

(No Model.)

J. P. ENDERES.

WHEELBARROW.

No. 353,299.

Patented Nov. 30, 1886.

Fig. 1.

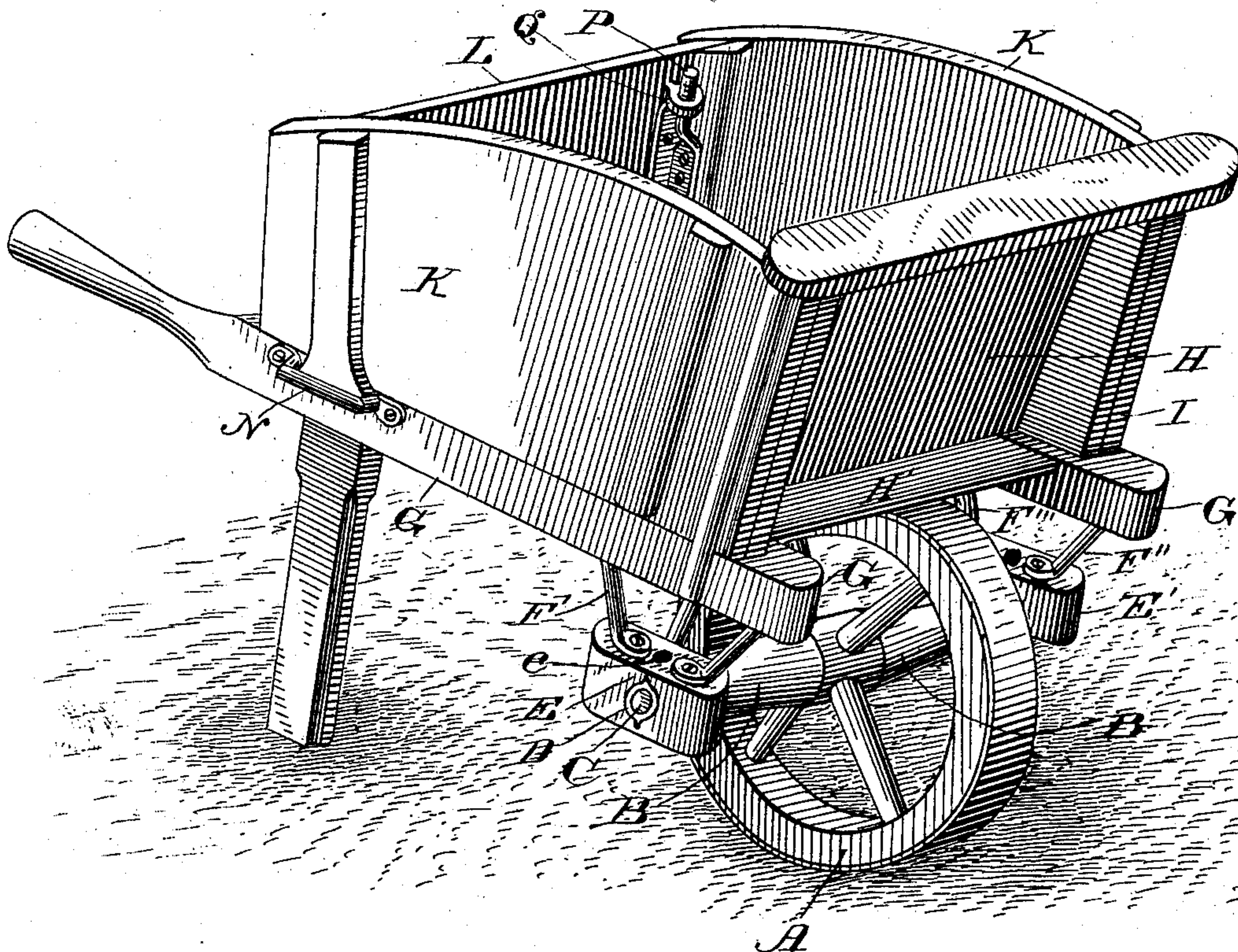
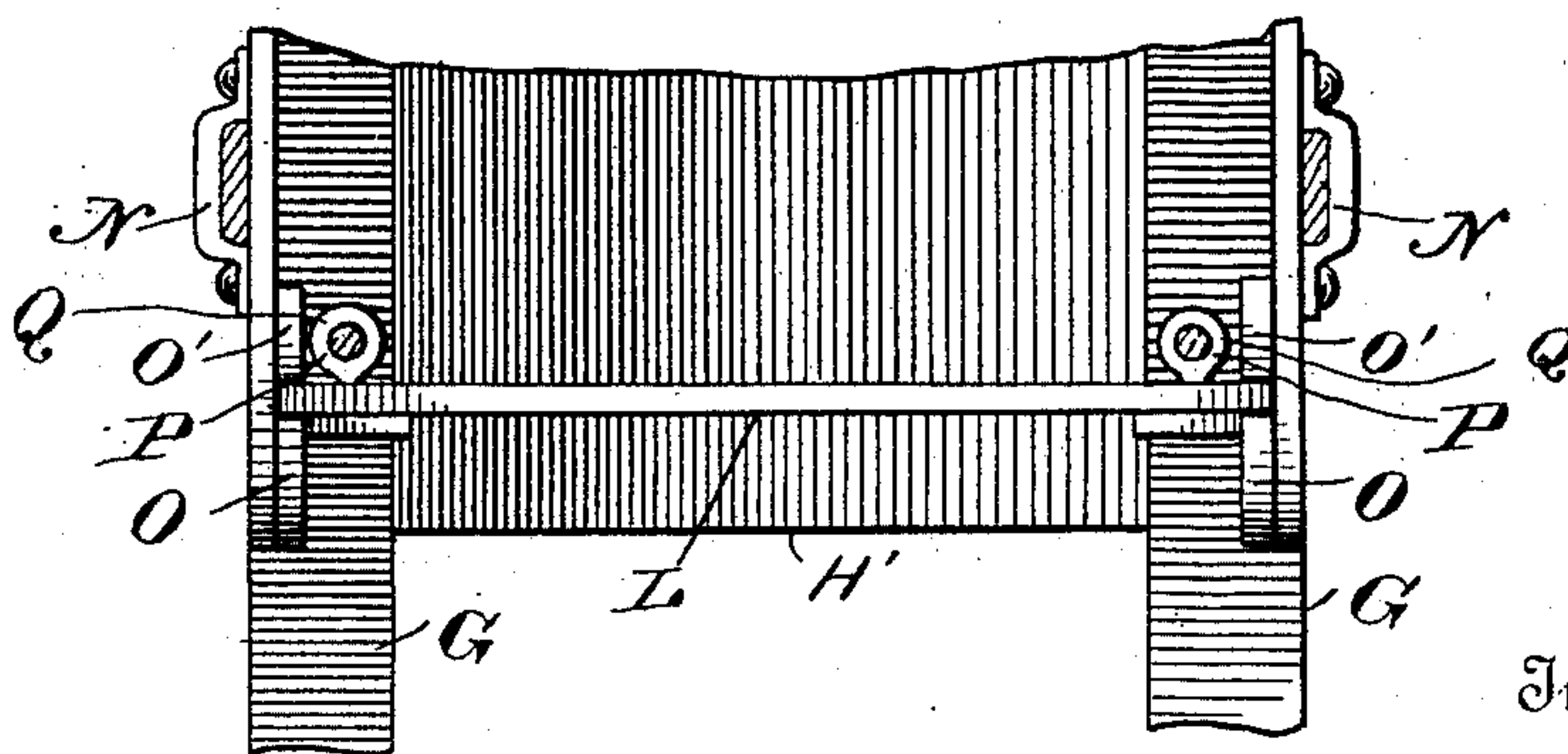


