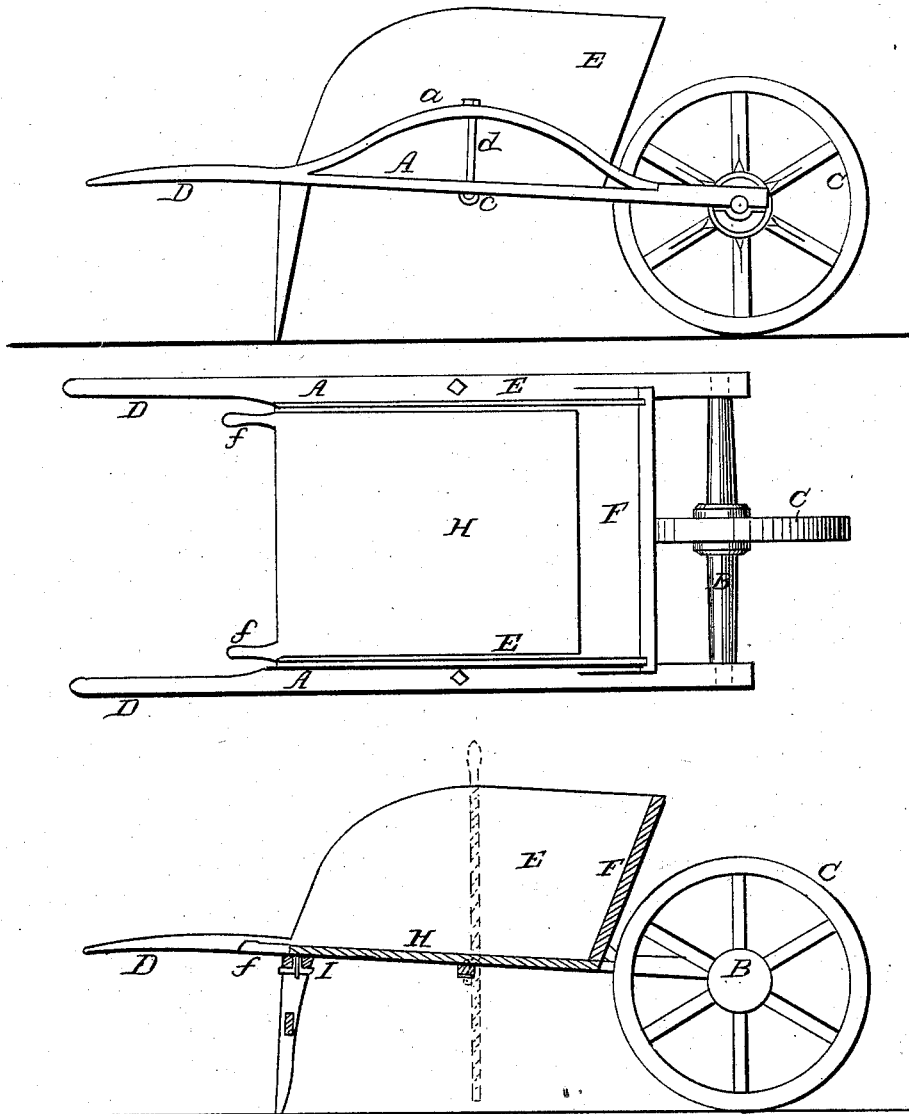


N. C. SANFORD.

Wheelbarrow.

No 48,101.

Patented June 6, 1865.



Witnesses

Swille H Platt
Rufus Sanford

Inventor

N. C. Sanford

UNITED STATES PATENT OFFICE.

N. C. SANFORD, OF MERIDEN, CONNECTICUT.

IMPROVEMENT IN WHEELBARROWS.

Specification forming part of Letters Patent No. 48,101, dated June 6, 1865.

To all whom it may concern:

Be it known that I, N. C. SANFORD, of Meriden, in the county of New Haven and State of Connecticut, have invented a new and useful Improvement in Wheelbarrows; and I do hereby declare the following to be a full, clear, and exact description of the same, when taken in connection with the accompanying drawings and the letters of reference marked thereon, and which said drawings constitute part of this specification, and represent, in—

Figure 1, a side view; Fig. 2, a top view, and in Fig. 3 a longitudinal vertical section.

Similar letters indicate corresponding parts.

My invention consists, first, in the construction of the frame of wheelbarrows, whereby the weight of the frame is much reduced and at the same time much stronger than the common construction; second, in constructing a tilting bottom for discharging the load without tipping the barrow over, as required in the use of common wheelbarrows.

To enable others to make and use my invention, I will proceed to describe the same as illustrated in the accompanying drawings.

A A are the two side pieces of the frame, one end resting upon the axle B of the wheel C, the other end forming the handles D D. These side pieces are usually made solid of sufficient strength to sustain the load required to be carried, and are consequently heavy. I split the said pieces, as seen in Fig. 1, bending the upper part to form a truss, *a*, secured at its foot in any convenient manner, supporting the lower part by a rod, *d*, from the truss.

The sides E E and the back F may be of the usual form; but I make the sides fixed instead of movable, as in common barrows.

H is the bottom, constructed independent of any part of the frame, and hung near its center upon pivots *c* to the frame, so that it may be turned up, as in red, Fig. 3. When down, as in black, Fig. 3, it is fastened in any convenient manner to the cross-bar I, in which position the barrow may be loaded, and when it is desired to discharge the load, release the bottom from its fastening at the bar I, and, by means of the handles *f f*, tilt the bottom, as seen in red, Fig. 3, and the load will drop beneath the barrow.

The many advantages of my improvement over the old movable sides are too apparent to require enumeration.

I do not claim, broadly, a vehicle the bottom of which is constructed to swing by means of an independent movement of the body, as seen in numerous "gravel-cars," also in the patent of Anthony Iske, July 12, 1859. Therefore,

Having fully described my invention, what I claim as new and useful, and desire to secure by Letters Patent, is—

The combination of the trussed frame and tilting bottom, substantially as and for the purpose specified.

N. C. SANFORD.

Witnesses:

ORVILLE H. PLATT,
RUFUS SANFORD.