

No. 620,189.

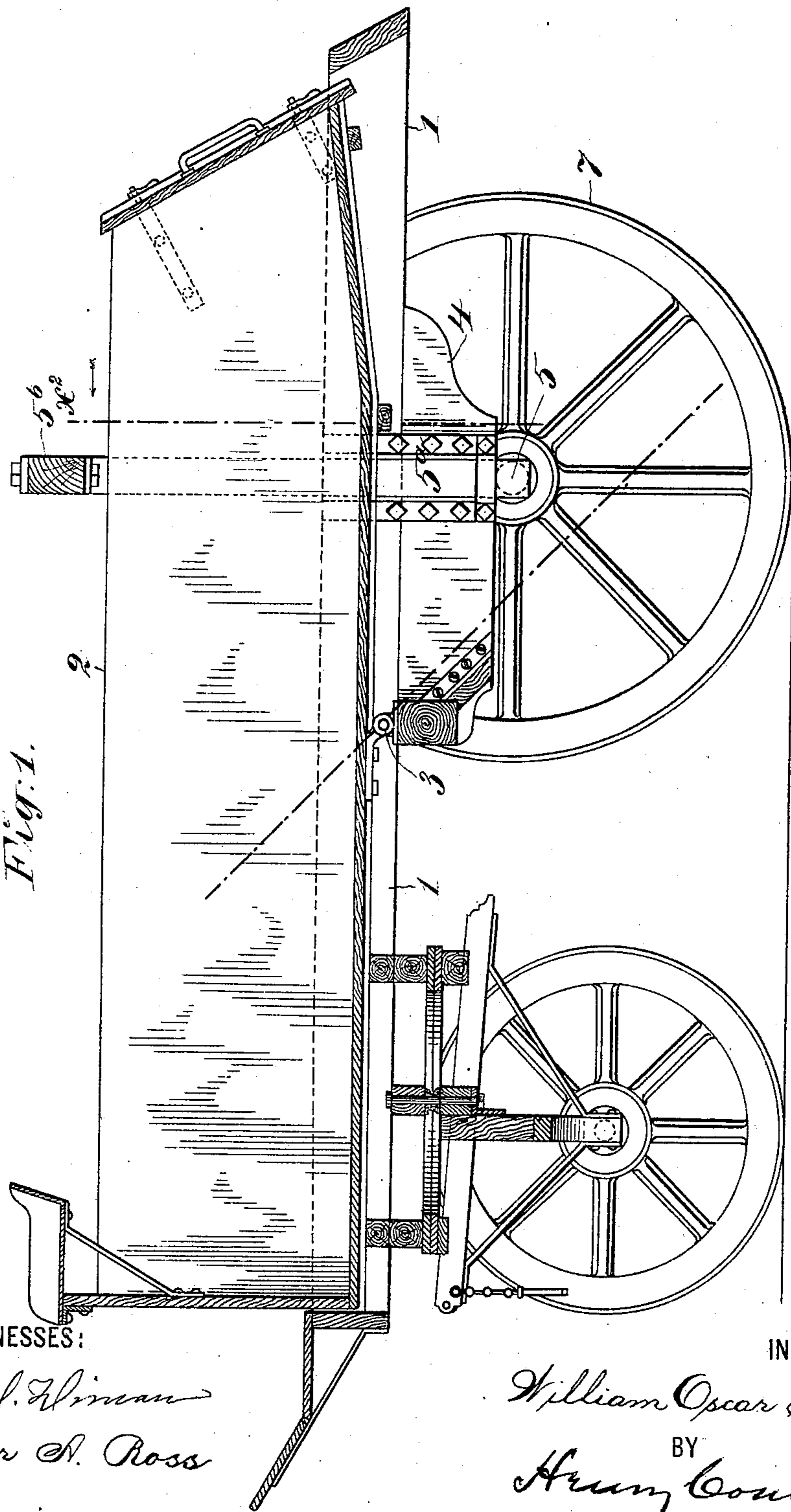
Patented Feb. 28, 1899.

W. O. SHADBOLT.
WAGON.

(Application filed June 15, 1898.)

