

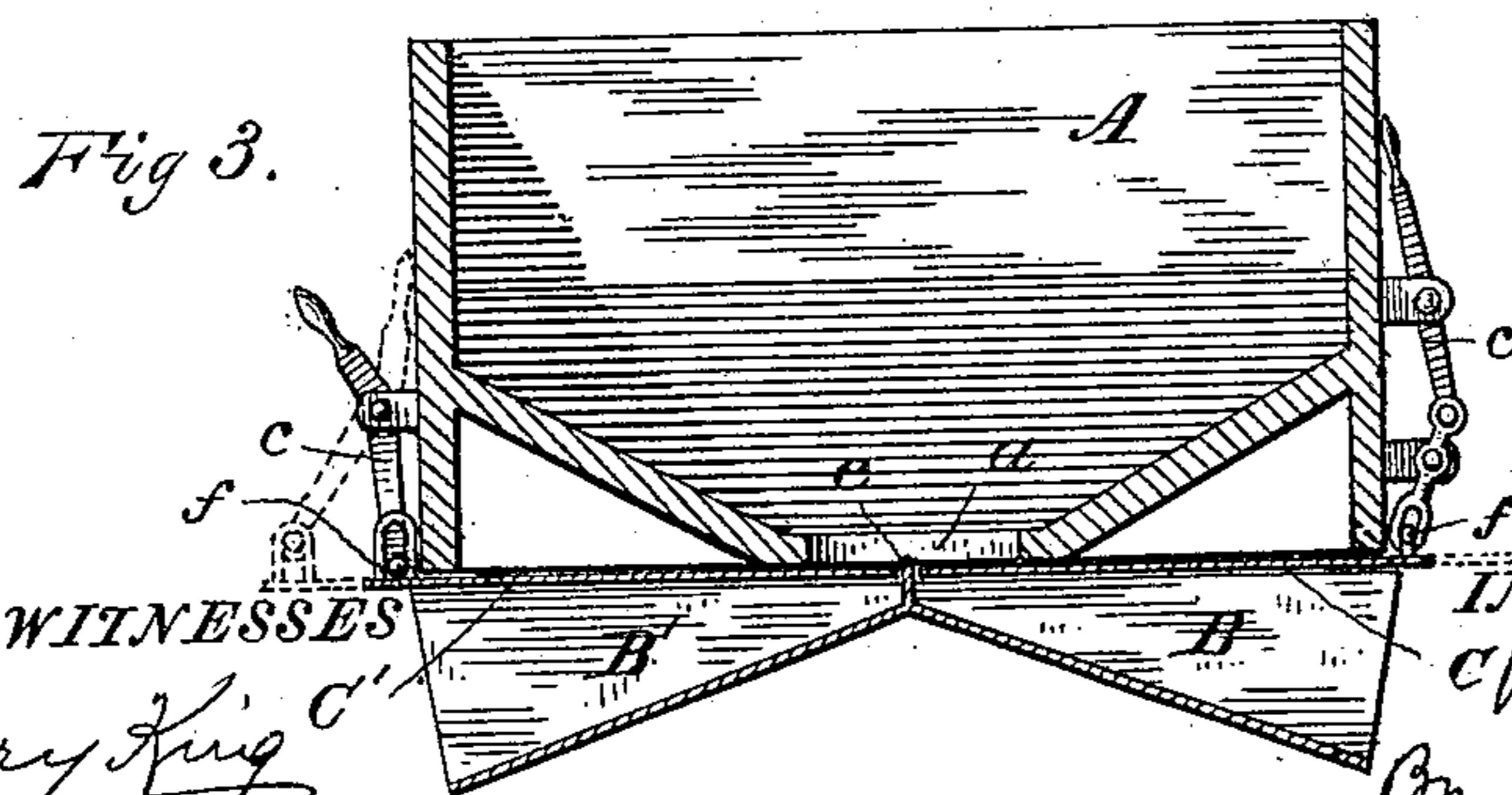
