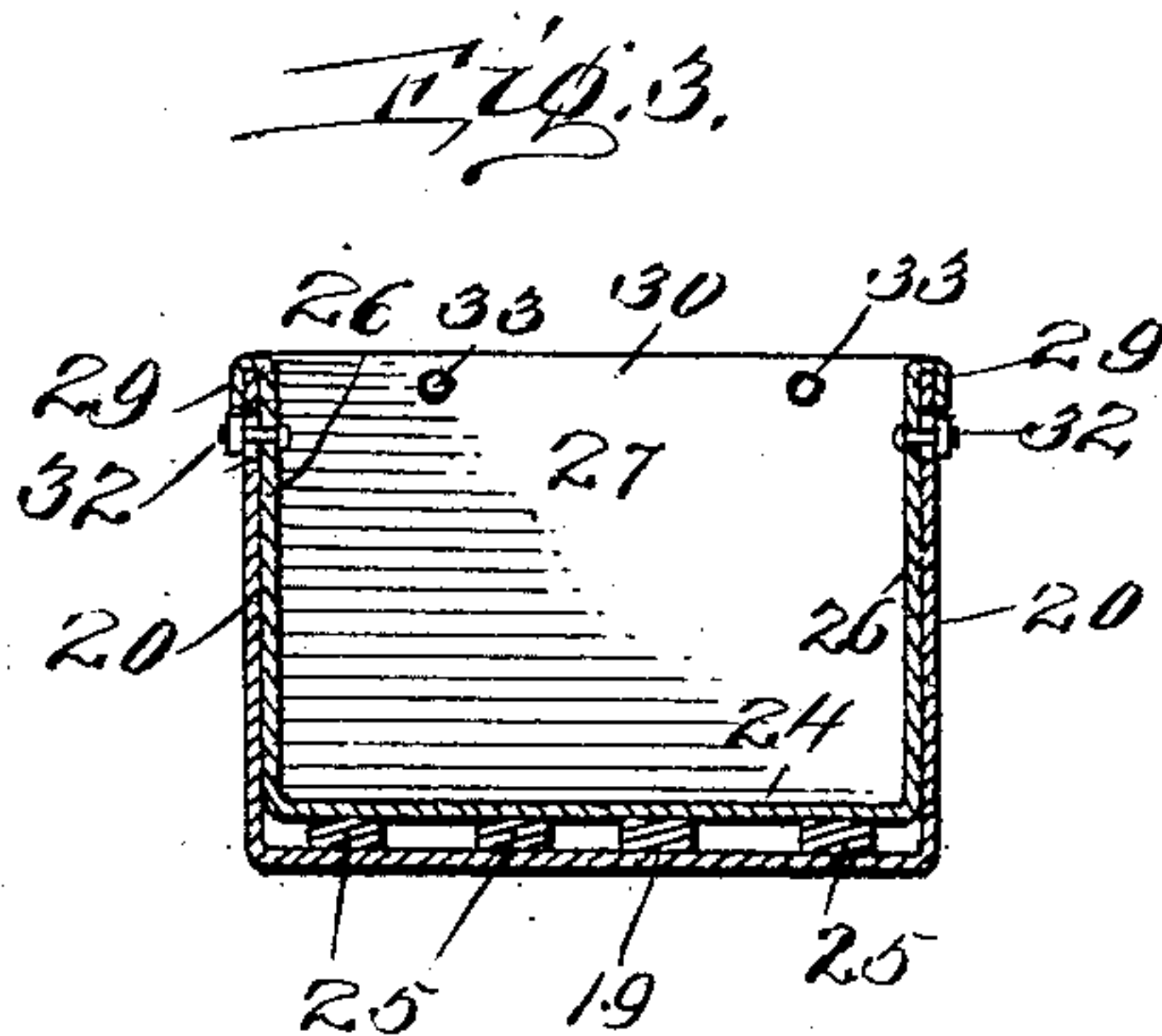
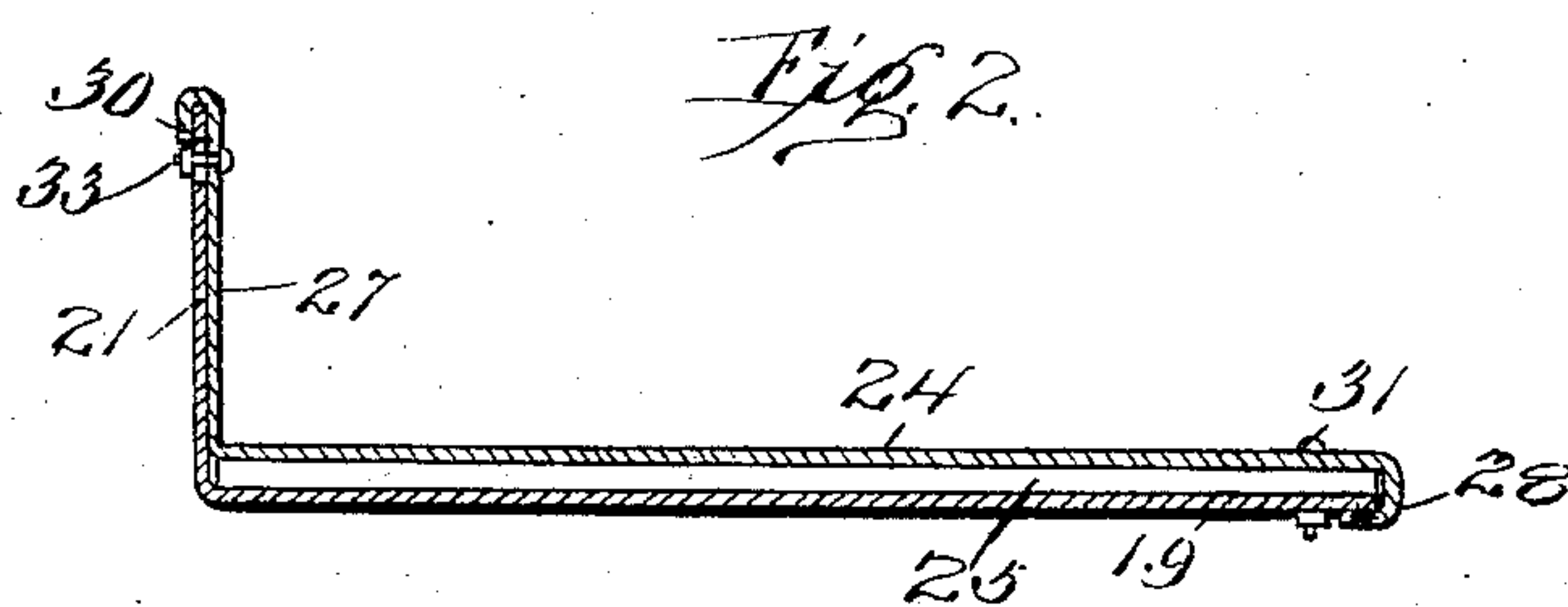
