(No Model.)

J. ANNIN.

WHEELBARROW.

No. 305,879. Patented Sept. 30, 1884.

Fig. 1.

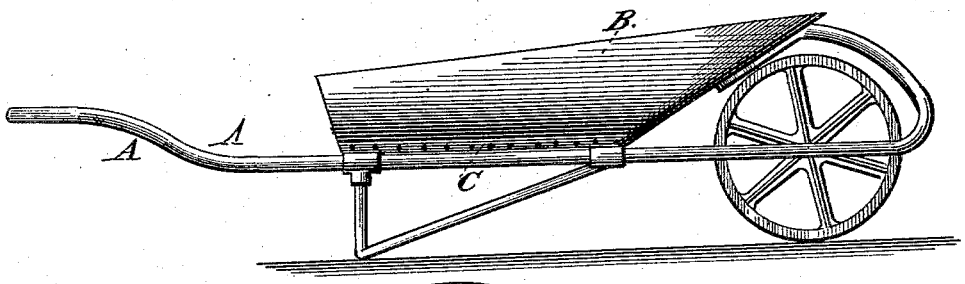


Fig. 3.

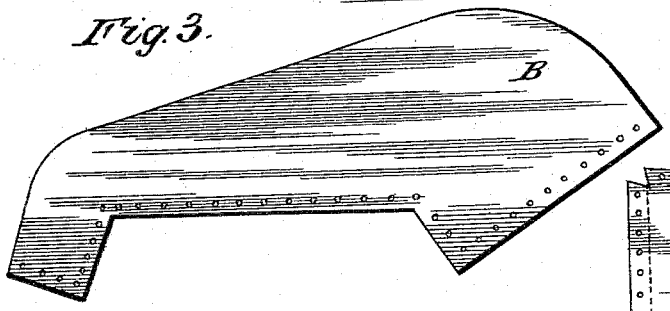


Fig. 4.

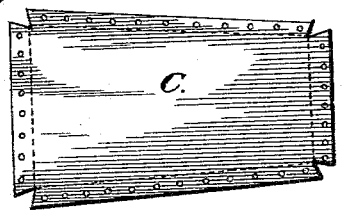
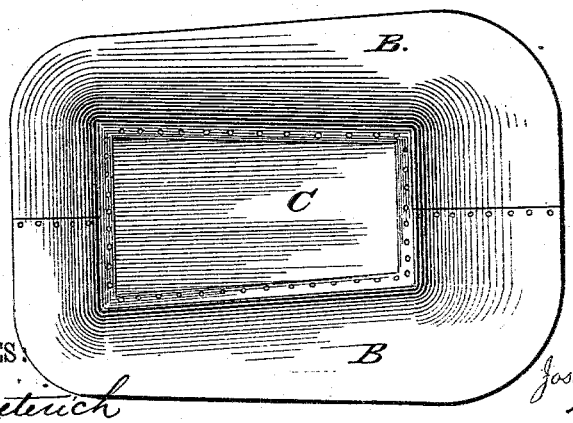


Fig. 2.



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WHEELBARROW.

SPECIFICATION forming part of Letters Patent No. 305,879, dated September 30, 1884.

Application filed January 21, 1884. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH ANNIN, of Brooklyn, in the county of Kings 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.

My invention relates to an improvement in the class of wheelbarrows having a metal tray or body, and has for its object to render them stronger and more durable, as well as to effect an economy in the manufacture of the same.

To attain these ends I provide the tray with a bottom which is made separate from the body or portion forming the flaring sides and ends, the said parts being riveted together, so that the bottom may be detached (when broken or worn out) and a new one substituted. The said body or flaring portion is composed of two parts having the required angular shape and riveted together at front and back of the tray, as hereinafter described.

In the accompanying drawings, forming part of this specification, Figure 1 is a side view of an iron wheelbarrow having a tray constructed according to my invention. Fig. 2 is a plan view of the tray. Fig. 3 is a plan view of one of the pieces forming the sides and ends of the tray, the same being extended in the flat. Fig. 4 is a similar view of the piece forming the bottom of the tray.

The letters B B indicate the pieces forming the sides and ends of the tray or body of the wheelbarrow, and C the bottom thereof. These parts B C are cut out of sheet-iron and rivet-holes simultaneously punched therein by means of a machine suitably constructed for the purpose. The side pieces, B, are next bent into the required angular form, and the wider and narrower ends successively riveted together, thus forming the main portion of the dish-shaped body of the tray, the punched edges of the bottom piece, C, being also bent up at an angle corresponding to a flare of the sides B, to which it is then united by riveting, as shown. The tray is thus completed and ready for attachment to the iron frame of the wheelbarrow, which may be effected by the usual means and in the usual manner.

In practice the bottom of the tray is subjected to greater wear and harder usage than the sides, chiefly by reason of the fact that material thrown or dumped into the tray ordinarily strikes first on the bottom. It therefore results that the bottom usually gives way or wears out, while the sides yet remain intact, so that the tray is rendered useless and is discarded accordingly; but by constructing the bottom separate from the sides provision is made for its detachment when broken or worn out, and the substitution of a new one, which is riveted to the sides B, thus forming a tray which is practically as serviceable as the original. It will also be seen that the parts B C, being made by machinery, are interchangeable—that is to say, any one may be replaced by another piece of like form and will fit accurately in place. Another important advantage is derived from the adaptation for use of a bottom piece of thicker material than the sides, so that it will be more durable in use, and in many cases last as long as the sides, thus avoiding the necessity for supplying a new one.

I do not claim a wheelbarrow-tray made of several parts or pieces, since I am aware it is not new.

Having thus fully described my invention, what I claim is—

The improved metal wheelbarrow-tray composed of the three parts specified—to wit, the two angular side and end pieces B B, forming the flaring body, and the bottom C, which are riveted together, as shown and described.

JOSEPH ANNIN.

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