

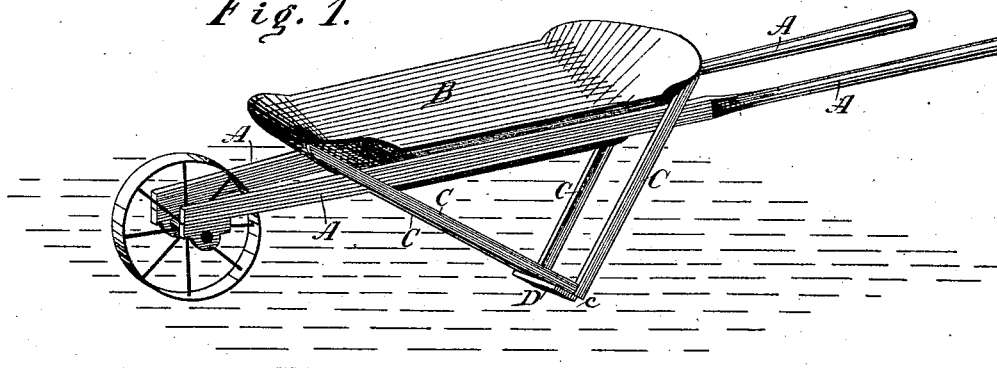
(Model.)

S. L. ROCKWELL.  
WHEELBARROW.

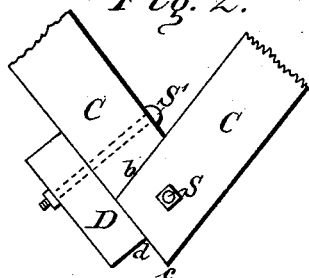
No. 261,046.

Patented July 11, 1882.

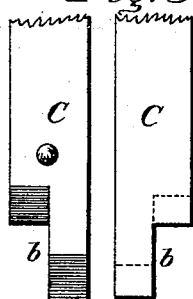
*Fig. 1.*



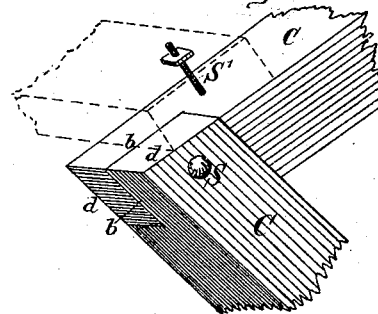
*Fig. 2.*



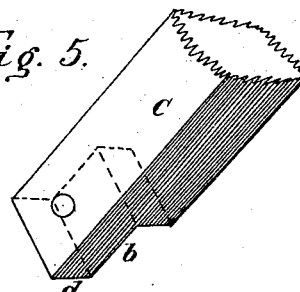
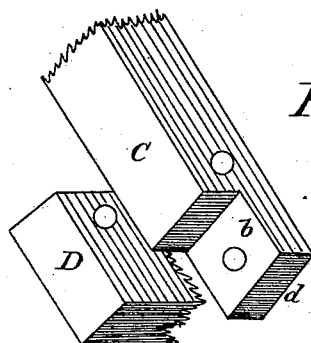
*Fig. 3.*



*Fig. 4.*



*Fig. 5.*



WITNESSES:

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# UNITED STATES PATENT OFFICE.

STEPHEN L. ROCKWELL, OF JORDAN, NEW YORK.

## WHEELBARROW.

SPECIFICATION forming part of Letters Patent No. 261,046, dated July 11, 1882.

Application filed April 1, 1882. (Model.)

*To all whom it may concern:*

Be it known that I, STEPHEN L. ROCKWELL, of Jordan, in the county of Onondaga and State of New York, have invented a new and useful Improvement in Wheelbarrows, of which the following is a full, clear, and exact description.

This invention relates more particularly to wheelbarrows which are exposed to rough usage, such as barrows used in the construction of railroads, and which not only require to be of great strength and capable of bearing heavy jamming and trailing of their legs on the ground, but as the same are used in large quantities and require to be shipped from place to place must readily admit of knocking down or taking apart and of being as easily put together again when required. Among the various constructions of such wheelbarrows those which have straight legs converging toward a central line under the tray, and which have combined with them a cross rail or tie uniting such legs on opposite sides of the barrow, are preferable to other constructions, and it is to this style of wheelbarrows that my improvement exclusively relates.

The invention in this connection consists in a reverse lap-joint of the two legs at their converging ends on each side of the barrow united by a bolt or bolts, in combination with a cross rail or tie arranged on the outside of corresponding legs on the two sides of the barrow and bolted thereto, whereby great strength is secured by the meeting ends of the legs, both laterally and in their trailing direction, the cross rail or tie acts as an outside binder, as distinguished from an inside separator of the legs, and an end-grain exposure of the wood is presented to reduce wear when the legs are trailing over the ground.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 represents a view in perspective of a wheelbarrow constructed in accordance with my invention. Fig. 2 is a side view, upon a larger scale, of the lower converging ends of one pair of legs with the cross-rail secured thereto. Fig. 3 is a view of said end portions

of said legs as seen from their fronts and backs and detached one from the other. Fig. 4 is a view in perspective of the same converging end portions of the legs united with the cross-rail, as applied thereto, in dotted lines; and Fig. 5 is a view in perspective of the same portions of the legs and the cross-rail in part detached.

A A are the side arms, on which the tray B of the barrow is supported, as usual. C C are the legs, secured to said side arms and tray in any suitable manner to provide for the close packing and ready putting together of the several parts to meet the necessities of transportation. These legs C C, which are the same on either side of the barrow, are straight and converge downwardly, meeting under the center of the tray. Said legs of either side pair are cut away on their opposite sides to form a splice or shoulder lap-joint, as at *b b*, one upon or against the other in direction of their thickness, whereby they preserve flush outer sides and meet in an angle, *c*, at their bottom edges. A bolt, S, is passed through said legs at their jointed extremities to hold them together. Thus constructed and arranged, the converging ends of the legs firmly support one another, both laterally and in various directions, to resist jamming and trailing of the legs on or over the ground, and present an end grain of the wood, as at *d d*, to reduce wear in such rubbing or trailing of the legs.

D is the cross rail or tie arranged on the outside of the front or corresponding legs on opposite sides of the barrow, and serving to bind the legs on the two sides of the barrow together, but not to separate the converging ends of the legs or expose them to separation in the trailing of the barrow. This cross-rail or outside brace is secured to the legs to which it is applied by bolts S'—that is, one bolt on either side—and said rail may or may not come in contact with the ground, also covering straps, which by this construction are not necessary, being dispensed with, if desired. On taking out the bolts S S' said legs and rail are readily taken apart.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

In a wheelbarrow, the combination, with the side arms, A, and the tray B, of the downwardly-converging legs C, having their lower ends cut away on opposite sides to fit and lap  
5 upon each other, and secured together by bolts, and the cross-rail D, secured by bolts to the outside of corresponding legs on opposite

sides, substantially as and for the purpose set forth.

STEPHEN L. ROCKWELL.

Witnesses:

FRANK TUTTLE,  
ROBT. E. GREENE.