

(No Model.)

2 Sheets—Sheet 1.

W. O. SHADBOLT.
WAGON.

No. 547,894.

Patented Oct. 15, 1895.

FIG:1.

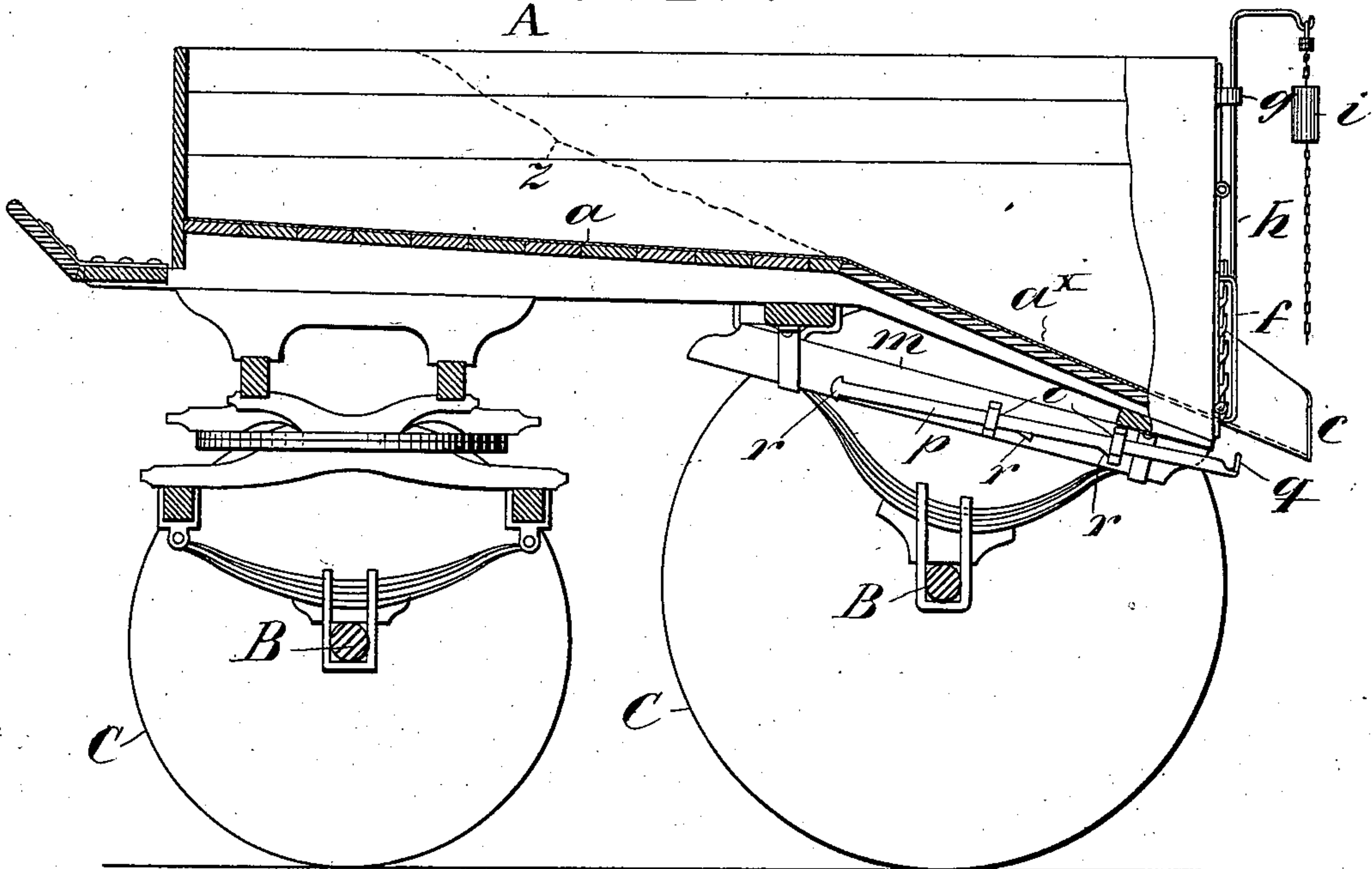


FIG:2