(No Model.)

2 Sheets—Sheet 1.



WITNESSES:

J. H. Whiman
Peter A. Ross

INVENTOR

William Oscar Shadbolt
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ATTORNEY

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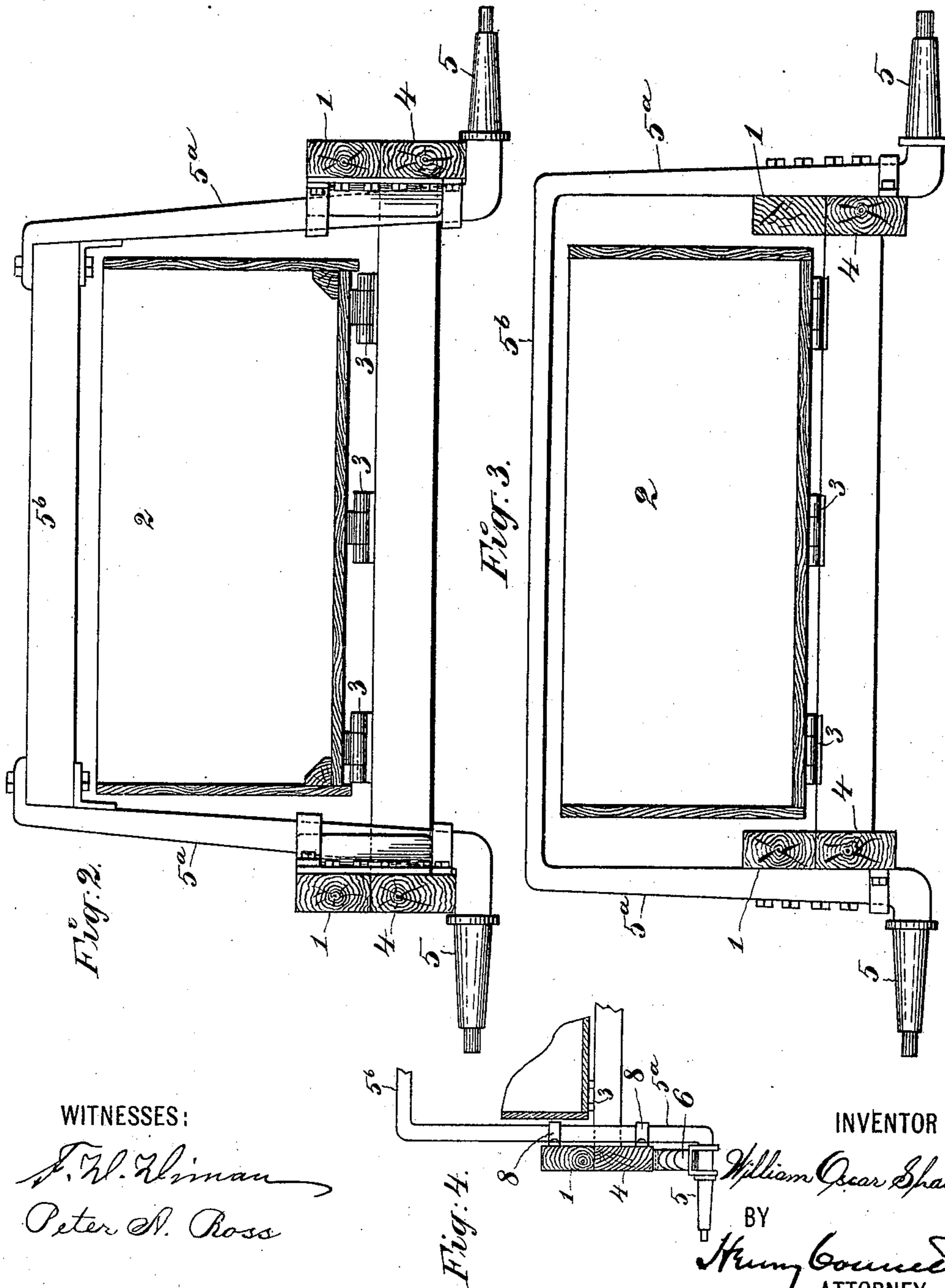
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UNITED STATES PATENT OFFICE.

