

(No Model.)

2 Sheets—Sheet 1.

R. STONE.  
WHEELBARROW.

No. 559,001.

Patented Apr. 28, 1896.

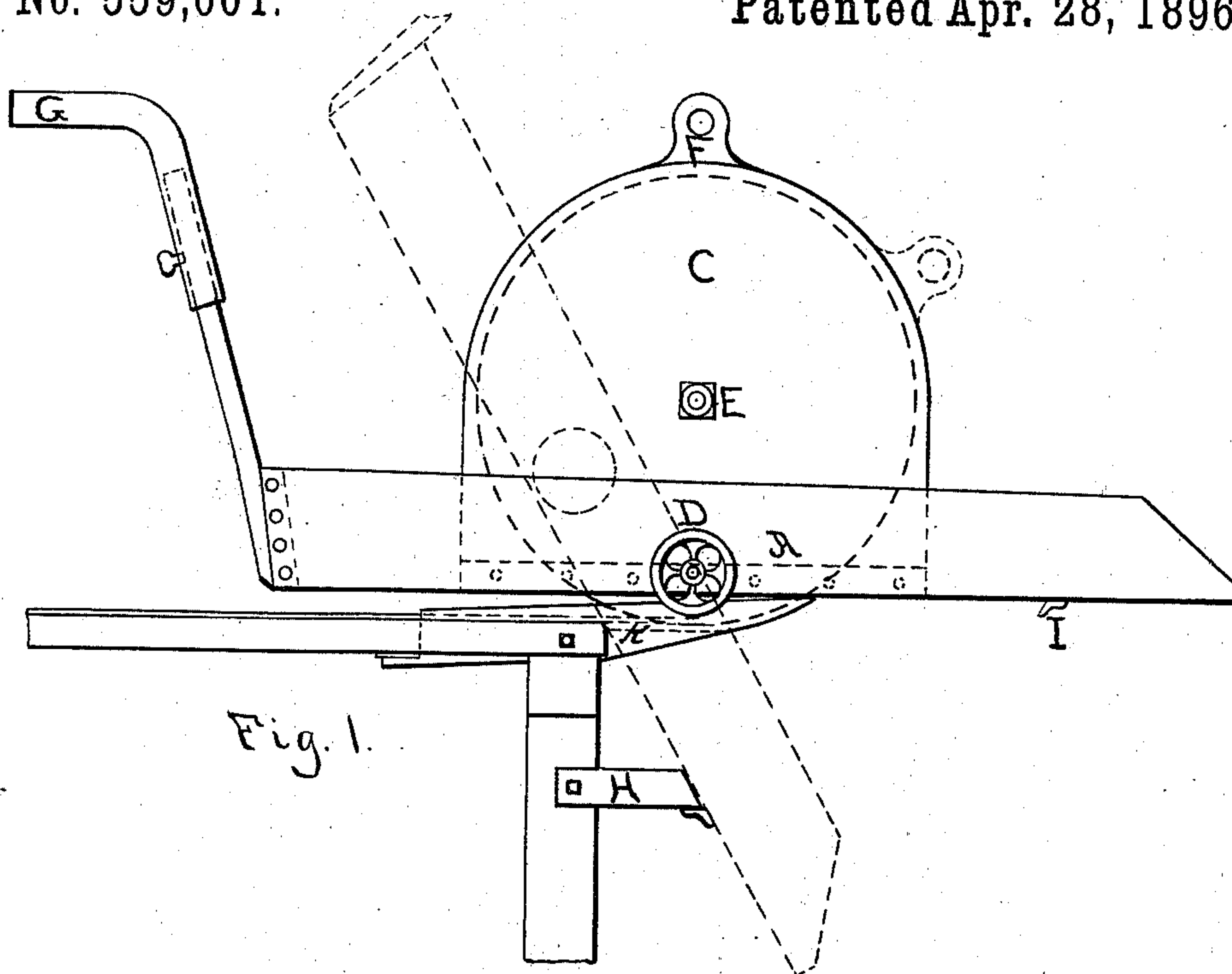


Fig. 1.

