

C. W. ROSE.
WHEELBARROW.

No. 175,761.

Patented April 4, 1876.

Fig. 1.

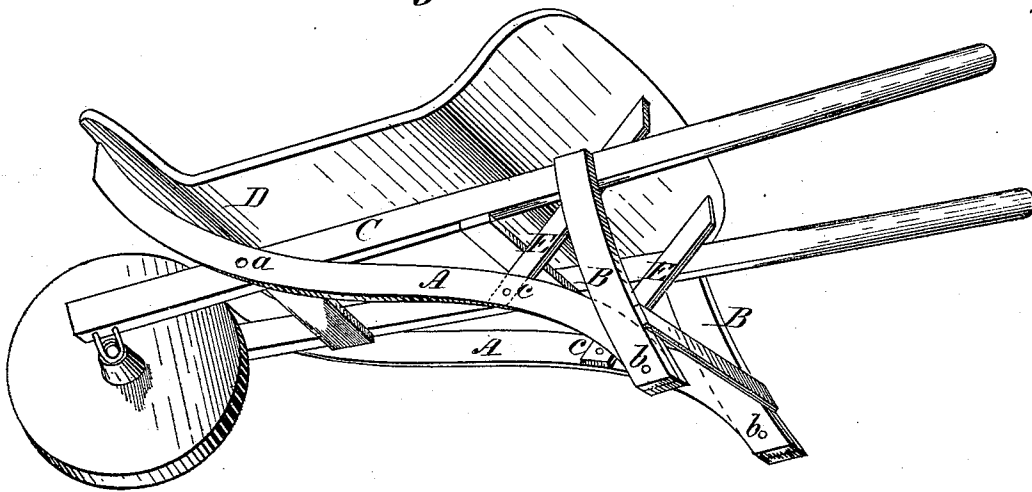
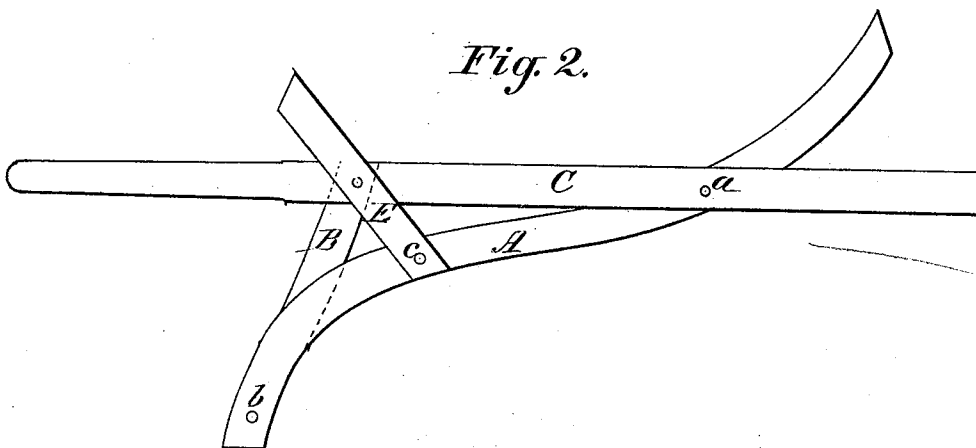


Fig. 2.



Witnesses:

*Wm. Wagner,
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Inventor:

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UNITED STATES PATENT OFFICE.

CHARLES W. ROSE, OF BRYAN, OHIO.

IMPROVEMENT IN WHEELBARROWS.

Specification forming part of Letters Patent No. **175,761**, dated April 4, 1876; application filed January 31, 1876.

To all whom it may concern:

Be it known that I, CHARLES W. ROSE, of Bryan, in the county of Williams and State of Ohio, have invented new and useful Improvements in Wheelbarrows, of which the following is a specification:

The nature of my invention consists in the construction and combination of braces to avoid strain upon the barrow-legs and support the tray of the barrow, as will be hereinafter explained with reference to the drawings and specified in the claims.

Reference being had to the accompanying drawings, Figure 1 represents a view of a wheelbarrow tilted upon one side to show the construction and arrangement of my braces, and Fig. 2 a detail of the joined braces or V-brace.

The wheelbarrow in the example shown is of the class in general use among laborers, except as to its braces and tray-supports. The main brace A is of bent timber, and the grain is nowhere crossed, but follows the curves of the brace. It is bent up from the bottom of the leg B in a line-of-beauty curve—that is to say, the brace is curved in a line the extremities of which turn in opposite directions and leave an intervening depression—until it reaches the barrow-frame C, where it continues to act as a support to the front end of the barrow-tray D, to which it is bolted or otherwise fastened, as also to the outside of the frame and inside of the leg at *a* and *b*. This particular curving of the brace A prevents it from getting in the way when the wheelbarrow is set down upon uneven ground.

In order to prevent said main brace from straightening out or springing out of its curve when the barrow is heavily laden, I provide a brace, E, of straight timber, which is fastened

by bolts or otherwise to the inner side of main brace A at *c*, and to the rear end of the barrow-tray, so as to perform the additional function of a support to said barrow-tray. It also distributes the strain equally among the different parts of the barrow, the time of greatest strain on a wheelbarrow being when it is dropped and let fall upon its legs.

Brace E, being independent of the leg B, it does not, therefore, have a tendency to split when the heavy barrow is dropped upon the legs, as it would if this brace E connected directly with the leg.

The braces A and E form one V-brace, which receives the strain and distributes it, and makes a strong double brace.

The method of bracing renders the wheelbarrow capable of withstanding the hardest usage.

A curved brace, in combination with the leg, tray, and rails of a wheelbarrow, is not original with me, and I make no claim to such combination.

I claim—

1. In a wheelbarrow, having the combination of a tray, D, frame C, and leg B, the brace A, of bent timber, and curving in "the line of beauty" to form a depression, whereby said brace shall be free from contact with uneven ground when the barrow is rested.

2. The combination of the brace E, independent of the barrow-leg, with main brace A and the rear end of the tray D, as and for the purposes set forth.

In testimony whereof I have affixed my signature in the presence of two witnesses.

CHARLES W. ROSE.

Witnesses:

M. M. BOOTHMAN,
BARRETT E. CONKLING.