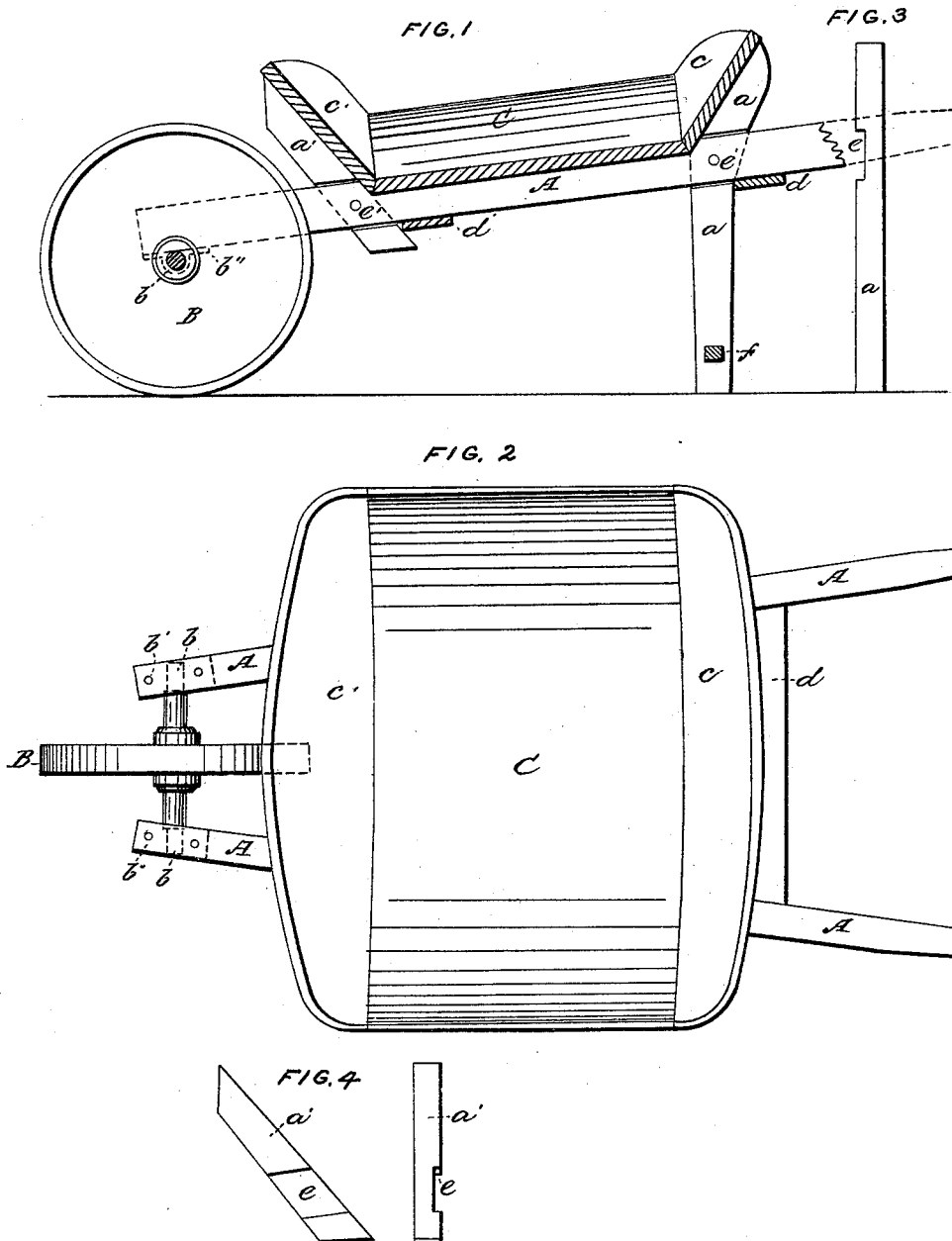


J. ENNIS.
Wheelbarrow.

No. 108,341.

Patented Oct. 18, 1870.



WITNESSES:
Henry R. Mudgett
P. E. Wilson

INVENTOR:
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By A. Crawford
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United States Patent Office.

JAMES ENNIS, OF COLUMBUS, GEORGIA.

Letters Patent No. 108,341, dated October 18, 1870.

IMPROVEMENT IN WHEELBARROWS.

The Schedule referred to in these Letters Patent and making part of the same.

I, JAMES ENNIS, of Columbus, in the county of Muscogee, in the State of Georgia, have invented certain Improvements in Wheelbarrows, of which the following is a specification

The object of my invention is to simplify, strengthen and cheapen the construction of railroad wheelbarrows; and

It consists in the construction of the braces that give the shape and support the front and back-boards of the barrow-box, and at the same time support the hand bearers at their back or hand ends.

In the drawing—

Figure 1 is an upright sectional view of the barrow and its parts;

Figure 2 is a plan or top view;

Figure 3 is an edge view of the supporting leg; and

Figure 4 is a side and edge view of the forward braces that support the forward board of the barrow-box.

Heretofore, barrows have been made having the supporting legs, and braces or cleats that hold the forward and back-board of the box, attached to the hand bearers by means of a mortise in the hand bearer and a tenon on the brace, thus tending to weaken the main parts of the barrow; but by my method of constructing the frame of the barrow, this liability to weaken the hand bearer is entirely obviated, as none of the wood of that part is cut away that in any way weakens it.

A A are the common hand bearers, and are supported in the usual way at their forward ends by means of the journal-boxes *b b*, bearing upon axle-bearings *b b* of wheel B.

C is the usual bent bottom.

c is the back, and

c' is the front-board of the box of the barrow; the three pieces completing the box.

d d are the lateral girts that hold the two hand bearers in horizontal position.

a a are the two legs that support the hand bearers back of the wheel, and form the braces that support the back-board of the box.

a' a' are the forward braces that support the forward board of the box, or the legs and braces may be bent to form the angle and hold the box.

The legs *a a* and braces *a' a'* are notched, or a portion cut out of one side to fit upon the side of the hand bearer, and at the proper angle, as seen in figs. 3 and 4; and when put in place upon hand bearers A A, are secured thereto by means of screw-bolts *e e*, or wood-screws of sufficient strength may be used instead of the screw-bolts.

f is a brace between the legs *a a*, and prevents any lateral strain from injuring them.

By this construction of the legs and braces, none of the wood of the hand bearers is cut away, and their full strength remains, as nothing is cut by mortising to weaken the hand bearer, as only a small bolt-hole, which is filled with a closely-fitting screw-bolt, is made in the hand bearer; but the strain of the legs and braces is put upon the shoulders of the notches that bear upon the top and under sides of the hand bearers.

The back braces are a part of the supporting legs, as a single piece of plank forms the leg and brace.

This barrow is cheap, made of fewer parts, is stronger, and not liable to get out of order, and can be, when out of order, easily repaired.

Having thus described my invention,

What I claim, and desire to secure by Letters Patent, is—

The wheelbarrow herein above described, when the legs *a a*, and braces *a' a'*, are constructed and attached to the hand bearers A A in the manner and for the purpose shown.

JAMES ENNIS.

Witnesses:

JNO. A. FRAZER,
T. A. DOUGLASS.