Fig. 2



Witnesses

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JOHN P. ENDERES, OF PIMENTO, INDIANA.

WHEELBARROW.

SPECIFICATION forming part of Letters Patent No. 353,299, dated November 30, 1886.

Application filed August 6, 1886. Serial No. 210,199. (No model.)

To all whom it may concern:

Be it known that I, JOHN P. ENDERES, of Pimento, in the county of Vigo and State of Indiana, have invented certain new and useful
5 Improvements in Wheelbarrows; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings,
10 and to the letters of reference marked thereon, which form part of this specification.

My invention relates to wheelbarrows, and has for its object to so improve their construction that a man will be enabled to carry a
15 much greater load on one of them with the expenditure of the same or less power than is now required to carry smaller loads.

In the old style of barrows the wheel is generally so journaled that it sets in front of the body, and the body is so constructed with relation to this situation of the wheel that when a person is using the barrow he is exerting his force in a downward incline direction, thus
20 compelling him to push against the ground, as it were, in order to propel the barrow forward, thus wasting much of the force applied.

With my invention I raise the load to the level, or nearly so, of the operator's hands, so
30 that the power necessary to push it is applied in substantially the direct line in which the load is to be moved, thus giving a maximum force and minimum resistance.

A further advantage of my construction is, that by it I am enabled to throw much more of a load direct over the axle, the body being located sufficiently high to enable me to locate the boxing in which the axle is journaled under the forward end of the body, instead of
40 in front of it, thus more nearly balancing the load on the wheel.

The journal-bearings and the manner of suspending them by stays and braces, and the manner of securing the sides and rear end of
45 my barrow, and further parts of my invention, will be more fully described hereinafter, and particularly pointed out in the claims.

In the drawings, Figure 1 is a perspective view of a wheelbarrow provided with my improvements, and Fig. 2 is a top plan view of the front portion of the same, showing the

manner of securing the sides and rear end in place.

Like letters of reference mark the same parts wherever they occur in both figures of
55 the drawings.

Referring to the drawings by letters, A is the wheel mounted on an axle, B, having journals C, mounted in bearings D, set in boxes E. These boxes are suspended by means of bracket-
60 arms F' F'' from the main or handle beams G and the bottom of the body, and drop below such beams and bottom a sufficient distance to allow the wheel to come under, instead of in front of, the bottom H of the body I of the
65 barrows.

K K are the sides, H the front end, and L the rear end, of the barrow. The sides at their front ends are secured in place, as usual, by slipping into slots at the sides of the
70 front. At their rear ends on their outsides are standards, which fit into the sockets N, secured to the arm-bars or main beams G. Inside at their rear ends they are provided with cleats O O', which are at a sufficient distance apart to form grooves to receive the
75 ends of the rear end, L. Secured to the sides or the cleats O are upward-projecting bolts P, over which engage eyes or staples Q, secured to the inside of the rear board, L, when such
80 rear board is placed in position.

The boxes E are provided with perforations or openings e, through which to introduce liquid to lubricate the bearings.

The advantages of my construction will be
85 apparent at a glance. The center of gravity of the load resting nearly over the axle, very little effort is needed to raise the handles, leaving the operator free to exert all his power to push the load, and that power being ex-
90 erted in an almost direct line renders the action much more easy. The sides being inserted in the slots at the edge of the front end of the barrow and the side-cleat standards into the sockets N, the rear end can be slid down
95 in the grooves formed by the cleats O O', during which operation the eyes or staples Q on the end-board slide over the bolts P on the side-boards, thus securely holding the side bars against lateral displacement and the end-
100 board against endwise movement. The three bracket-arms securely hold the boxes in po-

sition and prevent injury from either side or end thrust and render the whole structure stable and firm.

Having thus fully described my invention, 5 what I claim, and desire to secure by Letters Patent of the United States, is—

1. The combination of the body having sides or side-boards provided with slots to receive the edges of the end-board, and bolts for en- 10 gaging in the eyes of said end-board, with the wheel, the axle, the boxes E E', the bearings located therein, and the bracket-bars F', F'', and F''', as set forth.

2. In combination, the side-boards provided with slots to receive the ends of the rear end- 15 board and upwardly-projecting bolts, and the rear end-board having eyes or staples to engage said bolts, for the purpose set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two 20 witnesses.

JOHN P. ENDERES.

Witnesses:

W. H. SOALE,
A. STUKENBERG.