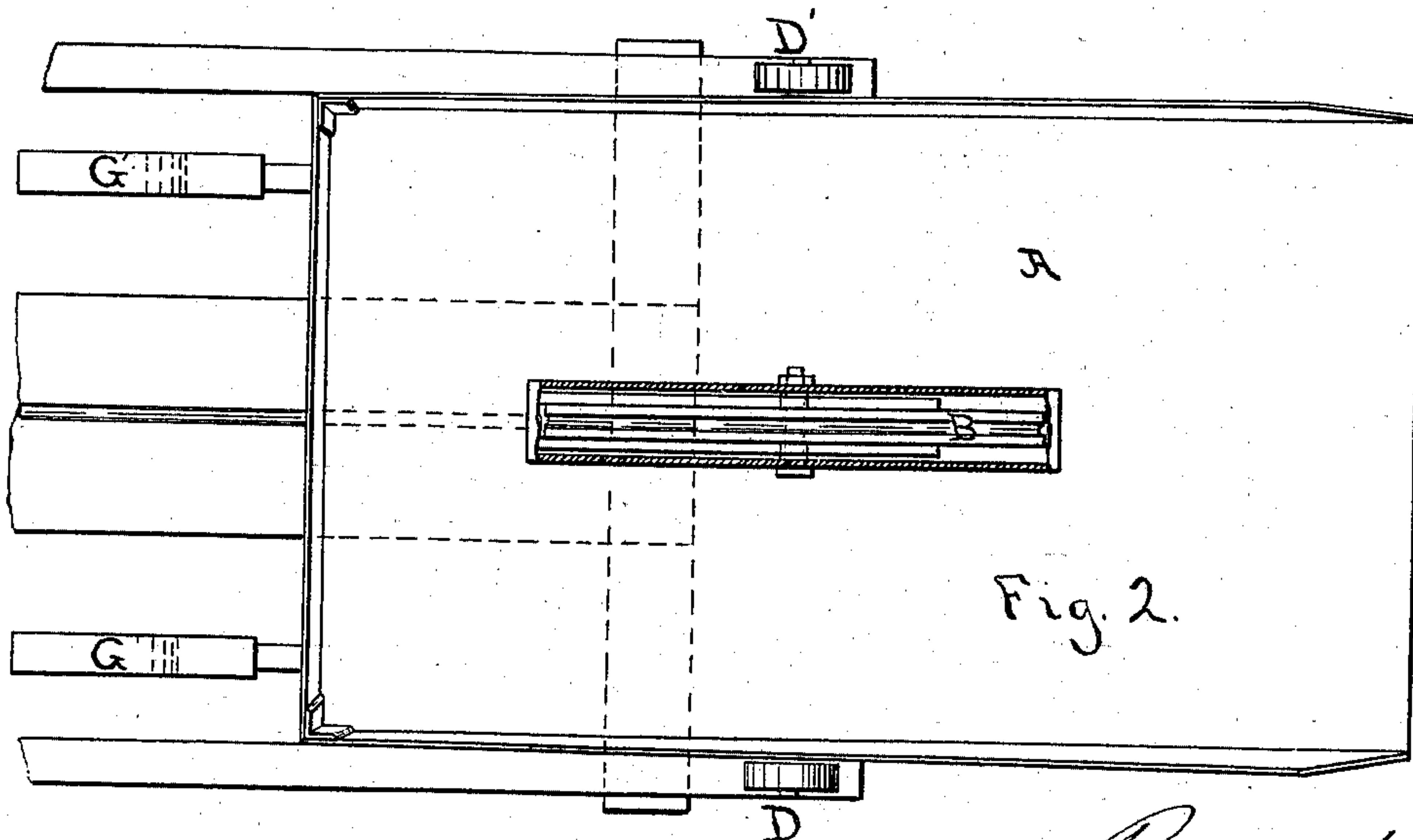


Fig. 2.

Witnesses  
Sam. J. Neely  
R. B. Grubbs.

*Roy Stone*  
Inventor

(No Model.)

2 Sheets—Sheet 2.

R. STONE.  
WHEELBARROW.

No. 559,001.

Patented Apr. 28, 1896.

Fig. 3.

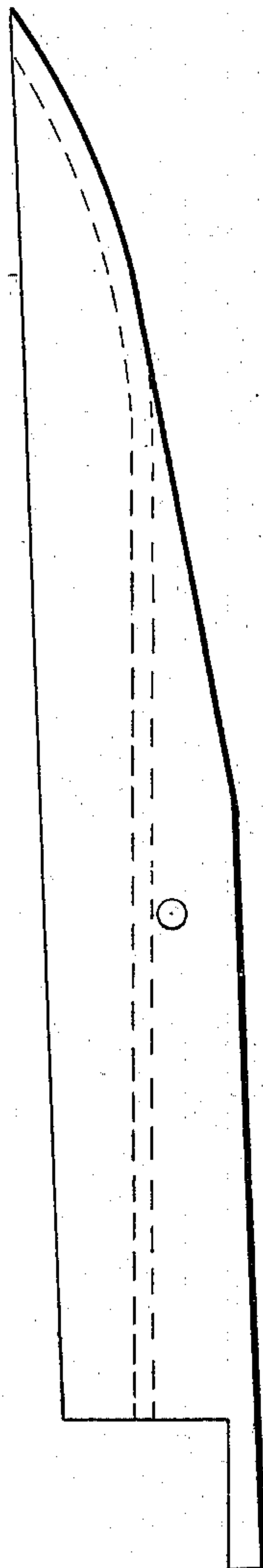
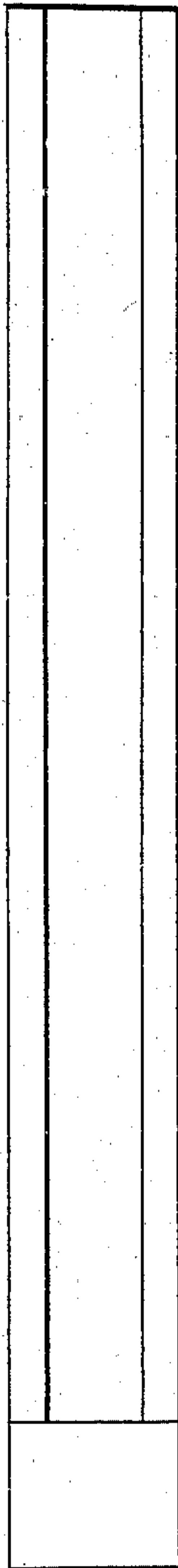


