(No Model.) 2 Sheets—Sheet 1.

J. ANNIN.

WHEELBARROW.

No. 355,245. Patented Dec. 28, 1886.

fig. 1.

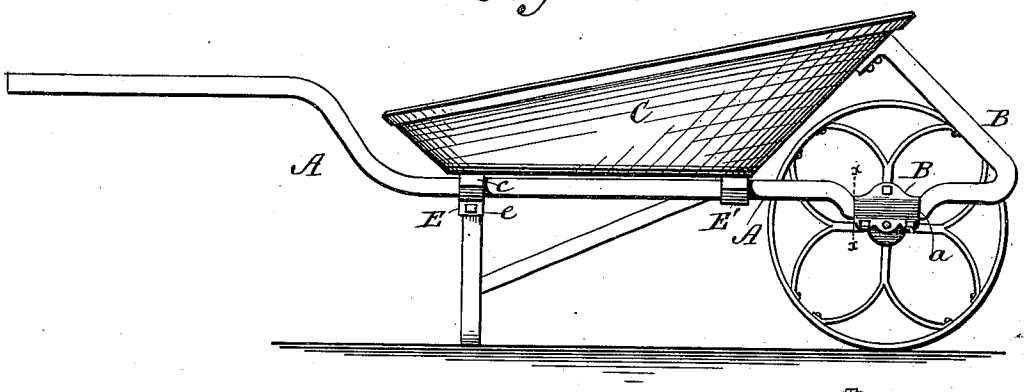
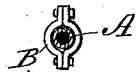
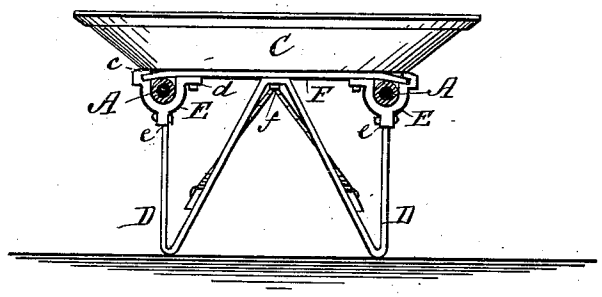


fig. 2.





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(No Model.) 2 Sheets—Sheet 2.

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Fig. 3.

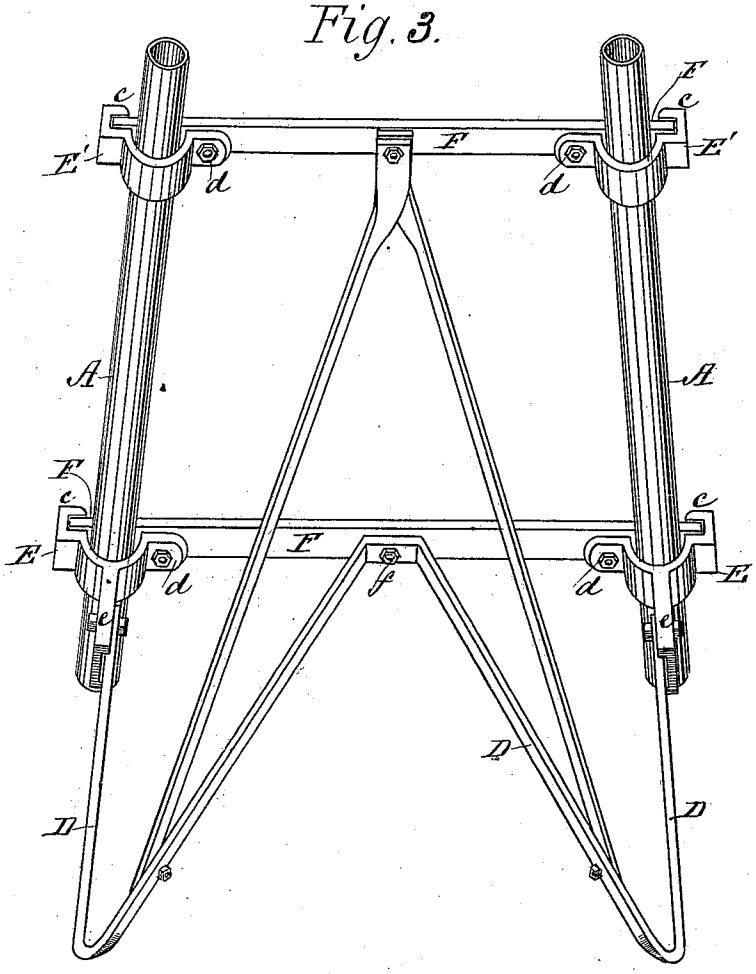


Fig. 6.

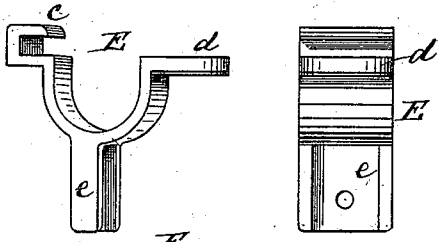
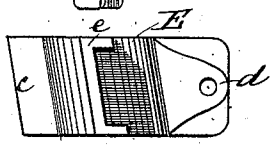


Fig. 4.

