

H. CLARK.  
Wheelbarrow.

No. 216,999.

Patented July 1, 1879.

Fig. 1.

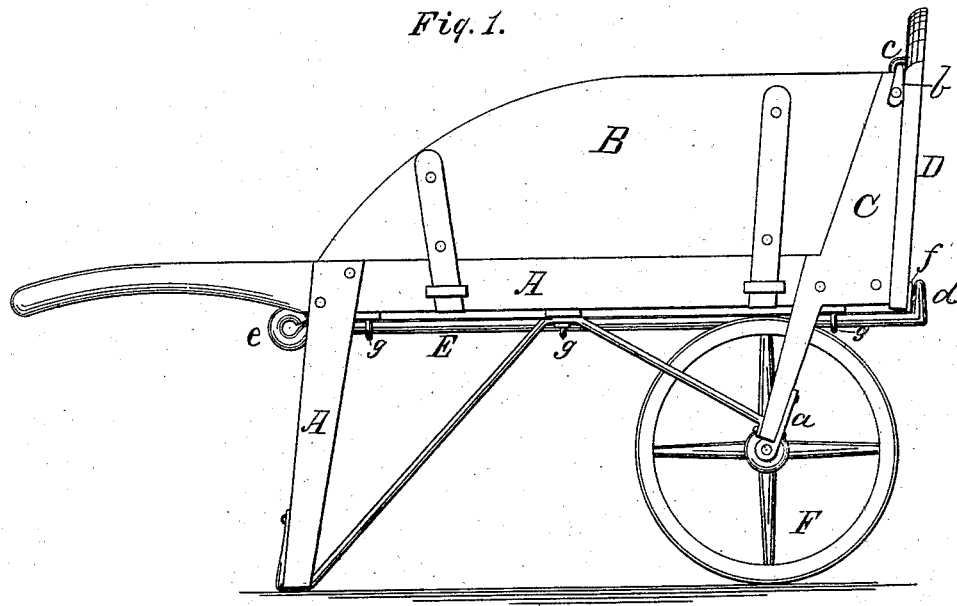
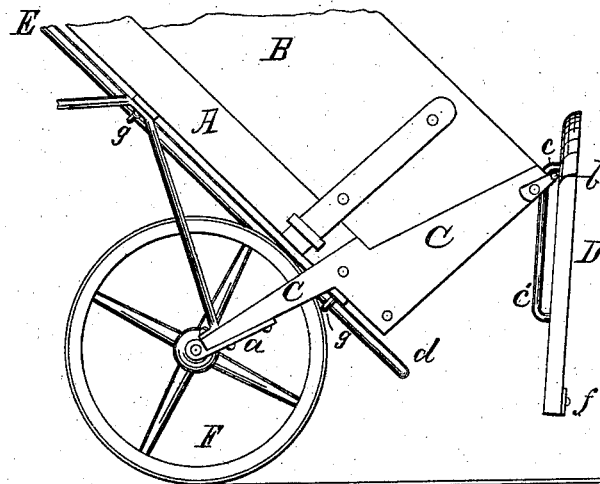


Fig. 2.



Witnesses:  
H. H. Legman m. v. l. m.  
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# UNITED STATES PATENT OFFICE.

HOLLIS CLARK, OF STANSTEAD, QUEBEC, CANADA.

## IMPROVEMENT IN WHEELBARROWS.

Specification forming part of Letters Patent No. **216,999**, dated July 1, 1879; application filed May 5, 1879.

### *To all whom it may concern:*

Be it known that I, HOLLIS CLARK, of the town of Stanstead, in the county of Stanstead and Province of Quebec, Canada, have invented certain new and useful Improvements in Wheelbarrows; 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, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification.

My invention relates to wheelbarrows; and consists, first, of a swinging end-board, in combination with a hinge so constructed as to permit vertical motion while unloading; and, secondly, in the manner of constructing the frame, whereby the wheel is brought under the frame, so that more weight is brought thereon, thus enabling the operator to wheel a much heavier load.

In the accompanying drawings, in which similar letters of reference indicate like parts, Figure 1 is an elevation of a device embodying my invention; and Fig. 2 is a view of the same, showing it as in the act of unloading.

The frame A and side-boards B may be made in the ordinary manner, with the exception of the inclined parts C, which are so placed as to carry at their lower extremities the bearings a, and at their upper extremities the rod b, forming a portion of the hinge c. By the peculiar shape of the parts C it also serves as a stop for the swinging end-board D, and as a rest for the side-boards B, at the same time bringing the single wheel F so far beneath the body of the wheelbarrow as to greatly facilitate the wheeling of heavy loads. The hinge consists of the horizontal rod b, inclosed by the long vertical staple c'. This kind of hinge permits the end-board D to have vertical play the length of the staples c', and obviates the danger of "trigging" when unloading, which would otherwise obtain.

In order to keep the end-board D in the position proper for retaining the load, a rod, E, is provided, working in bearings g g, one of which fits in a circular groove in rod E, thus preventing end-play of the said rod, the forward end being turned at right angles to

form the hook d, and the back end, e, bent in any form suitable for being operated by the hand or knee. The lower front edge of the end-board D is shod with a plate of iron, f, against which the hook d works when latching or unlatching the end-board.

The form of the bearing a makes a firm bearing for the lower end of the part C, while affording great strength in the direction in which the wheelbarrow is pushed.

What I claim is—

1. In a wheelbarrow, the hinged end-board D, in combination with the securing-rod E, which extends back within reach of the operator when occupying a position between the handles, substantially as and for the purpose set forth.

2. In a wheelbarrow, the parts C, connected at their upper ends by the rod b, in combination with the end-board D, having elongated staples c', inclosing said rod b, and rod E, substantially as and for the purpose set forth.

3. In a wheelbarrow, the end-board D, having the staples c', in combination with the parts C, having the rod b, and rod E, working in bearings g g, having its outer end bent at a right angle, substantially as and for the purpose set forth.

4. In a single-wheeled wheelbarrow, the rod E, provided with the hook d, and revolving in the bearings g g, in combination with the end-board D, and operating substantially as set forth.

5. In a wheelbarrow, the parts C, having arms extending below the body of the barrow to receive bearings for the wheel, substantially as and for the purpose set forth.

6. In a wheelbarrow, the parts C, which serve as abutments for the end-board D, and also as rests for the side-boards B, having arms extending below the body of the barrow to receive bearings for the wheel F, substantially as set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 1st day of May, 1879.

HOLLIS CLARK.

Witnesses:

F. A. WISWELL,  
A. G. LITTLE.