

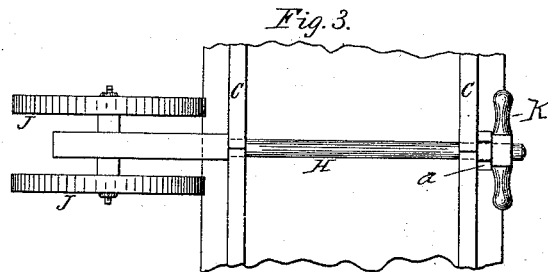
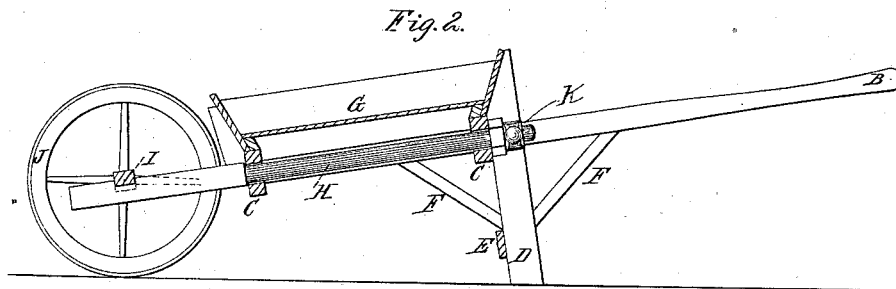
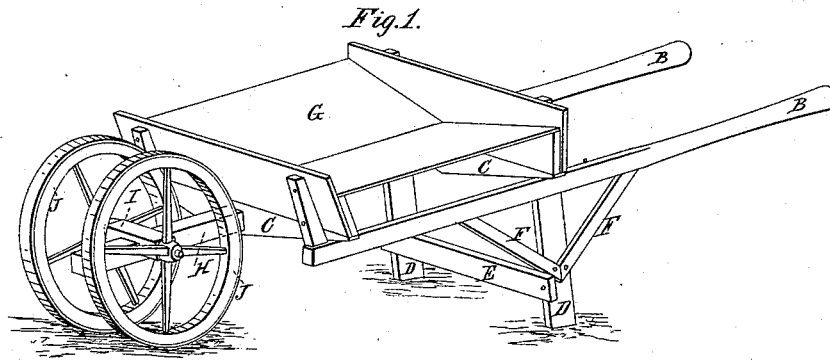
(No Model.)

W. SEABROOK.

WHEELBARROW.

No. 279,604.

Patented June 19, 1883.



Witnesses:

J. P. Town  
Geo. Bacon

Inventor:

Wm. Seabrook  
by  
H. G. Anderson,  
his Attorney.

# UNITED STATES PATENT OFFICE.

WILLIAM SEABROOK, OF EDISTO ISLAND, SOUTH CAROLINA.

## WHEELBARROW.

SPECIFICATION forming part of Letters Patent No. 279,604, dated June 19, 1883.

Application filed April 21, 1883. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM SEABROOK, a citizen of the United States, residing at Edisto Island, in the county of Berkley and State of South Carolina, have invented certain new and useful Improvements in Wheelbarrows; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification, and in which—

Figure 1 is a perspective of the barrow; Fig. 2, a longitudinal section through the same, and Fig. 3 a bottom plan view with parts broken away.

My invention relates to wheelbarrows, and has for its object the production of a barrow in which the tray can be tilted either to the right or to the left by movement of the handles, without disturbing the position of the wheels, and in which the axial supporting-rod of the barrow-body will be below the wheel-axle and center of gravity; and to the accomplishment of those ends it consists in the construction and in the combination of parts hereinafter particularly described, and then sought to be specifically defined by the claims.

In the accompanying drawings, the letter A indicates the frame of the barrow, composed of the handles B, transverse bars or bolsters C, and legs D, braced by the transverse bar E and lateral rods F. The bolsters C support the tray G, and an axial rod, H, is passed transversely through them and connected to the under side of the axle I, between the two wheels J, which turn on the axle. By pivoting the frame, as described, the tray can be tilted either to the right or to the left, to discharge its contents, by movement of the handles without the necessity of the attendant changing his position and without disturbing the vertical position of the wheels, and by arranging the axial rod as shown, and connecting it to the under side of the wheel-axle, so as to bring it below the center of gravity, the barrow can be wheeled more steadily, the tray can be easily tilted, and the frame rendered nearly if not absolutely self-adjusting. By using two wheels there is less liability of the vertical position of the wheels being disturbed by the tilting of the frame.

If, by any accident, the wheels should be overturned, they can be straightened up by means of a cross-bar, K, rigidly connected to the forward end of the axial rod, and between the cross-bar and the bolster there may be a washer, a.

The barrow, constructed as described, is very cheap of production and strong and durable, and very satisfactory in its operation.

Instead of extending the axial rod across the bottom of the tray, it may terminate just inside of the bolster nearest the wheels; but I prefer the former way. In either case the rod forms a swiveled connection between the frame or tray and wheels; and instead of two wheels only one might be used, either by disconnecting one or by forking the end of the axial rod, so that the wheel will fit in the fork without departing from my invention; but I prefer to use two wheels, for the reasons hereinbefore specified.

If desired, a hook may be pivoted to the frame, and a staple or an eye secured to the transverse bar of the axial rod, or any equivalent device may be used to hold the frame and prevent it from turning on its swivels except when the fastening is unscrewed.

Having described my invention and set forth its merits, what I claim is—

1. The combination of the frame and its tray, the wheel located in advance of the tray, and a swiveled connection between the frame and wheel, substantially as and for the purpose specified.

2. The combination of the frame and its tray, the wheels, and the axial rod connecting the frame and wheels, substantially as and for the purpose set forth.

3. The combination of the frame and its tray, the wheels, and the axial rod connecting with the frame and wheel-axle beneath the latter, substantially as and for the purpose set forth.

4. The combination of the frame and its tray, the wheels, the axial rod connecting the frame and wheels, and the cross-bar connected to the forward end of the axial rod, substantially as and for the purpose set forth.

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

WILLIAM SEABROOK.

Witnesses:

BENJ. BAILEY,  
W. L. BECKETT.