Fig. 5.



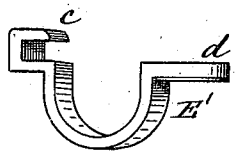


Fig. 7.

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JOSEPH ANNIN, OF BROOKLYN, NEW YORK.

WHEELBARROW.

SPECIFICATION forming part of Letters Patent No. 355,245, dated December 28, 1886.

Application filed April 15, 1885. Serial No. 162,354. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH ANNIN, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Wheelbarrows, of which the following is a description.

My invention is an improvement in the class of metallic wheelbarrows; and it consists in certain novel features of construction and combination of parts, to wit: the handles and wheel-bearings, the legs, and devices for attaching both handles and legs to the body of the barrow.

In the accompanying drawings, forming part of this invention, Figure 1 is a side view of my improved wheelbarrow. Fig. 2 is a cross-section showing the main portion of the barrow in end view. Fig. 3 is a perspective view showing a portion of the handles and other parts constituting the frame of the barrow inverted; Figs. 4, 5, 6, detail views of the front clip detached. Fig. 7 is a perspective view of the rear clip.

An important feature of my invention is the construction or form of the rear portions of the handles A A. By referring to Fig. 1 it will be seen that the said handles A A have a downward bend at *a*, where the wheel-bearings B B are attached. In other words, the handles are bent downward at a point between their rear end and the body of the barrow, and the said bearings are attached to the bend. The principal advantages of this construction are, first, that the said bearings B B are prevented from shifting or moving along the handles, and thereby getting out of place, as they tend to do when the handles are made straight instead of curved, as shown; second, that the axis of the wheel is removed downward farther from the body C of the barrow, so that not only a larger wheel than usual may be employed, but it is placed farther back under the load, so that lifting and propulsion of the barrow are made much easier than would be otherwise practicable.

Various forms of wheel-bearings B may be used; but I employ one that is in the form of a clamp, since it may be readily attached and detached as occasion requires, and avoids weakening the handles by the old method of bolting through them.

The special clamp-bearing shown in Fig. 1 is not my invention; but an application will be shortly made for it and the invention duly assigned to me.

Another feature of my invention is the means for attaching the handles B to the body C of the barrow. These means consist of clips E E′ and bars F. The latter are arranged parallel and transversely across the bottom of the barrow C, with their ends projecting more or less to adapt them to engage with the claws *c*, formed on one end of said clips E E′. The body of the clip is of semi-circular form to adapt them to receive the handles A, and a horizontal perforated flange, *d*, is formed on one end to receive the bolts that attach the clips to the body C. In the case of the front clips, E, Figs. 4, 5, 6, they are provided with vertical pendent portion *e*, having a socket to receive the legs D.

The clips E E′ are applied as shown in Figs. 2 and 3—that is to say, the claws *c* receive or embrace the ends of the transverse bars F, and the bolts passing through the flanges *d* also pass through said bars, and thus secure both parts to the body C of the barrow. By this arrangement, also, the handles A are clamped tightly between the bars and clips, as shown. It will be noted that the bars F support the body C of the barrow on the handles A, and of course other means than the clips may be employed to attach these parts together.

The leg D is double angular or in the form of the letter **W**, and its ends are fitted closely in the sockets of the pendent clip-flanges *e*, its lower angles forming the feet that rest on the ground. The middle part is attached by a bolt, *f*, to the body C. The rectangular socket *e* of the clip is open on the inner side, and each end of the leg D fits snugly therein and has a firm bearing on the body of the clip. Either a bolt or a rivet may be used to secure the leg to the clip.

It will be apparent without further statement that this construction and combination of parts not only forms a very firm and rigid attachment of the leg and handles to the body

of the barrow, but enables them to be easily and quickly detached, when required, for the purpose of packing and shipping. The form of the leg also secures the desirable combination of strength, lightness, and cheapness. It is provided with a brace, as shown.

The handles A A are constructed of wrought-iron tubes, and the clips and leg are preferably made of malleable cast-iron.

What I claim is—

1. The combination, with the wheelbarrow-handles having the downward bend *a*, forming opposite angles or shoulders, as shown, of the wheel-bearing clamps which are secured around such bent portions and thus prevented from endwise movement, as shown and described.

2. The clip for attaching the handles to the body of the wheelbarrow, the same having a curve or cavity adapted to receive a handle and a lateral perforated flange and claw, as shown and described.

3. The combination, with the handles and the wheelbarrow-body having lateral projections, of clips which embrace the handles and receive said projections, and bolts for attaching the clips to said body, substantially as shown and described.

4. The combination of the clips with the handles, the wheelbarrow-body, and bars attached to the latter and projecting laterally, substantially as shown and described.

5. The clips having a pendent flange with an open-sided socket, the leg inserted therein, and a bolt passing through both flange and leg, all combined as described.

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