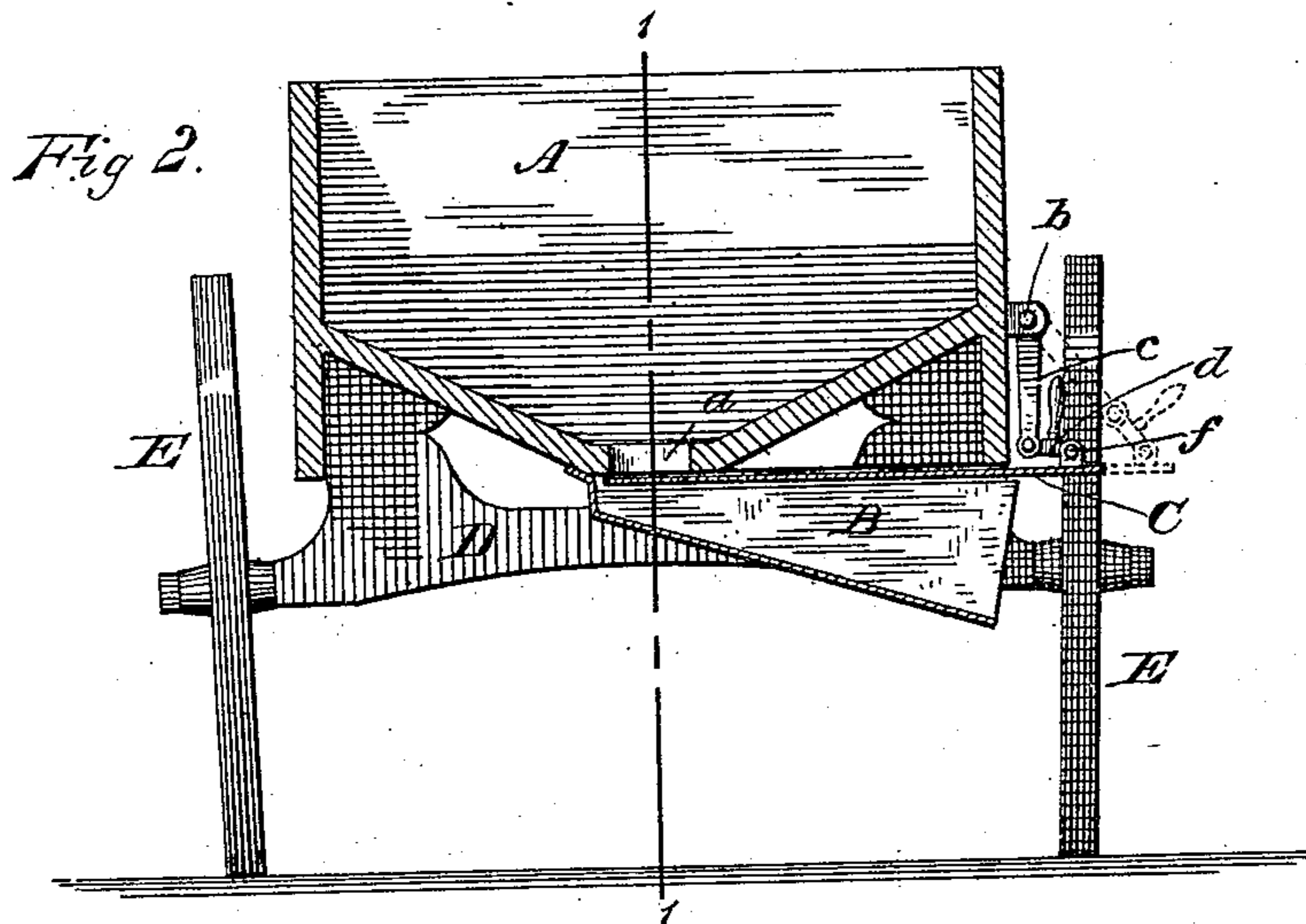
