(No Model.)

G. W. THOMAS.

METHOD OF PACKING WHEELBARROWS FOR SHIPMENT.

No. 343,261 Patented June 8, 1886.

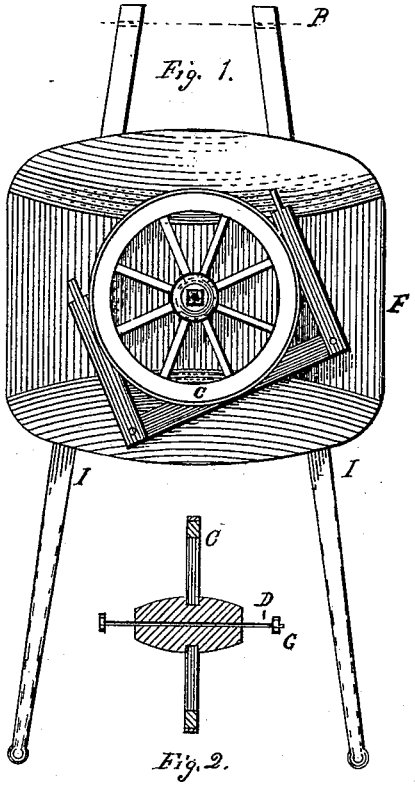

Fig. 1.

Fig. 2.

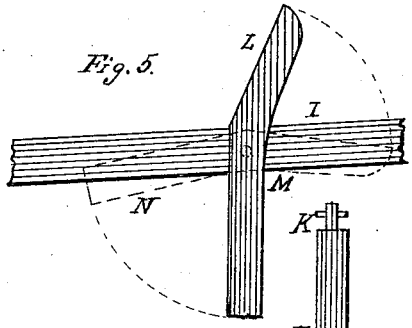

Fig. 5.

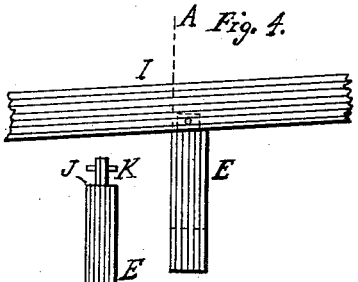

Fig. 4.

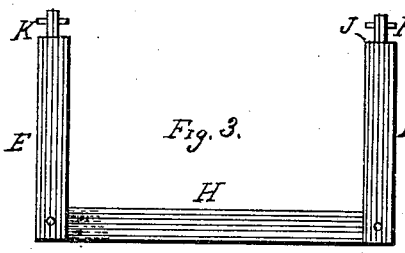

Fig. 3.

Witnesses.
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UNITED STATES PATENT OFFICE.

GEORGE W. THOMAS, OF TOLEDO, OHIO.

METHOD OF PACKING WHEELBARROWS FOR SHIPMENT.

SPECIFICATION forming part of Letters Patent No. 343,261, dated June 8, 1886.

Application filed December 14, 1885. Serial No. 185,568. (No model.)

To all whom it may concern:

Be it known that I, GEORGE W. THOMAS, a citizen of the United States, residing at Toledo, in the county of Lucas and State of Ohio, have invented a new and useful Improvement in Packing Wheelbarrows for Shipment, of which the following is a specification.

My invention relates to the preparation for shipment of that class of wheelbarrows known as "canal" or "railroad" barrows, and more especially to the new class of barrows of this variety which have a hollow hub-wheel which revolves about or upon a stationary bolt or axle, said axle being in most cases a common headed bolt with a threaded nut at one end; and the nature of my invention consists in removing, for packing and shipping purposes, the wheel and axle-bolt, and in some cases the legs, from their normal positions, and in so disposing of the said parts within the tray of the barrow as that they shall be compact and secure against breakage, and this without the addition of expensive bars, crates, and boxes. I attain these objects by the mechanism illustrated in the accompanying drawings, in which—

Figure 1 is a top view. Fig. 2 is a vertical section of the wheel and axial bolt, taken on line B, Fig. 1. Fig. 3 is an enlarged view of the tenoned leg-frame, showing the cross-bar which connects the legs together, taken on line A, Fig. 4. Fig. 4 is an enlarged side view of the tenoned leg-frame and a portion of the hand-rail. Fig. 5 is an enlarged side view showing a portion of the hand-rail and a pivoted leg, which leg has an extended top answering for a tray-support.

Similar letters refer to similar parts throughout the several views.

In Fig. 1 is shown a top view of the barrow as it appears when packed ready for shipment, having the wheel C, bolt D, and legs E secured within the tray F.

In Fig. 2 is shown a section of the wheel C, with its axial bolt D passing through the center of the hub.

In order to secure the wheel C within the tray, as shown in Fig. 1, the axial bolt D is passed through both the wheel and the floor F of the tray, (a hole having first been bored in the said floor F,) and fastened with the nut G, (put on the bolt in the ordinary manner.) I do not, however, confine myself to the use of this special bolt as a fastening for the parts packed within the tray, as another equivalent bolt will answer as well for this purpose without changing the nature of my improvement.

In Fig. 3 is shown the construction of the tenoned legs which are ordinarily used with this class of barrow.

The legs E E are put together in pairs and connected by means of a cross-bar, H, and are attachable to the handle-rail I, as shown in Fig. 4, by means of tenons J and pins or bolts K.

The method of shipping a barrow having this form of leg, Figs. 3 and 4, is as follows: The legs E E are removed from the handle-rail I and placed in the tray beneath the wheel C, as shown in Fig. 1, and the fastening hereinbefore described, which secures the wheel to the tray F, also securely fastens the legs E E beneath the wheel to the floor of the tray.

In some cases barrows of this class are constructed with another style or form of leg, (shown at L in Fig. 5,) which leg extends above the handle-rail I and forms a support for the tray F, and is attached to the handle-rail I by means of bolts L in such a manner as to admit of the leg L being turned to the position shown by the dotted lines N in said figure. When these legs are thus turned, they need not, for the purpose of shipping, be removed from their attachment to the hand-rail I, and it only becomes necessary to remove the wheel C from its normal position and secure the same to the floor of the tray, as hereinbefore described.

Having described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The herein-described method of preparation for shipping a canal or railroad wheelbarrow, which consists in securing the wheel C within the tray and through the floor F of the said tray by means of a bolt, substantially as shown and described.

2. The herein-described method of preparation for shipping a canal or railroad wheelbarrow, which consists in securing the wheel C and the leg-frame E E together within the tray and through or to the floor F of the said tray, substantially as shown and described.

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