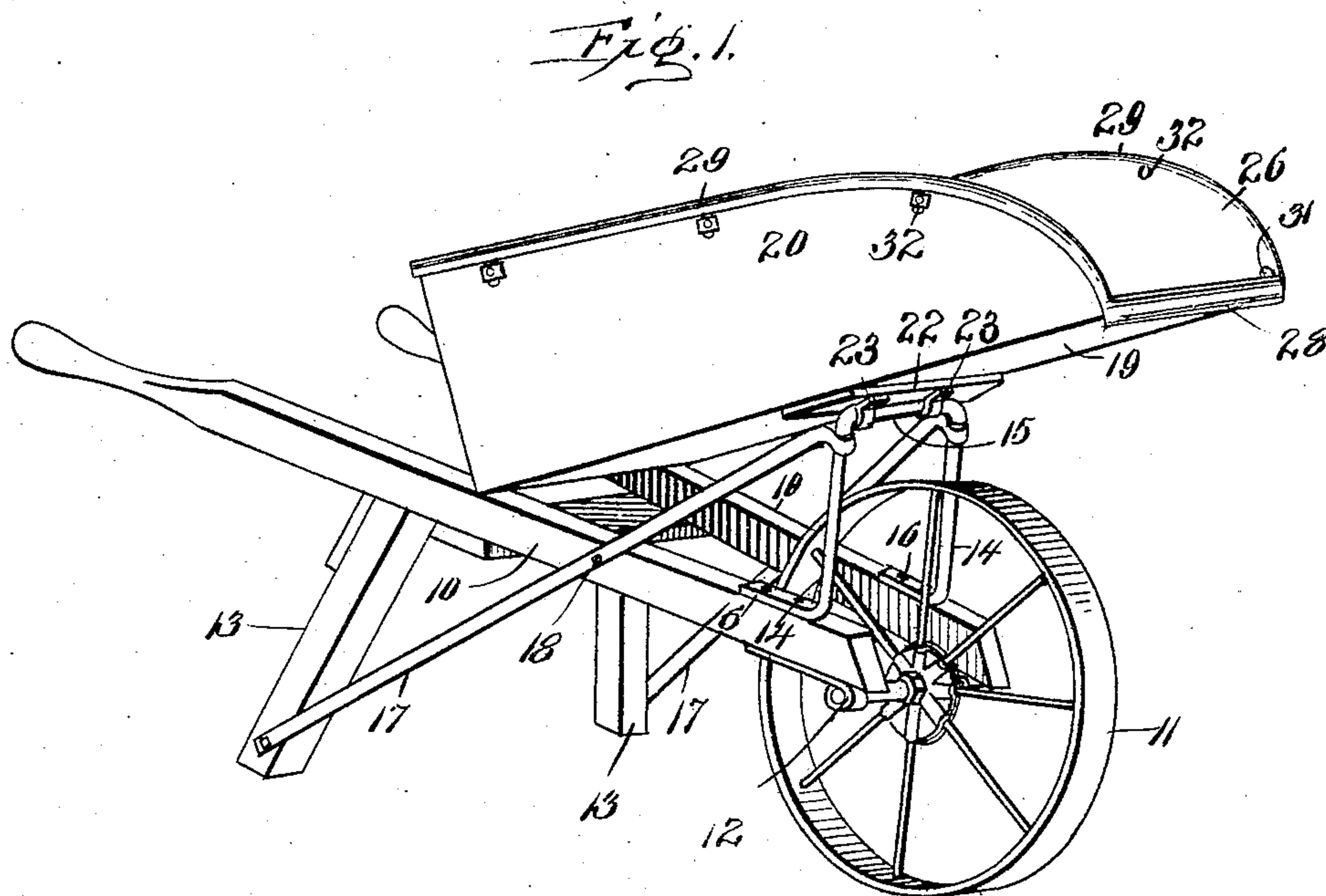