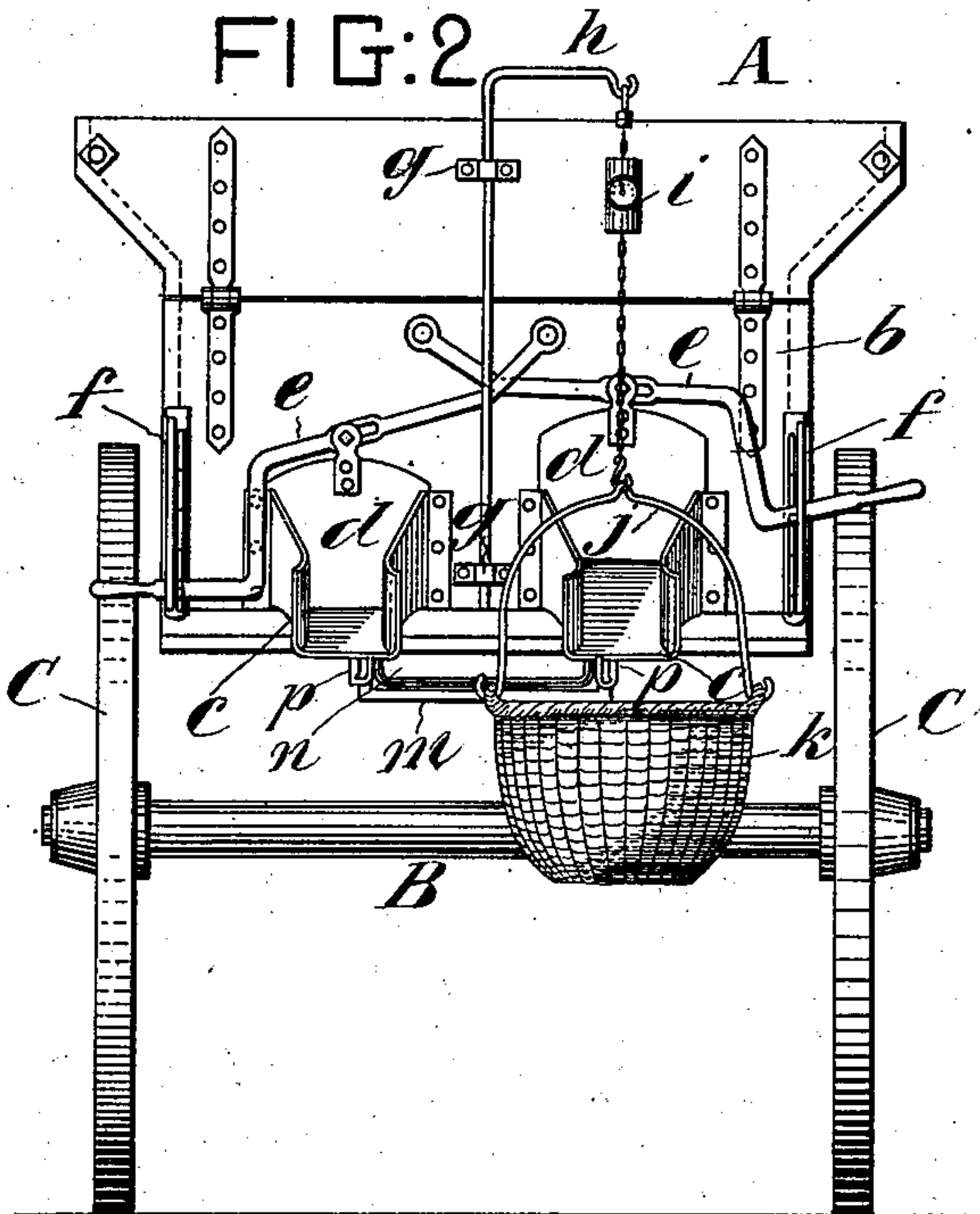
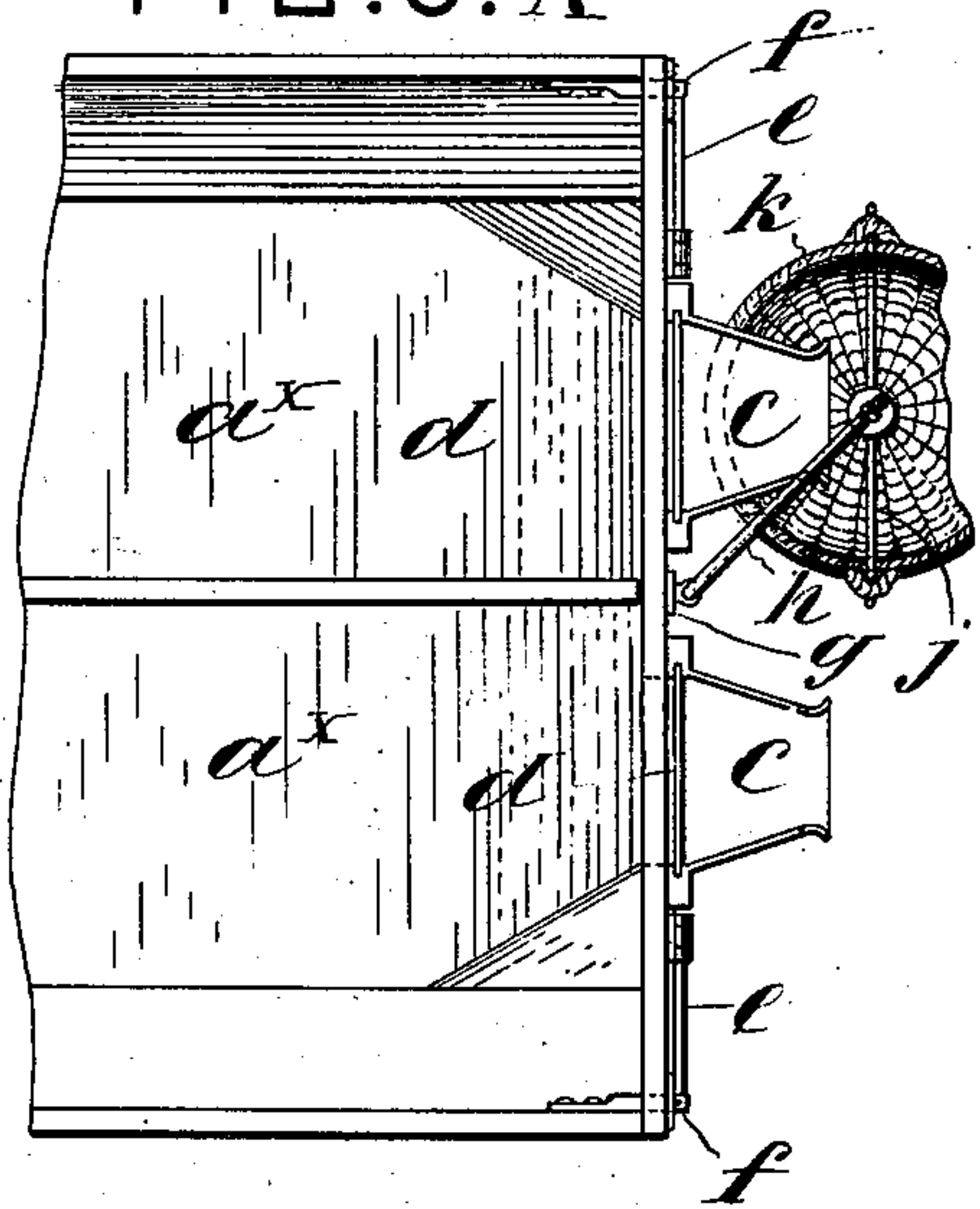


