(No Model.)

# M. J. McDONNA.

## WATER CART.

No. 436,373. Patented Sept. 16, 1890.

Fig. 1.

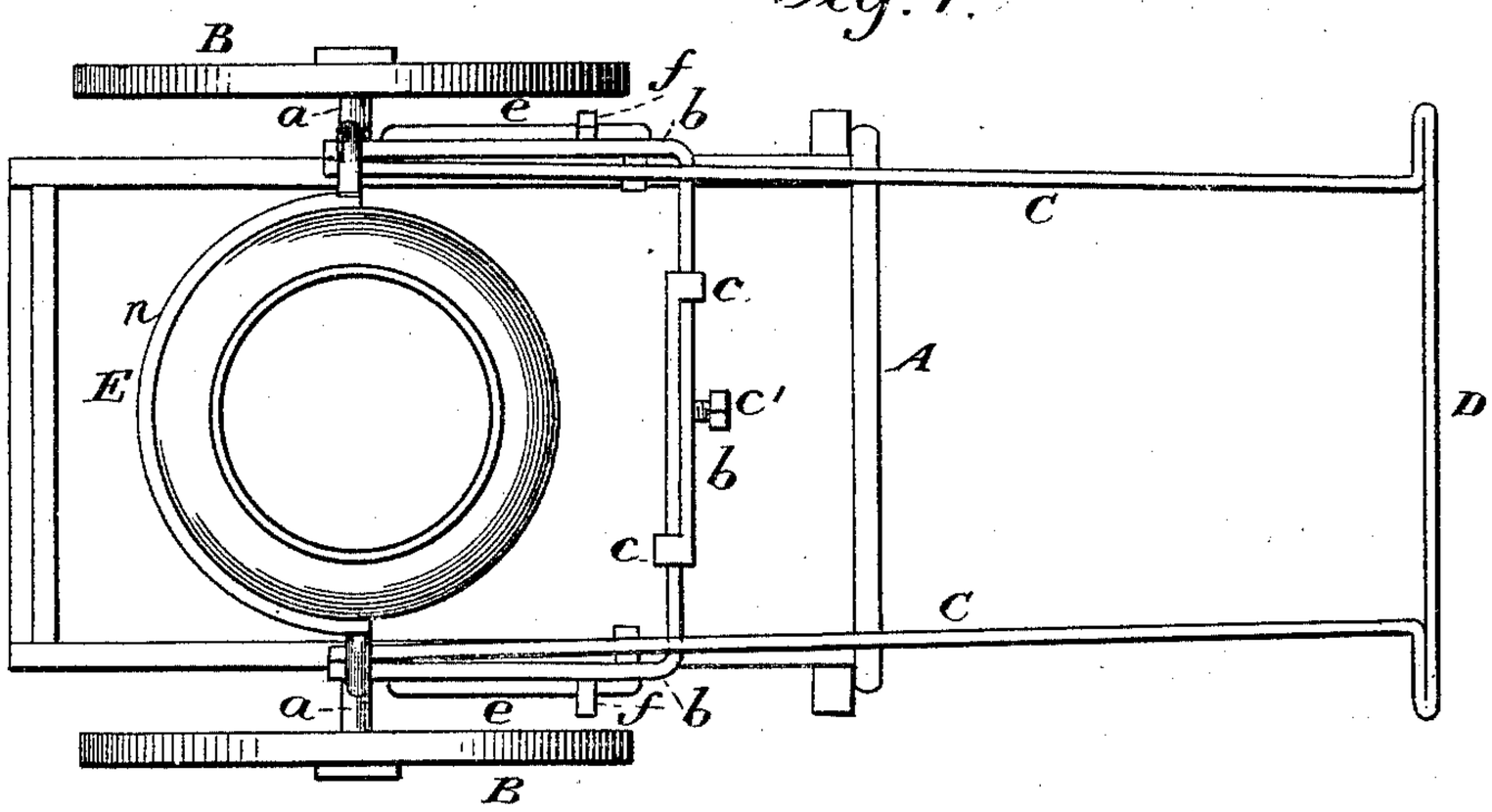



Fig. 2.