No. 854,496.

PATENTED MAY 21, 1907.

C. H. HEINEMAN.
WHEELBARROW BODY.
APPLICATION FILED AUG. 14, 1906.



Inventor

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UNITED STATES PATENT OFFICE.

CHARLES H. HEINEMAN, OF FALLS CITY, NEBRASKA.

WHEELBARROW-BODY.

No. 854,496.

Specification of Letters Patent.

Patented May 21, 1907.

Application filed August 14, 1906. Serial No. 330,574.

To all whom it may concern:

Be it known that I, CHARLES H. HEINEMAN, a citizen of the United States, residing at Falls City, in the county of Richardson and State of Nebraska, have invented certain new and useful Improvements in Wheelbarrow-Bodies; 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.

This invention relates to wheel barrows and especially to bodies for mounting upon wheel barrows and arranged to dump the load.

An object of the invention is to provide in a dumping barrow a body having a false bottom or internal lining arranged to be replaced when worn or otherwise rendered useless.

A further object of the invention is to provide a barrow especially adapted for use in connection with steam boilers or other furnaces for loading and transporting cinders and other refuse material usually received in a hot state and presenting abrading surfaces ordinarily rapidly wearing the body of the barrow or vehicle in which such material is transported.

A further object of the invention is to provide in a dumping barrow a metallic body with a metallic interlining spaced from the bottom of the barrow body proper and with flanges turned about the edge of the interlining to prevent the introduction of the cinders or analogous material between the interlining and the body proper.

With these and other objects in view the invention comprises certain novel constructions, combinations and arrangements of parts, as will be hereinafter fully described and claimed.

In the drawings, Figure 1 is a perspective view of a barrow embodying the improved body. Fig. 2 is a longitudinal sectional vertical view through the body only of the improved barrow. Fig. 3 is a transverse sectional view through the body of the improved barrow.

Like characters of reference designate corresponding parts throughout the several views.

The barrow forming the subject-matter of this application comprises a pair of handle bars 10 of substantially the usual form and arrangement, supported at the forward end

by the wheel 11 journaled as at 12, and with supporting legs or struts 13 disposed intermediate their ends and arranged to support the handle bars in conjunction with the wheel.

Upon the forward end of the handle bars is erected a supporting frame or bracket comprising spaced uprights 14 joined at their upper ends by a transversely disposed bearing bar 15, and with backwardly-turned feet portions 16 at their lower ends rigidly secured to the forward ends of the handle bars in any approved manner, and substantially at right angles thereto, and with the bearing bar 15 disposed substantially vertically above the journal shaft of the wheel 11. The support or bracket is strengthened and rigidity added by any approved means, as by braces 17, secured at their lower and rearward ends to the legs 13 adjacent their lower ends and extending obliquely relative to the handle bars and secured at their upper ends about the upright 14, in any approved manner. The braces 17 are also secured to the handle bars at the point of crossing as by means of bolts 18, whereby the legs 13 are rendered more rigid relative to the handle bars.