WILLIAM OSCAR SHADBOLT, OF NEW YORK, N. Y.

WAGON.

SPECIFICATION forming part of Letters Patent No. 620,189, dated February 28, 1899.

Original application filed February 5, 1898, Serial No. 669,178. Divided and this application filed June 15, 1898. Serial No. 683,474. (No model.)

To all whom it may concern:

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

This invention relates to four-wheeled wagons, and particularly to dumping-wagons; and the invention resides particularly in the construction of the axle for the rear or hind wheels, said axle being provided with a connection or tie extending transversely of the supporting-frame above the body.

In the accompanying drawings, which serve to illustrate the invention, Figure 1 is a longitudinal vertical section of a wagon embodying the invention, and Fig. 2 is a vertical transverse section in the plane indicated by line x^2 in Fig. 1. Fig. 3 is a view similar to Fig. 2, showing a slightly-different construction of the axle from that illustrated in the principal views. Fig. 4 illustrates a construction where springs are used.

1 is a strong rectangular frame, in which a body 2 of any kind is pivotally mounted at 3, near the middle of its length by preference, so that the load will be nearly balanced in front of and back of the pivot-point. To effect this in a dumping-wagon where the rear end of the body extends back of the axes of the front wheels and at the same time maintain the proper strength and stiffness at the rear portion of the structure is the object of the present invention, which will now be described.

Under the respective side bars of the frame 1 are fixed blocks or bolster-pieces 4, which are situated at the rear portion of the frame and in one form of the construction rest on the axle-arms of the hind or rear wheels.

Each axle-arm 5 for the rear axle has formed integrally with it an upright member or part 5^a, which extends up above the body 2, and the two members 5^a are connected at their upper ends by a tie-piece 5^b.

In Fig. 2 the members 5^a extend up on the inside of the side-bars of the frame, the lat-

ter being supported on the axle-arms, and the tie-piece 5^b is of wood, secured firmly at its ends to the metal uprights 5^a. The bolster-pieces 4 are seated on the inner part of the axle-arm, between the hub-collar thereon and the member 5^a. This construction leaves a free space for the body to play in when dumping and yet provides a rigid construction. The tie-piece 5^b serves as a strut, as the pressure on it is one of compression endwise.

In Fig. 3 the construction is integral, the tie-piece above the body being in this case integral with the axle-arms and of metal. This view also shows the upright members 5^a as secured to the outer faces of the side bars of the frame 1.

In Fig. 4 a construction similar to Figs. 1 and 2 is shown, except that in this case springs 6 are interposed between the blocks 4 and the axle-arms of the hind wheels 7. In this construction obviously the frame 1 must play up and down relatively to the uprights 5^a, and to permit this these uprights are guided in keeper-stirrups 8, secured to the frame 1 and block 4.

The present application is a division of my pending application, Serial No. 669,178, filed February 5, 1898, and herein, notably in Fig. 1, I have shown a construction of the body and of the running-gears under the front part of the frame which is illustrated and described in my pending application. These features I do not claim herein nor do I limit myself to them.

Having thus described my invention, I claim—

1. A dumping-wagon having a frame, a body pivotally mounted in said frame, wheels under and supporting said frame, and an axle for said wheels, said axle having two upright portions secured to the frame at the respective sides of the latter, and a transverse member above and extending over the pivoted body, substantially as set forth.

2. A dumping-wagon comprising a strong, rectangular frame, the front wheels and axle under the frame, a body pivotally mounted in said frame at about the middle of its length, the rear or hind wheels, and the rear or hind

axle, said axle being of metal and having up-
right portions secured to the frame between
which the body dumps, and a transverse mem-
ber above and extending over the body, said
5 transverse member being of wood and rigidly
connecting the extremities of the said upright
members, substantially as set forth.

In witness whereof I have hereunto signed
my name, this 10th day of June, 1898, in the
presence of two subscribing witnesses.

WILLIAM OSCAR SHADBOLT.

Witnesses:

PETER A. ROSS,
HENRY CONNETT.