FIG:3. A



WITNESSES:

J. H. Wiman
Peter A. Ross

INVENTOR:

William Oscar Shadbolt

By *Henry G. ...*
Attorney.

(No Model.)

2 Sheets—Sheet 2.

W. O. SHADBOLT.
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FIG: 6. Patented Oct. 15, 1895.

A

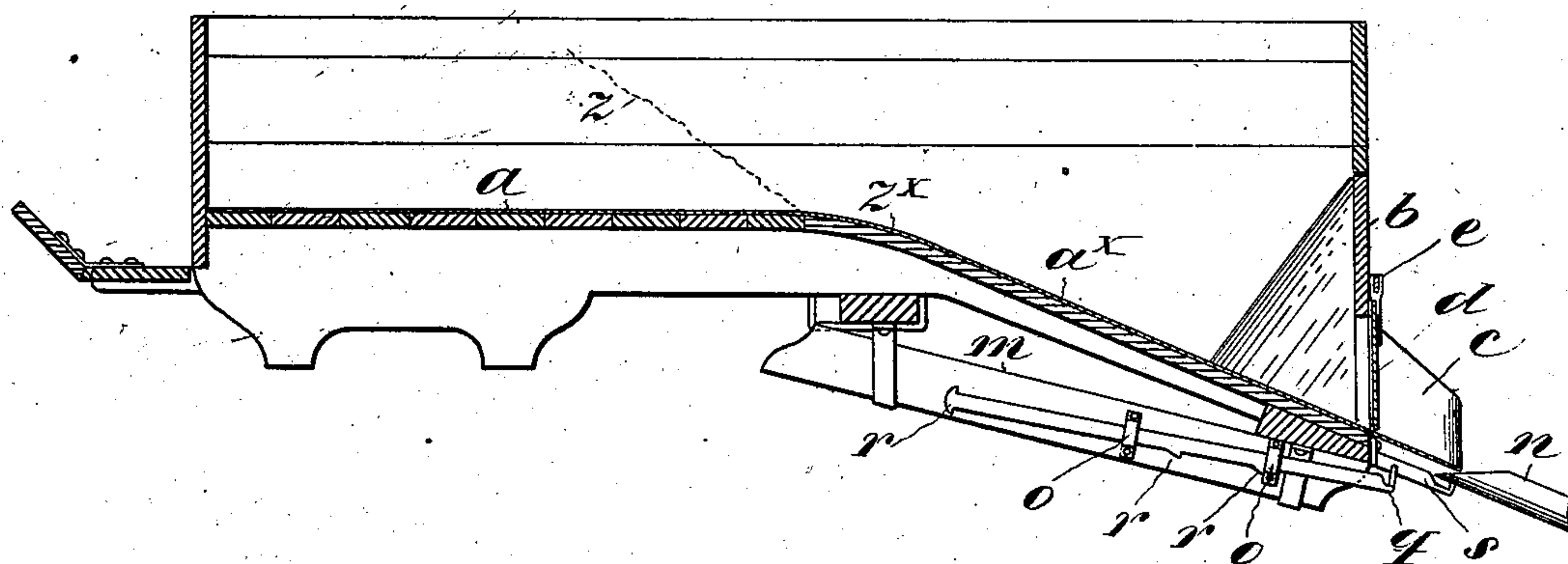


FIG: 4.