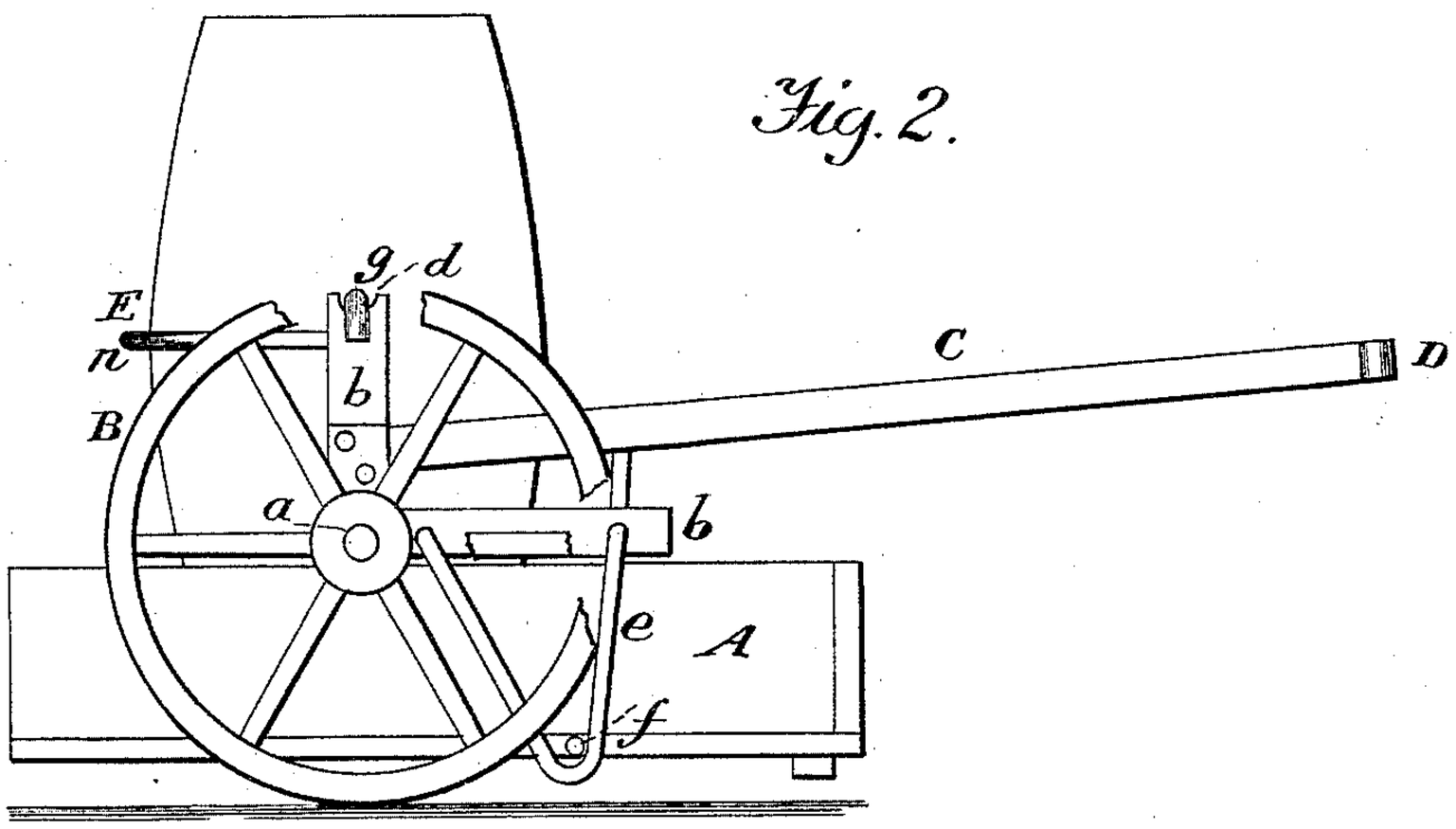



Fig. 3.

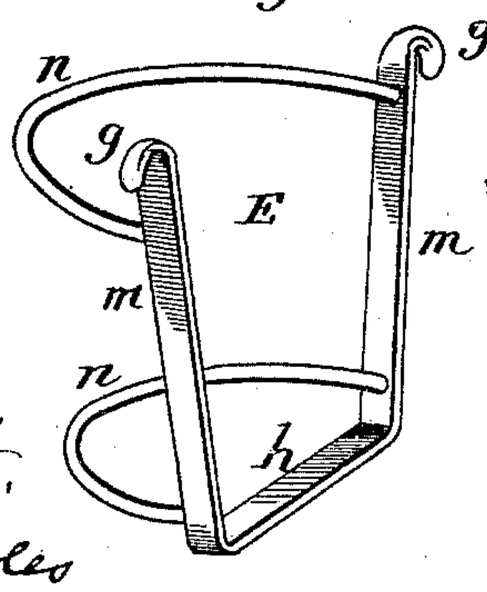
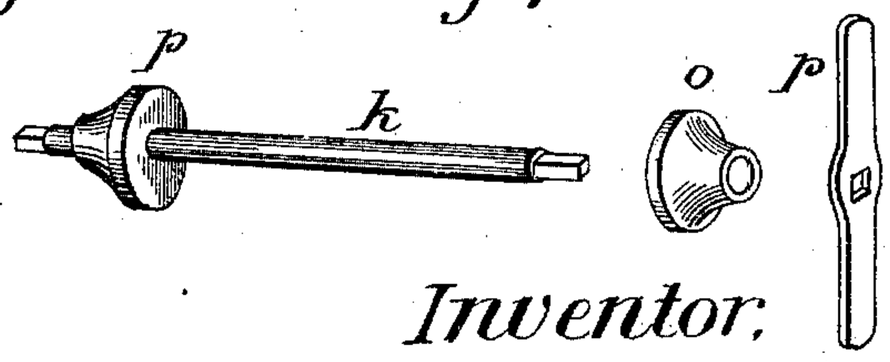