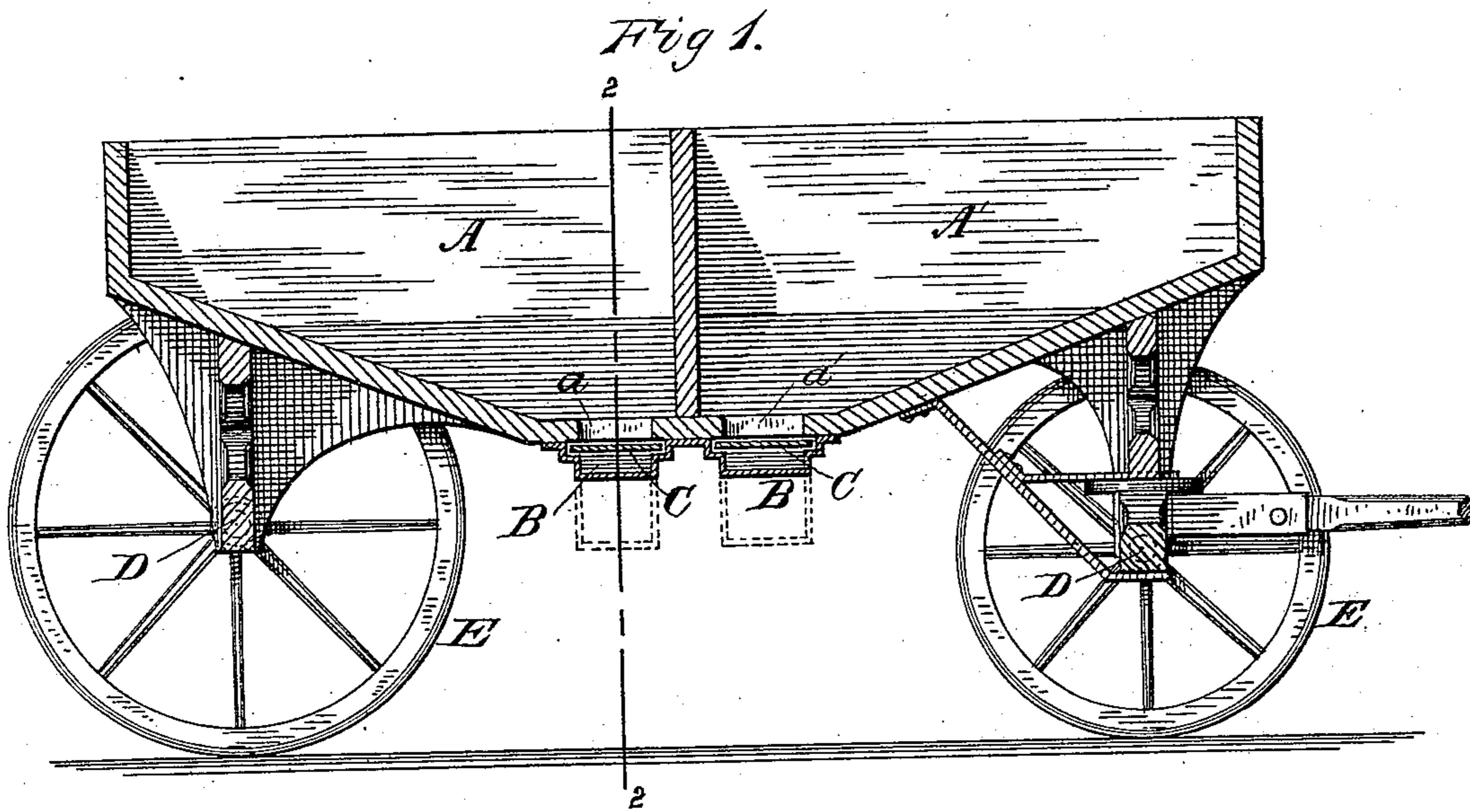
(No Model.)