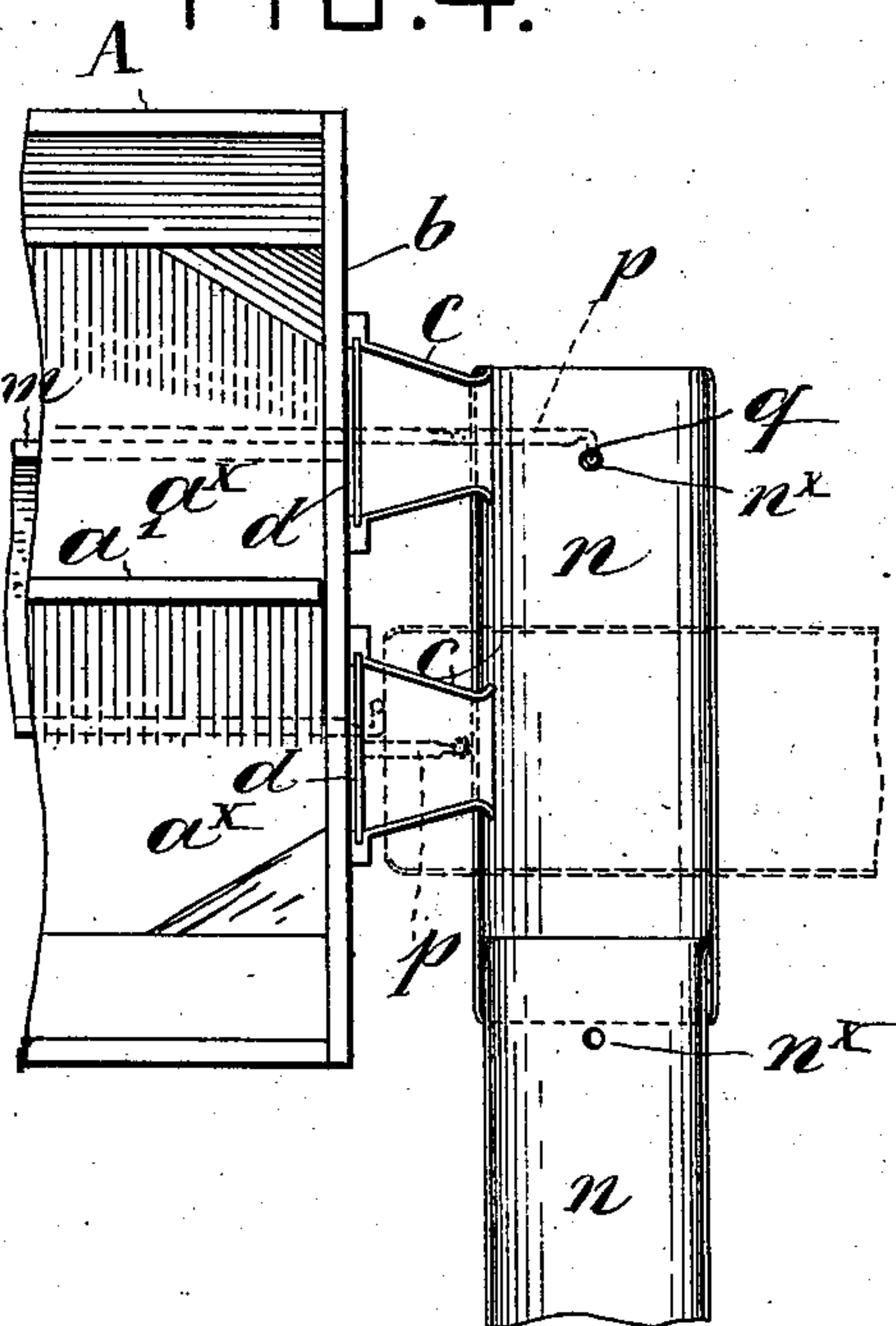
