

(No Model.)

W. G. McGUIRE.  
WHEELBARROW.

No. 366,334.

Patented July 12, 1887.

Fig. 1.

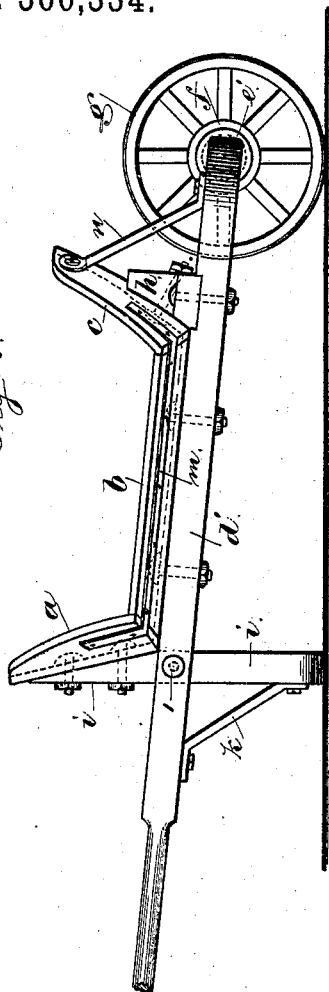
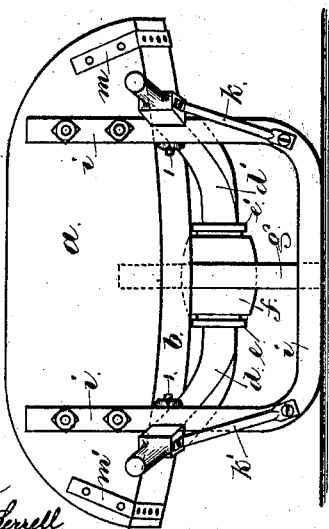
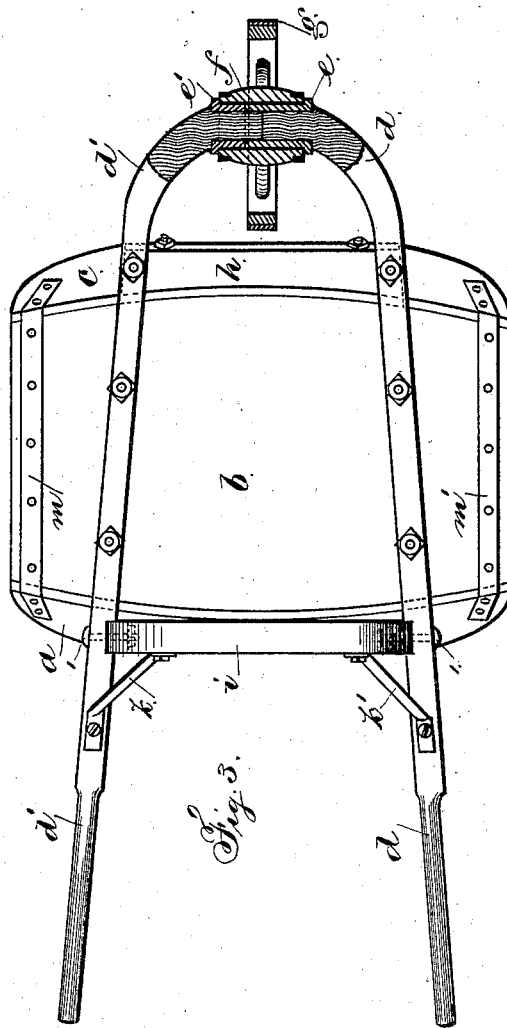


Fig. 2.



Witnesses  
Harold Serrell  
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Fig. 3.



Inventor  
William G. McGuire  
per Lemuel W. Serrell atty.

# UNITED STATES PATENT OFFICE.

WILLIAM G. MCGUIRE, OF CHARLESTON, SOUTH CAROLINA.

## WHEELBARROW.

SPECIFICATION forming part of Letters Patent No. 366,334, dated July 12, 1887.

Application filed March 24, 1887. Serial No. 232,228. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM G. MCGUIRE, of Charleston, in the county of Charleston and State of South Carolina, have invented a new and useful Improvement in Wheelbarrows; and the following is declared to be a description of the same.