2 Sheets—Sheet 1.

W. H. SHELDON.
DUMPING WAGON.

No. 471,402.

Patented Mar. 22, 1892.



WITNESSES
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(No Model.)

2 Sheets—Sheet 2.

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Fig 4.

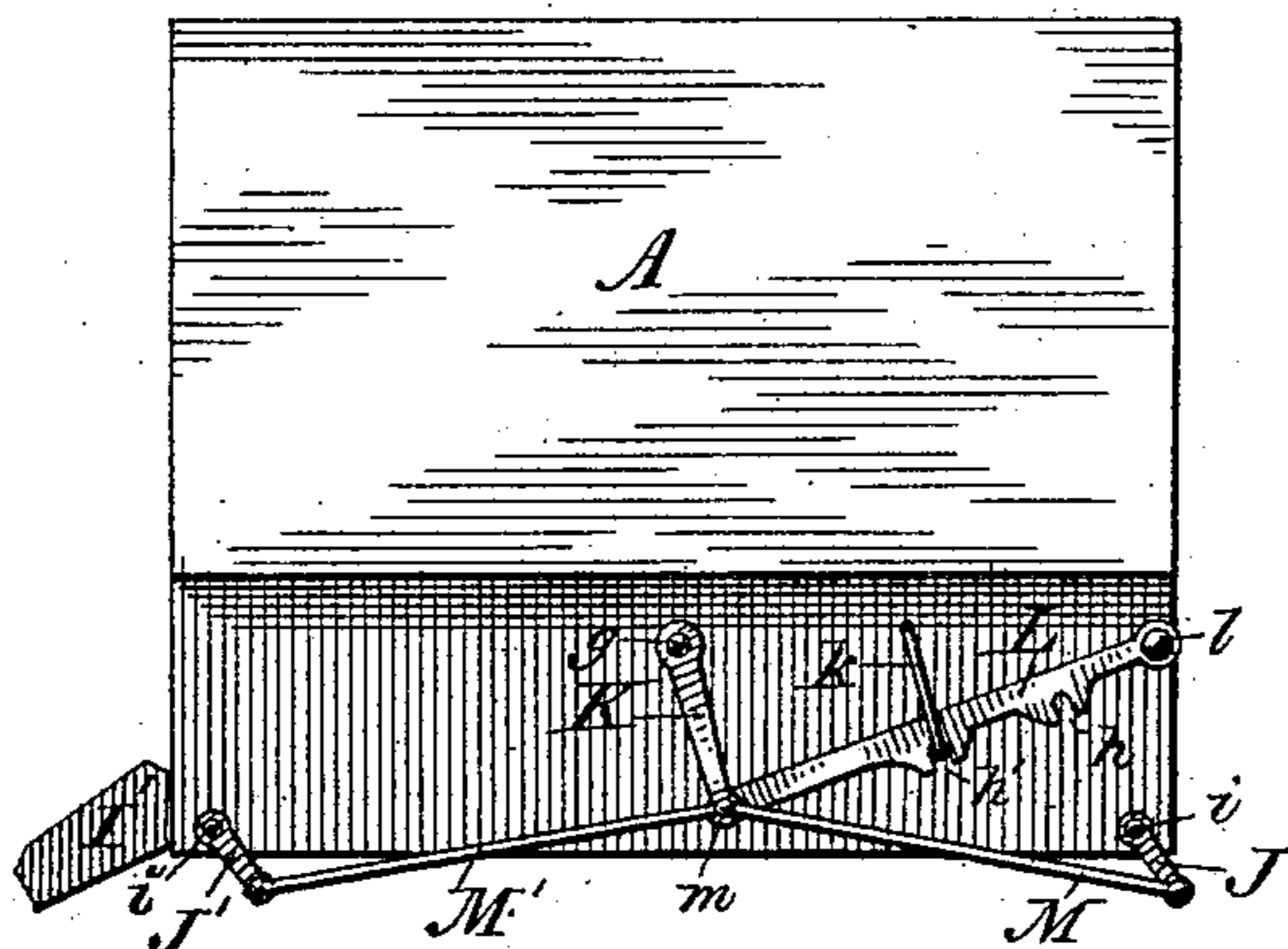


Fig 5.