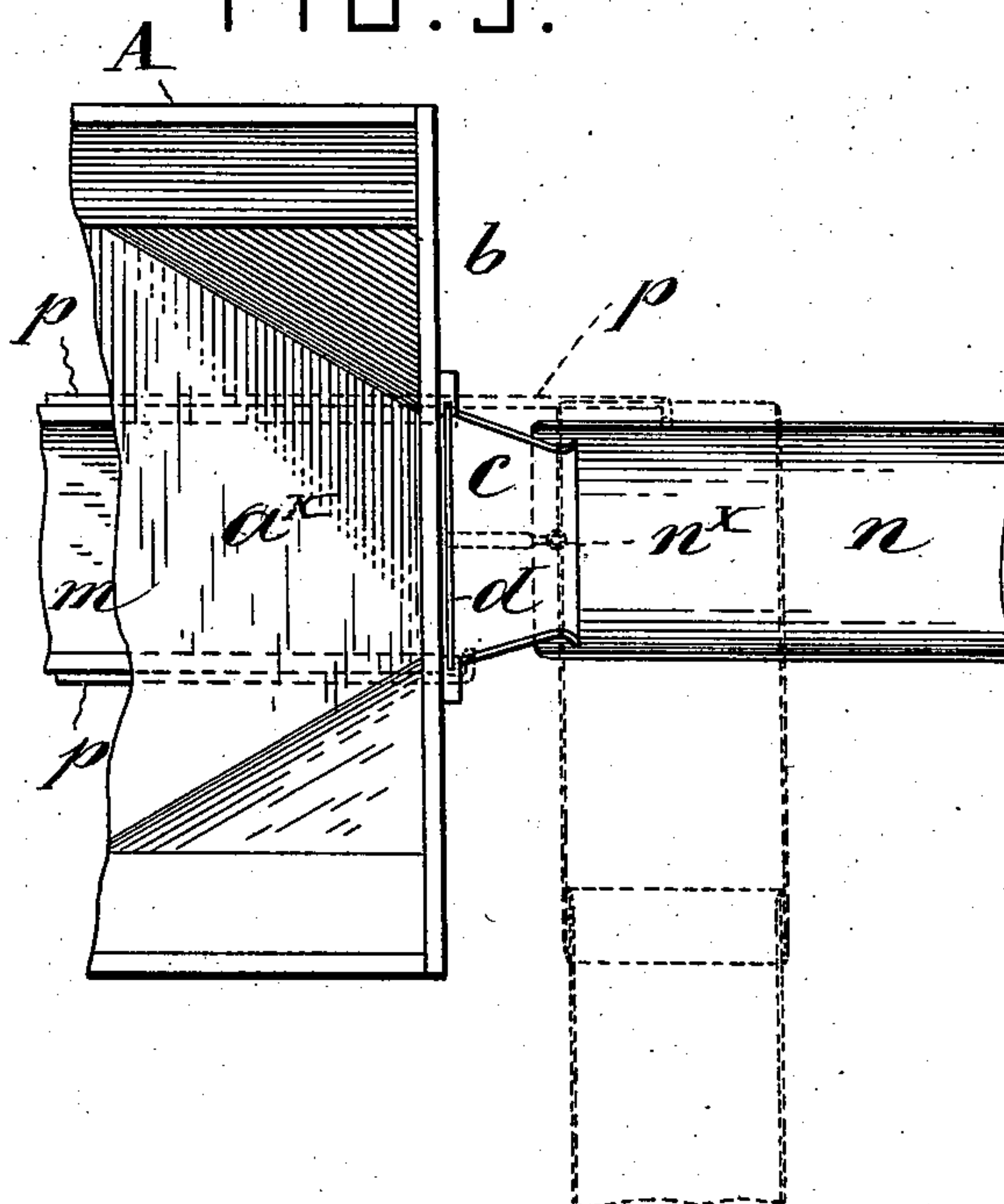