Fig. 4.



Witnesses  
Sam. J. Neely  
R. B. Grubbs.

*Roy Stone*  
Inventor



# UNITED STATES PATENT OFFICE.

ROY STONE, OF WASHINGTON, DISTRICT OF COLUMBIA, ASSIGNOR OF ONE-HALF TO CHARLES E. ASHBURNER, OF BROOK HILL, VIRGINIA.

## WHEELBARROW.

SPECIFICATION forming part of Letters Patent No. 559,001, dated April 28, 1896.

Application filed December 15, 1894. Serial No. 531,968. (No model.)

*To all whom it may concern:*

Be it known that I, ROY STONE, a citizen of the United States, residing in the city of Washington, District of Columbia, have invented a new and useful Wheelbarrow, of which the following is a specification.

My invention relates to forward-dumping wheelbarrows; and the objects of my improvements are, first, to balance the wheelbarrow, whether empty or loaded; second, to bring the load close to the ground; third, to adapt the barrow to running either on a metal rail or on planks; fourth, to permit its being lifted out of pits or quarries by means of a central purchase. I attain these objects by the mechanism and in the manner illustrated in the accompanying drawings, in which—

Figure 1 is a side view of the barrow and of the end of the track, with the barrow shown in a dumping position by dotted lines. Fig. 2 is a top view of the barrow with the wheel-case broken off to show the wheel and the sides of the channel-track which supports it while dumping. Fig. 3 is a side view, and Fig. 4 a plan, of the channel-track.

Similar letters refer to similar parts throughout the several views.

The tray A is suspended centrally by the wheel-case C from the main wheel B by its axial bolt E. Small side wheels D D' come into bearing if the barrow inclines to either side. The main wheel is grooved for a metal rail, but the shoulders of the groove are left wide enough to give a proper bearing on a plank where a rail is not provided.

The handles G G' are made adjustable to the height of the operator by the telescopic arrangement shown, or any equivalent method.

The wheel-case is carried up, and a central hold is provided at F for lifting the barrow bodily, whether empty or loaded.

In dumping, the barrow turns upon the bolt E as a pivot, the side wheels are lifted, and the tray is thrown backward of the point of support. This involves the need of a central projecting track for the main wheel and of a steadiment for the barrow to prevent its

tipping sidewise instead of exactly forward. This is accomplished by the channel-piece K, which carries the main wheel out beyond the track-supports and embraces it sufficiently to hold it upright.

The bottom of the channel-track curves upward at the forward end and makes a stop for the wheel. A buffer H serves to stop the dumping motion and to jar off any adhering dirt from the tray. A hook I, engaging under the buffer, prevents the barrow from being forced off the end of the track when the tray strikes the buffer, either by its momentum or by the push of the operator.

What I claim, and desire to secure by Letters Patent, is—

1. In a wheelbarrow the combination of a central carrying-wheel, a surrounding depended tray, and means of suspension with side wheels bearing alternately as described.

2. The combination of the central carrying-wheel, the surrounding, depended tray, the suspending bolt E, and the wheel-case C, adapted to support the tray, protect the wheel and lift the barrow by the hold F, as described.

3. The combination of the central carrying-wheel and surrounding depended tray with the handles telescopically or otherwise adjustable to the height of the operator to keep the tray level.

4. The combination of the central carrying-wheel and suspended tray with the projecting channel-track K, substantially as shown and described.

5. The combination in a forward-dumping barrow of the hook I, the buffer H, and the rising end of the track, substantially as described.

6. The combination of a depended tray with side wheels bearing alternately and a central grooved wheel provided with broad-tread flanges.

ROY STONE.

Witnesses:

R. B. GRUBBS,  
CHAS. W. IRISH.