formed with depressions or seats therein into which the heads of the axle are adapted to enter, said plates being also formed with depressions in which the ends of the axle rest, and means for attaching the plates and axle to the sills.

6. In a device of the character described, in combination with barrow sills, each having a perforation extending entirely therethrough, and a socket in each sill adjacent to the perforation, an axle having a head on each end thereof, a plate carried by each barrow sill and formed with a depression or seat for the heads of the axle, whereby the axle is prevented from turning or moving laterally, a yoke bolt, whose lower portion embraces the axle, with one end in the socket in the sills and the other passing through the perforation therein, where at its upper end it is provided with a suitable nut, whereby plates and axle are securely attached to the sills, and the bolts prevented from turning.

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

ALBERT N. FAULKNER.

Witnesses:

CHAS. F. KREISL,

ALBERT FRISKMANN.