FIG: 5.



WITNESSES:

J. H. Whiman
Peter A. Ross

INVENTOR:

William Oscar Shadbolt

By *Henry Bunnell*
Attorney.

UNITED STATES PATENT OFFICE.

WILLIAM OSCAR SHADBOLT, OF BROOKLYN, NEW YORK.

WAGON.

SPECIFICATION forming part of Letters Patent No. 547,894, dated October 15, 1895.

Application filed February 21, 1895. Serial No. 539,216. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM OSCAR SHADBOLT, a citizen of the United States, residing at Brooklyn, in the county of Kings and State of New York, have invented certain new and useful Improvements in Wagons, of which the following is a specification.

My invention relates to the class of wagons such as are commonly employed in the delivery of coal and the like, and more especially to that species of such wagons wherein the body or bed of the wagon does not tilt, the material flowing out by gravity over the normally-inclined bottom.

One important characteristic of the invention is the body of the wagon provided with a bottom, the front and rear parts of which are in different planes—that is to say, the rear portion is quite sharply inclined and the front portion is level, or much less sharply inclined. The purpose of this construction will be fully explained hereinafter.

Other characteristics of the invention are comprised in conveniences for delivering the material of the load and for weighing the same at the time of delivery, all as will be hereinafter described.

In the accompanying drawings, which illustrate embodiments of the invention, Figure 1 is a sectional elevation of the wagon adapted for peddling, the rear portion being in side elevation. Fig. 2 is a rear end elevation. Fig. 3 is a plan of the rear end or portion of the wagon-body. Fig. 4 is a view similar to Fig. 3, but showing the adaptation for delivery of the load with chutes. Fig. 5 is a view similar to Fig. 4, showing a wagon-body with a single outlet for the coal or other material, the body not being partitioned. Fig. 6 is a sectional view of the wagon-body, similar to Fig. 1, but showing a slightly-different arrangement of the sections of the bottom.

Referring first to Figs. 1 to 4, inclusive, A represents the wagon-body as a whole, B the axles, and C the wheels. The bottom of the body A is composed of two parts or sections—namely, the front section *a* and rear section *a*^x. The front section is slightly inclined or sloped downward toward the rear until it meets the front end of the rear section, and the latter is much more sharply inclined, so that the coal will be discharged freely. Heretofore it has been the custom to incline the entire bottom of the body sharply, so that the

coal will flow out by force of gravity, but this construction has two objectionable features. It reduces the capacity of the body very materially, owing to the shallow depth at the front end, and it throws a great excess of weight on the rear axle and wheels. My construction obviates these difficulties by materially increasing the depth and weight over the front axle and wheels, and at the same time it does not materially affect the self-dumping qualities of the wagon. Where the wagon is designed for peddling coal from house to house, the continued jolting of the wagon will cause the coal to slide down from front to rear and discharge all of the load. Where the wagon is not arranged or designed for peddling and the entire load is to be discharged at one point, the coal will flow out until that at the front end stands at about the angle indicated by the dotted line *z* in Figs. 1 and 6. The coal remaining in front of this line may then be shoveled into the rear end of the body at one shoveling operation and be dumped by gravity. The front section *a* of the bottom might be level, as shown in Fig. 6, and especially where the wagon is designed for delivering an entire load at one point. For a peddling-wagon I prefer to incline the front section *a*. The two sections of the bottom may also be joined by a curve or flattened part, as indicated at *z*^x in Fig. 6.

Respecting the construction illustrated in Figs. 1 to 4, which is especially designed for peddlers' use, the wagon-body is represented as divided lengthwise by a partition *a*['], so that coal of two grades may be transported at the same time, and the tail-gate *b* is furnished with two delivery devices, one for each compartment. The delivery device consists of a sheet-metal spout *c* at a gate-opening in the tail-board, this gate-opening being closed by a slide *d*, mounted in keepers and provided with an operating-lever *e*, Fig. 2, fulcrumed on the tail-board and furnished with a ratcheted keeper *f* to hold it elevated. In Fig. 2 the slide *d* at the right is represented as partly raised. It may be raised more or less to deliver the coal rapidly or slowly.

In order that the coal may be weighed as delivered into a basket, bag, or other receptacle, I provide on the tail-board suitable keeper-bearings *g*, in which may be set the upright stem of a crane *h*, provided with a hook on its arm to receive a scale *i* and bail or

shackle *j*, suspended therefrom. From the hooks on the branches of this shackle may be suspended a basket *k*, and the coal flows from the spout *c* directly into the basket.

5 When the scale shows the proper weight, the operator pushes down the lever *e* and cuts off the flow. When driving empty or to the place of delivery, the crane may be swung around, so as to allow the scale and shackle
10 to be placed inside the body, or the crane may be lifted out of its bearings entirely. As seen in Fig. 2, the crane may be used with either of the two spouts by swinging it to one side or the other. The coal may be delivered
15 by chutes either placed in line with the axis of the wagon-body or at any angle thereto. To permit this the wagon is provided with delivery devices, which will now be described.