Upon the supporting bar 15 is mounted a body comprising a bottom 19 and sides 20, disposed at any desired and approved angle relative to the bottom and here shown substantially vertical thereto. The body also comprises a back or rear end 21, likewise disposed at any approved angle and here shown as substantially vertical to the bottom. The body is journaled upon the cross bar 15 in any approved manner, here shown as by means of a cleat 22, secured transversely of the under side of the body and substantially midway between the ends. Upon the cleat 22 are rigidly secured clips 23, embracing the cross bar 15, and by which the body is journaled thereupon and lateral movement being prevented by the said clips being spaced to engage the inner sides of the uprights 14.

Within the body composed of the bottom 19, sides 20 and end 21, is disposed an interlining or false bottom comprising a bottom 24 spaced from the bottom 19 as by a plurality of spaced longitudinally extending strips 25. The bottom 24 is continued by upwardly extending sides 26, proportioned and positioned to substantially engage the inner surfaces of the side pieces 20, and with an end piece 27 arranged to engage the inner surface of the end piece 21.

The bottom 24 is provided along the outer transverse edge with a curved flange 28 proportioned to extend downwardly about the ends of the spacing strips 25, and about and
 5 under the outer end of the bottom 19. The flange 28 is provided to prevent cinders and like material from filling the space between the bottom 24 and the bottom 19 and between the spacing strips 25. If found desirable,
 10 the interlining may also be provided with outwardly curved flanges 29 about the upper edge to engage and fold over the upper edge of the side pieces 20, and also with an outwardly curved flange 30 arranged to fold over
 15 and engage the upper edge of the end piece 21. While the flanges 29 and 30 are here shown and are usually found desirable, they are not essential to the satisfactory operation of the interlining, as the sides 26 substantially en-
 20 gage the sides 20 and the end 27 engages the end 21, so that practically no space is provided for the introduction of granular material between the several plates.

As the body as a whole is designed to be
 25 tilted to dump the load, it is found necessary to secure the interlining or false bottom within the body. For this purpose bolts 31 are inserted through the interlining and through the bottom 19 adjacent the forward end and
 30 also adjacent the opposite edges of the body to present as little obstruction as may be to the proper manipulation and operation of the device. It may also be found desirable to insert bolts as 32 through the upper edges of
 35 the sides 26 and 20 at any convenient and approved point, as immediately below the flanges 29. Bolts 33 may likewise be inserted through the end pieces 27 and 21 below the flange, the number and position of
 40 such bolts not being material to the invention, and to be inserted as found necessary from the use of the barrow.

It is well known that in barrows used for transporting cinders and similar granular
 45 material, the body becomes quickly worn and in a short time becomes useless, and being a constituent part of the barrow the entire vehicle must be discarded when the body becomes so worn. By the use of an inter-
 50 lining the wear is exerted only upon the interlining or false bottom, so that the only part which is worn to any considerable extent by

use is the said interlining, and when worn beyond the point of use may be discarded and replaced by a new lining at a trifling cost. It
 55 is also well known that in transporting cinders and ashes from furnaces of various kinds that the said cinders and ashes are moved and placed in the barrow in a heated condition, and that the heat of the cinders
 60 and ashes ordinarily warps the container, especially the bottom of the container, which, in addition to the wear above mentioned, renders the barrow useless. It will be noted that in the interlining herein described pro-
 65 vision is made for spacing the interlining from the bottom of the body proper, so that while the interlining may be warped in the usual manner, the bottom of the body proper spaced therefrom is not materially affected
 70 by the heat, and the body proper may be used for an indefinite number of times and in association with an indefinite number of false bottoms or interlinings.

What I claim is:

1. In a barrow, a wheeled supporting frame, a body mounted upon the frame, spacing strips disposed in the bottom of the body, an interlining proportioned to be placed within the body and rest upon the
 80 spacing strips, and a flange formed upon the interlining positioned and proportioned to embrace the edge of the body.

2. In a barrow, a wheeled frame, a dumping body journaled upon the frame, spacing
 85 strips disposed upon the bottom of the dumping body, an interlining disposed within the dumping body and resting upon the spacing strips, and a flange formed upon the edge of the interlining and positioned to engage the
 90 edge of the dumping body.

3. In a barrow, a wheeled supporting frame, a dumping body mounted upon the frame, and comprising a bottom and one end
 95 portion with side pieces reduced in width toward the forward end, and an interlining disposed within the body and having a flange turned over the forward end of the bottom.

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

CHARLES H. HEINEMAN.

Witnesses:

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 L. L. MORRILL.