In wheelbarrows of wood, as usually constructed, there is considerable side strain in carrying and dumping a load, which tends to work loose the joints of the wooden frame and strain the barrow out of shape.

My invention is designed to obviate the above-named difficulty; and the same consists in the wooden handles or side bars of the wheelbarrow having forward ends bent to about a quarter-circle, and which ends are received within flanged tubes of metal which form a bearing or axle for the hub of the wheel to revolve upon, and also in the support or legs of the barrow, consisting of a bent piece of wood bolted to the handles or side bars and body, and having braces to the handles. I also provide a cross-piece connecting the handles or side bars forward of the body of barrow, and braces connecting the forward portion of the side bars with the body of the barrow.

In the drawings, Figure 1 is a side elevation of the wheelbarrow. Fig. 2 is an end view of the same; and Fig. 3 is an inverted plan of the wheelbarrow, the wheel and its axle being in section.

The body or scoop of the wheelbarrow is shown as made of three pieces of wood, *a b c*, in the usual manner. The handle or side bars, *d d'*, are made round at the ends to be grasped by the hands, and the forward ends are bent into about a quarter-circle toward each other, and the extreme ends are rounded and are received into the flanged metal tubes *e e'*, which tubes form an axle receiving the hub *f* of the wheelbarrow-wheel *g*, and said wheel revolves upon said tubes. These tubes *e e'* are of different lengths, the longer one, *e*, fitting the rounded extreme end of the side bar *d*, and projecting beyond the end to form a socket to receive part of the rounded extreme end of the side bar *d'*. These rounded extreme ends of the side bars are firmly driven and wedged into the tubes *e e'*, so that said tubes will not revolve. The cross-piece

*h* is bolted at or near its ends to the side bars, *d d'*, and serves to hold their rounded ends rigidly together.

The supports or legs of the wheelbarrow consist of a piece of wood, *i*, bent into a U shape, as shown in Fig. 2, and the same is bolted to the handles or side bars, *d d'*, by bolts *l*, and the upper ends of the same extend above the handles and are fastened to the body of the wheelbarrow, and the lower central portion is straight to rest upon the ground, and there are rounded corners between the lower central portion and the up- right side portions, and there are braces *k k'* extending from the underside of the bars *d d'* to the lower portion of the support *i* to strengthen and stiffen the parts.

The pieces of bent wood *a b c*, forming the body or scoop of the barrow, are held together in part by the metal straps *m m'*, secured upon their under sides, and the piece *a* is inclined and bolted to the beveled upper ends of the support *i*, the piece *b* is bolted to the side bars, *d d'*, and the inclined forward piece, *c*, is bolted to the cross-piece *h*, and there are braces *n*, connecting the upper portion of the piece *c* with the forward portions of the side bars, *d d'*.

The support *i*, of bent wood, assists in making the frame-work of the wheelbarrow very stiff and rigid, and the bent corners of said support make it possible to tip the barrow very easily over sidewise in dumping its contents.

I claim as my invention—

1. The combination, with the body of the wheelbarrow, of the handles or side bars, *d d'*, having quarter-circle bends at their forward ends, and the metal tubes *e e'*, into which said ends enter, the cross-piece *h*, and wheel *g*, having a hub, *f*, surrounding the tubes *e e'*, the bent U-shaped support *i*, and braces *n* and *k k'*, substantially as set forth.

2. The combination, in a wheelbarrow, with the side bars, *d d'*, having quarter-circle bends at their forward ends, of the flanged metal tubes *e e'*, into which the extreme rounded ends of the bars *d d'* are received, and wheel *g*, having a hub, *f*, substantially as specified.

3. The combination, with the body, side bars, and wheel, of a support consisting of a single bent piece of wood, *i*, the upper ends of which

extend above the handles, and are fastened to the same and to the body, the lower central portion being flat to rest upon the ground and having rounded corners, substantially as set  
5 forth.

4. The combination, with the body, wheel *g* and its bearing, and cross-piece *h*, of the bent support *i*, and the side bars, *d d'*, the forward ends of which side bars have quarter-

circle bends, and meet within the bearing or to axle of the wheel *g*, substantially as specified.

Signed by me this 14th day of March, A. D. 1887.

WM. G. MCGUIRE.

Witnesses:

H. W. KRIETE,

J. J. MILES.