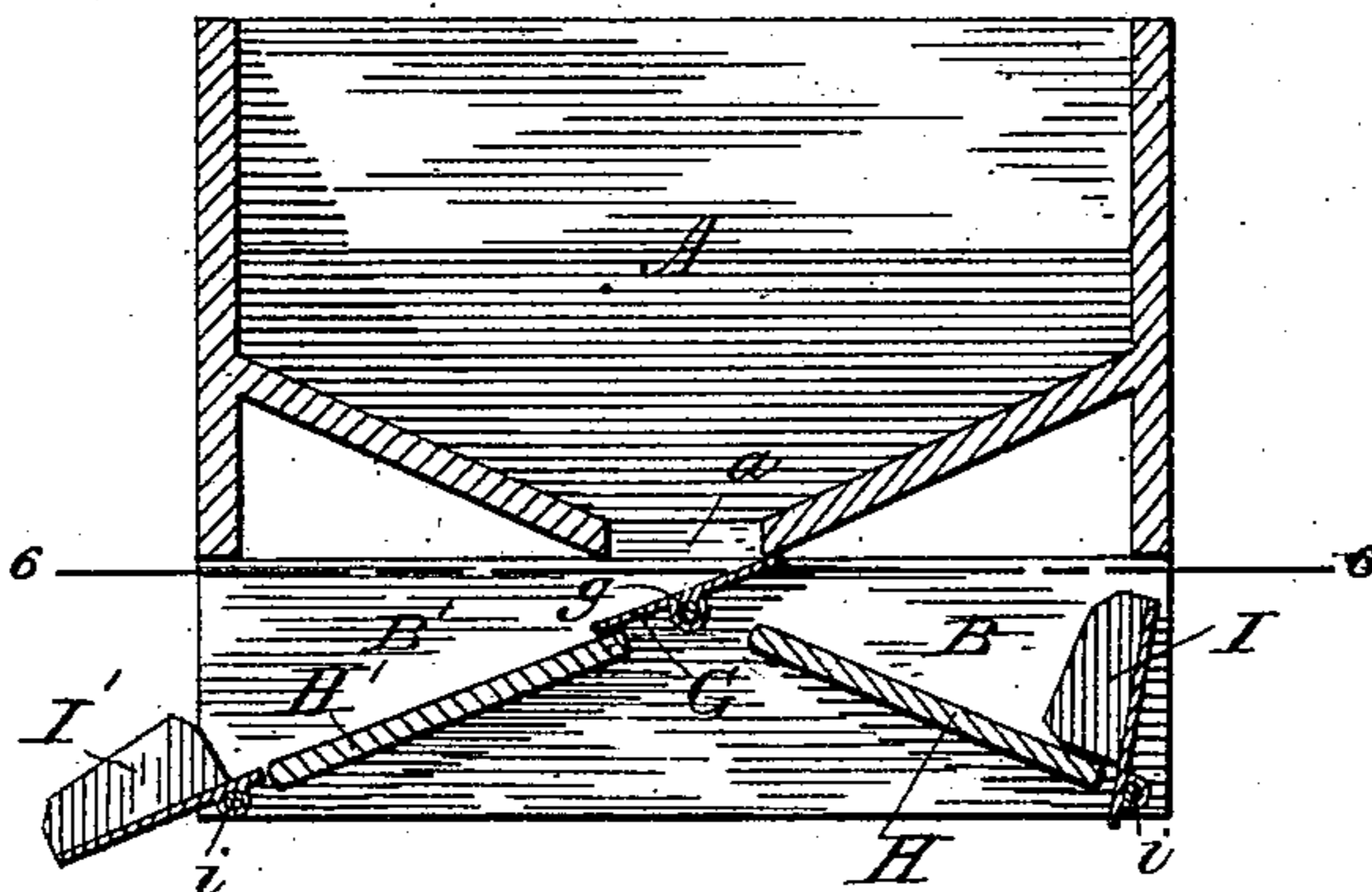