Fig. 4.

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# UNITED STATES PATENT OFFICE.

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## WATER-CART.

SPECIFICATION forming part of Letters Patent No. 436,373, dated September 16, 1890.

Application filed April 26, 1890. Serial No. 349,617. (No model.)

*To all whom it may concern:*

Be it known that I, MATHEW J. McDONNA, a citizen of the United States, residing at Edelstein, in the county of Peoria and State of Illinois, have invented certain new and useful Improvements in Carts for Carrying Water and Feed and for other Purposes; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to two-wheeled vehicles; and it consists in an improved construction of hand-cart for carrying water and feed, and for other purposes, as hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a plan view of my device. Fig. 2 is a side view of the same. Figs. 3 and 4 illustrate certain details of the invention.

A designates a box which forms the body of the cart.

B indicates the carrying-wheels, the axles *a* of which are rigidly attached to an iron frame, which is mounted on and removably connected with the body A. The said frame is chiefly formed of two rectangular bars *b*, which rest on the sides of the box A. The draft-bars C C are more or less elastic and are rigidly connected with the bars *b* and V-rods *e e*, so that the box A may be clamped between said V-rods by sliding the rods *b b* on one another and fastening them together with the clamp-screw *c'*. This prevents the box A from turning in a vertical longitudinal plane, as well as from lateral displacement, while the box-pins *f f*, resting in the vertices of the angles of the rods *e e*, prevent the box from slipping downwardly. The forward portions of said bars are turned inward across the box, so that they lap one on another and are loosely secured together at *c*. The bars *b* may be adjustably secured by a set-screw *c'*. The rear ends of said bars are turned upward and have bearings *d* formed in them, for the purposes hereinafter set forth. The draft-bars C are fastened to the vertical rear parts of bars *b* and are provided at their forward extremities with the handle D. The bent rods *e* extend down from the bars *b*, somewhat in the form of a V, and are detachably connected with said box by means of the pins *f* near the bottom of the box. The forward ends of the rods *e* are extended upward and are connected with the draft-bars C and serve to brace them.

E designates a frame which forms a removable barrel-holder and conforms somewhat to an ordinary barrel or cask. The said frame is provided with a rest *h* at the bottom, from which the side bars *m* extend upward, having hooks *g* formed on their upper extremities, said hooks being adapted to rest in the bearings *d* of the main frame. The curved rods *n* are connected with the side parts *m* and serve to sustain the barrel or cask. The frame E may be readily applied to a cask of oil or other commodity, which may then be lifted to the cart and mounted thereon with the hooks *g* in the bearings *d*. When a water-cask having hooks fixed to its sides is to be carried, the frame E may be dispensed with. As will be seen, the cask, when mounted on the main frame, is near the surface of the ground, the axles of the wheels B being at or above the top of the body of the cart, so that the cask or its contents may be conveniently removed. The box A, by reason of the adjustable connection of the bars *b*, may be readily removed from the frame, so that the latter with the wheels B may be used separately or without the box, if desired, in which case the bent rods *e* serve as supporting-legs.

The device is convenient for use as a carriage for wire for wire fence and check-row purposes, a shaft *k* being passed through the reel or spool of wire and placed in the bearings *d*. The spool is fixed on the shaft by means of the clamps *o*, and crank-handles *p* are applied to the extremities of the shaft, any tools used in connection with the wire being placed in the box A.

I claim—

1. The combination, with the box A, of the rectangular bars *b b*, lapped loosely at *c c*, held adjustably by a set-screw *c'*, and provided with bearings *d d* on their upturned ends, the draft-bars C D, fastened at the rear to said bars *b b*, and the bent rods *e e*, connected fixedly with the bars *b*, detachably by pins

with the box A, and as braces with the draft-bars C, as shown and described.

2. In barrel-holders, a plate bent to form the bottom *h*, the diverging vertical arms *m m*, and curved end hooks *g g*, in combination with the curved rods *n*, attached at their ends to said arms *m*, as shown and described.

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

MATHEW J. McDONNA.

Witnesses:
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