

(No Model.)

C. D. SPALDING.

WHEELBARROW.

No. 385,381.

Patented July 3, 1888.

Fig. 1

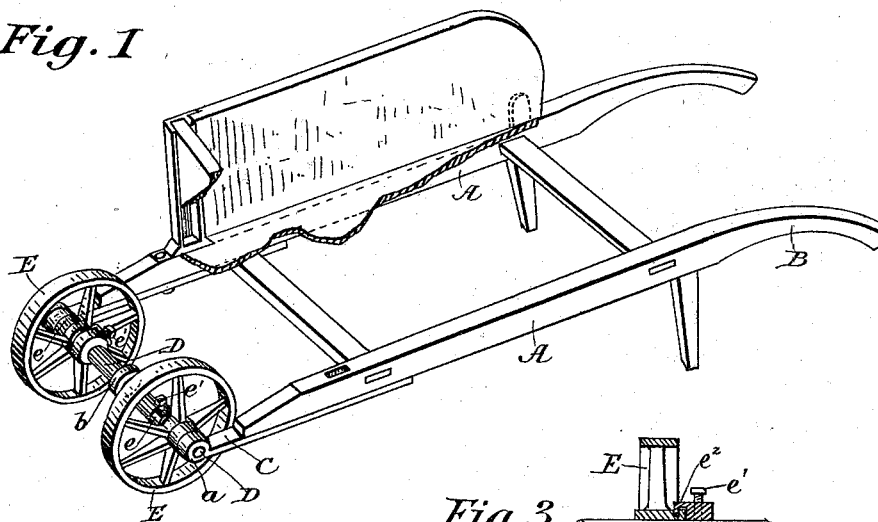


Fig. 3

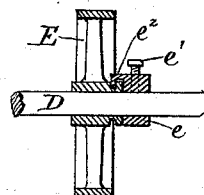
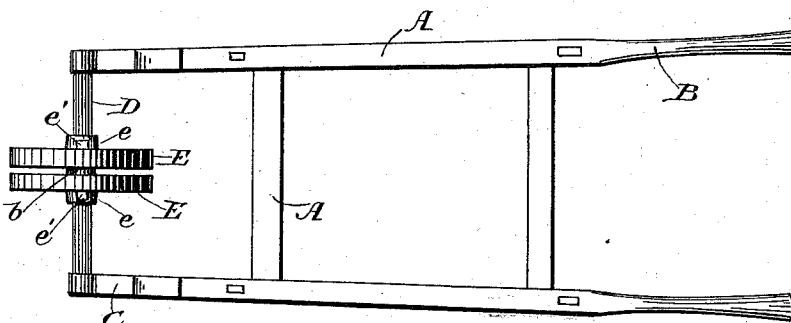


Fig. 2



WITNESSES.

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CHARLES D. SPALDING, OF RICE LAKE, WISCONSIN.

WHEELBARROW.

SPECIFICATION forming part of Letters Patent No. 385,381, dated July 3, 1888.

Application filed April 7, 1888. Serial No. 269,940. (No model.)

To all whom it may concern:

Be it known that I, CHARLES D. SPALDING, a citizen of the United States, residing at Rice Lake, in the county of Barron and State of Wisconsin, 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.

My invention relates to certain new and useful improvements in wheelbarrows; and it consists in a frame having an end shaft provided with adjustable wheels.

The object of my invention is the construction of a wheelbarrow that will run steady and obviate the tilting motion usually experienced in handling a wheelbarrow with a single bearing-wheel secured in the center of the axle. I attain this object by means of the peculiar construction and arrangement of the various parts, which will be hereinafter described and claimed, reference being had to the drawings accompanying this application and forming part of the same, in which—

Figure 1 is a perspective view of my invention with the wheels separated and with one side-board removed and the end-board partly broken away. Fig. 2 is a plan view of the frame of the same, showing the wheels placed close together. Fig. 3 is a detail view in section through one of the wheels and its retaining-collar.

Similar letters refer to like parts throughout the drawings.

Referring to the drawings, A represents a frame having curved handle extensions B, their opposite ends provided with metal straps C, that are formed at their outer ends with jour-

nal-openings *a*, to receive the ends of shaft D. The center of shaft D is provided with a circular stop-piece, *b*, secured rigidly in place by welding or bolt. On each side of stop-piece *b* a bearing-wheel, E, is loosely held at any desired point on said shaft by loose bands *e*, that are held in place by set-screws *e'*. A hook-slide, *e''*, is secured to the inner face of each band *e*, that is formed to engage with a groove in the outer collar of each wheel-hub to hold said wheel to said band or collar, whereby when the band *d* on either side is moved along the axle or shaft D the wheels E are also moved and held where the bands *e* are secured by the set-screws *e'*, permitting the wheels E to revolve in either direction freely, the purpose of this construction being to give any desired bearing within the limit of the shaft D. The usual end standards are placed in the frame A to support the handles and frame when not moving.

It will be readily seen that in turning round the wheels move in opposite directions, giving steadiness to the frame and ease to the operator.

Having described my invention, what I claim is—

As a new article of manufacture, the wheelbarrow A, having the usual handles, B, terminating forwardly in the bearing-shaft D, whereon two wheels, E, are adjustably mounted by reason of the collar *e*, having a bayonet-joint, *e''*, and a set-screw, *e'*, whereby the distance between said wheels is variable and their directions of motions in turning opposite to each other.

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

CHARLES D. SPALDING.

Witnesses:

K. E. RASMUSSEN,
R. M. WHITAKER.