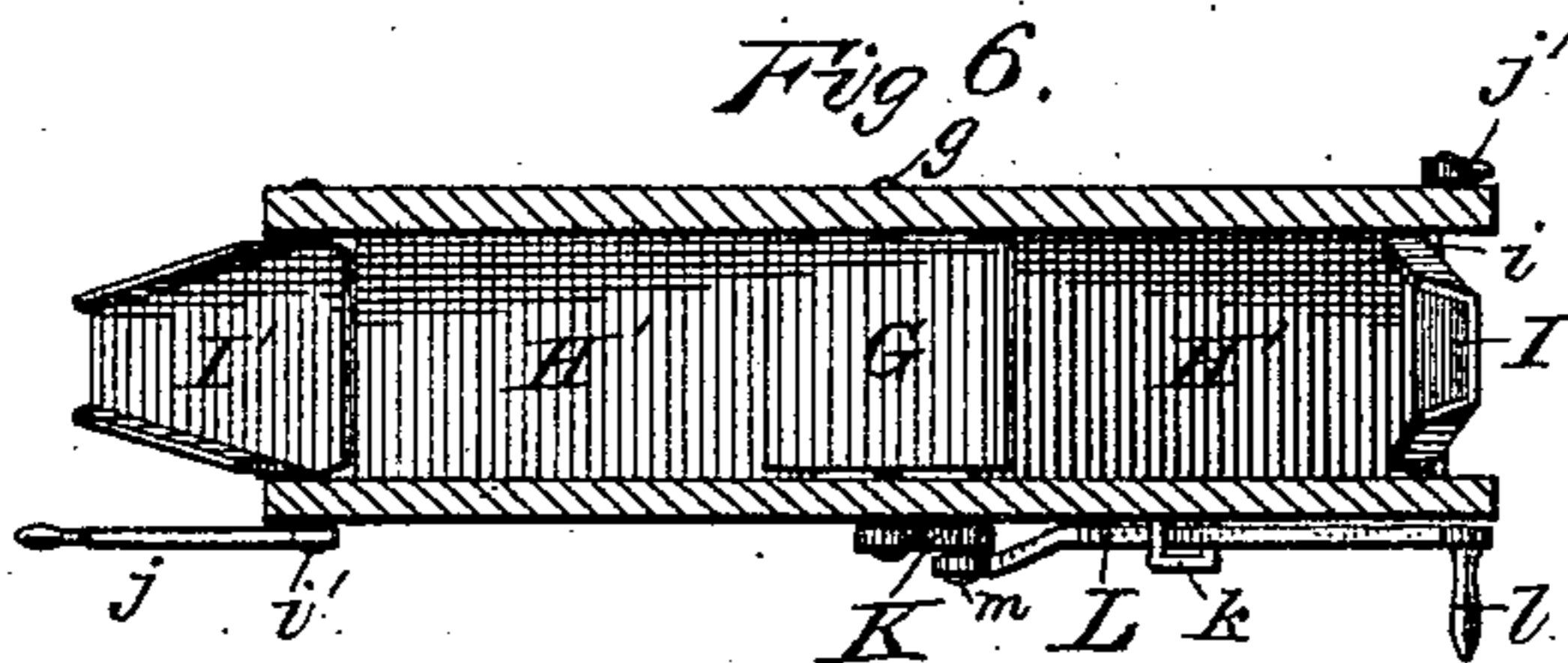