Under the rear portion of the wagon-body
20 is fixed a casing *m* to receive chute-sections *n*. (Seen in plan in Figs. 4 and 5.) These are shallow sheet-metal spouts. On each side of the casing *m* are secured keepers *o* to receive slide-bars *p*, each of which has a hook *q* at
25 its outer end and stops or shoulders *r* at intervals to limit the extent to which the slide-bars are to be drawn out and to serve as stops. Fig. 4 illustrates the arrangement and use of the slide-bars and chutes *n* with a wagon hav-
30 ing two spouts, the bars *p* in that case coming substantially under the middle of the respective spouts *c*. The full lines show the delivery at right angles to the axis of the wagon from one spout and the dotted lines
35 show the delivery from the other spout in line with the axis of the spout *c*. The hook on the slide-bar *p* engages a hole *n*^x in the chute-section near one end of the same.

In Fig. 5 the full lines show the chute *n* ar-
40 ranged for delivery in line with the wagon-axis and the dotted lines show the lateral delivery. Where the delivery is in line with the wagon-axis, the chute *n* is hooked onto a hook *s*, fixed in the wagon-frame under the
45 spout *c*, and where the delivery is lateral one of the slide-bars *p* is drawn out to the proper extent and the chute *n* hooked onto it. The dotted lines in Fig. 5 show the construction and arrangement clearly. I may say that by
50 drawing out the bars *p* until the hooks in the ends thereof are about on a line with the end of the spout *c* a sack may be suspended therefrom to receive coal delivered from the spout. This is merely one of the uses of the bars *p*,
55 and I have not illustrated it.

The construction of the running-gears of the wagon has no relation to my invention, and I have not deemed it necessary to fully illustrate it in the several figures. I have
60 shown the upper part of the tail-board of the wagon as hinged to the lower portion and adapted to be let down; but this has no relation to my invention and is not essential to it.

What I have called "hook" *q*, on the ex-
65 tremity of the slide-bar *p*, may as well be called a "stud" or "pin." It is merely a device for detachably coupling the chute or a

receptacle to the bar. Any device adapted to effect this object will serve.

Having thus described my invention, I 70 claim—

1. A wagon-body provided with a bottom the front and rear parts of which are in different planes, the rear part being steeply inclined toward the rear for gravity dumping, 75 substantially as set forth.

2. A wagon-body having a bottom the front and rear parts of which are inclined toward the rear at different angles, that at the rear being most inclined, substantially as set forth. 80

3. A wagon-body having a bottom the front and rear parts of which are in different planes, the rear part being steeply inclined, and having a longitudinal partition with outlets for the material from each compartment, substan- 85 tially as set forth.

4. A wagon-body having an inclined bottom for gravity dumping, a partition which divides the body longitudinally into compart- 90 ments, a delivery-spout and cut-off in the tail-gate for each compartment, a crane mounted to rotate in bearings on the tail-gate between said outlets, and a scale and shackle suspended from said crane and adapted to support a receptacle under either of the two de- 95 livery-spouts, substantially as set forth.

5. A wagon-body having an inclined bottom for gravity dumping, a tail-gate provided with a gate-opening, a slide *d*, controlling said opening, a lever *e*, fulcrumed on the tail-gate 100 and coupled to said slide, a ratcheted keeper *f*, in which said lever is adapted to play, and a delivery-spout, at said gate-opening, substantially as set forth.

6. The combination with a wagon-body, pro- 105 vided with a delivery-spout and cut-off slide, of the box-like casing *m*, fixed under the wagon-body for the storage of chutes and provided with keepers *o*, on its respective sides, and the slide-bars *p*, mounted in the said 110 keepers as shown, each of said bars having an upwardly turned hook, *q*, on its outer end and stops, *r*, at intervals, adapted to engage the keepers and limit the extent of projection of the bars, substantially as and for the pur- 115 poses set forth.

7. The combination with a wagon-body provided with a delivery-spout and cut-off slide, of a casing fixed in position under the wagon-body and having substantially parallel sides, 120 two slide-bars mounted in keepers on the respective sides of said casing and furnished with hooks at their outer ends to support a chute-section, and the said chute-section provided with an aperture in its bottom near its 125 end to engage the hooks on the said bars, substantially as set forth.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

WILLIAM OSCAR SHADBOLT.

Witnesses:

HENRY CONNETT,
JAS. KING DITNEY