Fig 6.



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UNITED STATES PATENT OFFICE.

WILLIAM H. SHELDON, OF POUGHKEEPSIE, NEW YORK.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 471,402, dated March 22, 1892.

Application filed August 10, 1891. Serial No. 402,243. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. SHELDON, a citizen of the United States, residing at Poughkeepsie, in the county of Dutchess and State of New York, have invented certain new and useful Improvements in Dumping-Wagons; 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.

My invention relates to improvements in dumping-wagons in which an opening for the delivering of a load may be made in the bottom of the wagon; and the objects of my improvement are, first, to provide a means of quick delivery of large and heavy loads, as in the case of coal, without the necessary employment of more than one man for each wagon; second, to apply the same means in a single wagon for the quick delivery of two varieties of coal or similar article at different houses or in separate compartments at the same house, and, third, to regulate by convenient lever appliances the opening and closing of the delivery-spouts in the bottom of the wagon. I attain these objects by the device illustrated in the accompanying drawings, in which

Figure 1 is a longitudinal section of my improved wagon, cut through line 1 1 of Fig. 2. Fig. 2 is a transverse section of the same cut through line 2 2 of Fig. 1. Fig. 3 is a similar transverse section showing the delivery-spout on both sides of the central opening and varying forms of the lever device for opening and closing the delivery-spouts. Fig. 4 is a detached plan view showing a lever device for conveniently turning the delivery of the load to either side of the wagon. Fig. 5 is a transverse section of the same, better showing the parts operated by the lever mechanism; and Fig. 6 is a detached top view of a section of the delivery-spouts cut through line 6 6 of Fig. 5, and showing separate levers for operating different parts of the delivery mechanism.

Similar letters refer to similar parts throughout the several views.

In the drawings, A represents a wagon-body having its bottom inclined toward the delivery-openings *a a*, under which are the deliv-

ery-spouts B B', extending and inclining outward toward the side of the wagon, separated from the wagon-body by the movable slides C C'. These slides are operated by a lever device *b c d*, which may be formed in any convenient way, as shown in Figs. 2 and 3, for the purpose of opening or closing the delivery-orifices *a a*.

The body A, with my delivery device attached, may be placed upon the ordinary wagon axles and wheels D E.

For convenience in delivering the contents of the wagon upon either side I make use of the devices shown in detail in Figs. 3, 4, 5, and 6. The simplest device for accomplishing this double delivery is that shown in Fig. 3, where the central orifice is divided by the separating-wall *e*, between the spouts B B', and the slides C C' may be operated by the lever *c f* to open or close either side of *a*. If it be desired to use the whole width of the opening *a* for discharging the load, the plate G, pivoted in the center at *g*, may be interposed under *a* and between the sides C C' and the inclining bottoms H H' of the delivery-spouts B B', as is shown in Fig. 5. For operating G and holding it firmly in position for delivering the load through the desired spout I use the crank-bar K, rigidly attached to the pivot *g* and pivoted to the bar L, which projects outwardly along the exterior of the delivery-spouts. L terminates in the handle *l*, and has slots *h h'* adapted to engage with the stationary pin *k* at such points as will hold the plate G in proper position for the delivery of the load toward either side of the wagon. To avoid spilling the coal as it passes from the spouts to baskets or to the ordinary runway used in transferring coal to cellar-windows or sidewalk man-holes, I add the projecting supplemental funnel-spouts I I', hinged at *i*, so that when not in use they may be turned up in the ends of the spouts even with the side of the wagon by means of the simple handle *j*, as shown in Fig. 6. If these supplemental spouts are used only in connection with the plate G, they may be conveniently opened and shut, respectively, by means of the connecting-rods M M', running from the large crank K to small spout-cranks J J', as shown in Fig. 4.

It will readily be seen that my invention

does away entirely with the process of shoveling and enables one man to fill baskets from the delivery-spouts rapidly enough to keep four or five men busy carrying the baskets, or
5 enables one man unaided to deliver a load in a few minutes into a house-cellar or sidewalk man-hole by means of the ordinary runway, thus saving a great deal of time or labor. The delivery may in any case be made from
10 either side of the wagon, and, as shown in Fig. 1, two kinds of coal may be taken in the same load and delivered simultaneously into separate bins by one man unaided, and with the use of simple and easily-worked lever move-
15 ments instead of by a complicated and difficult method of hoisting and dumping.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

20 1. The combination of a hopper-shaped

body A, having an opening *a*, with slides C C' underneath *a*, double delivery-spouts B B', and a movable plate G, pivoted underneath *a* and adapted to turn the delivery of the load to either side, substantially as described. 25

2. A dumping-wagon consisting of a box provided with a hopper-shaped bottom terminating in a central opening *a*, slides C C' underneath *a*, the delivery-spouts B B', the central movable plate G, the supplemental funnel-spouts I I', and the lever-bars J K L, all operating substantially as and for the purposes described. 30

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

WILLIAM H. SHELDON.

Witnesses:

IRVING ELTING,
BENJ. M. FOWLER.