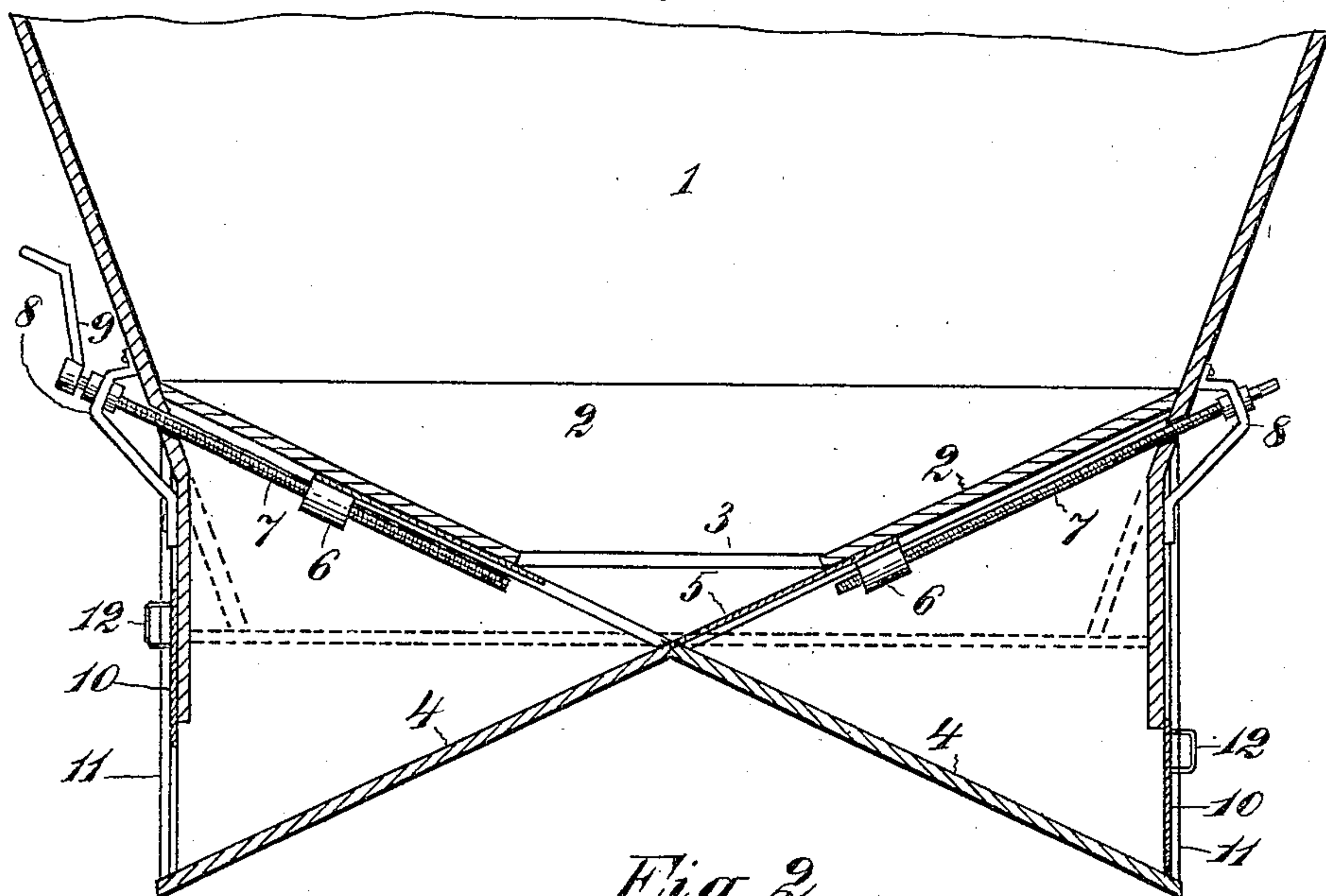


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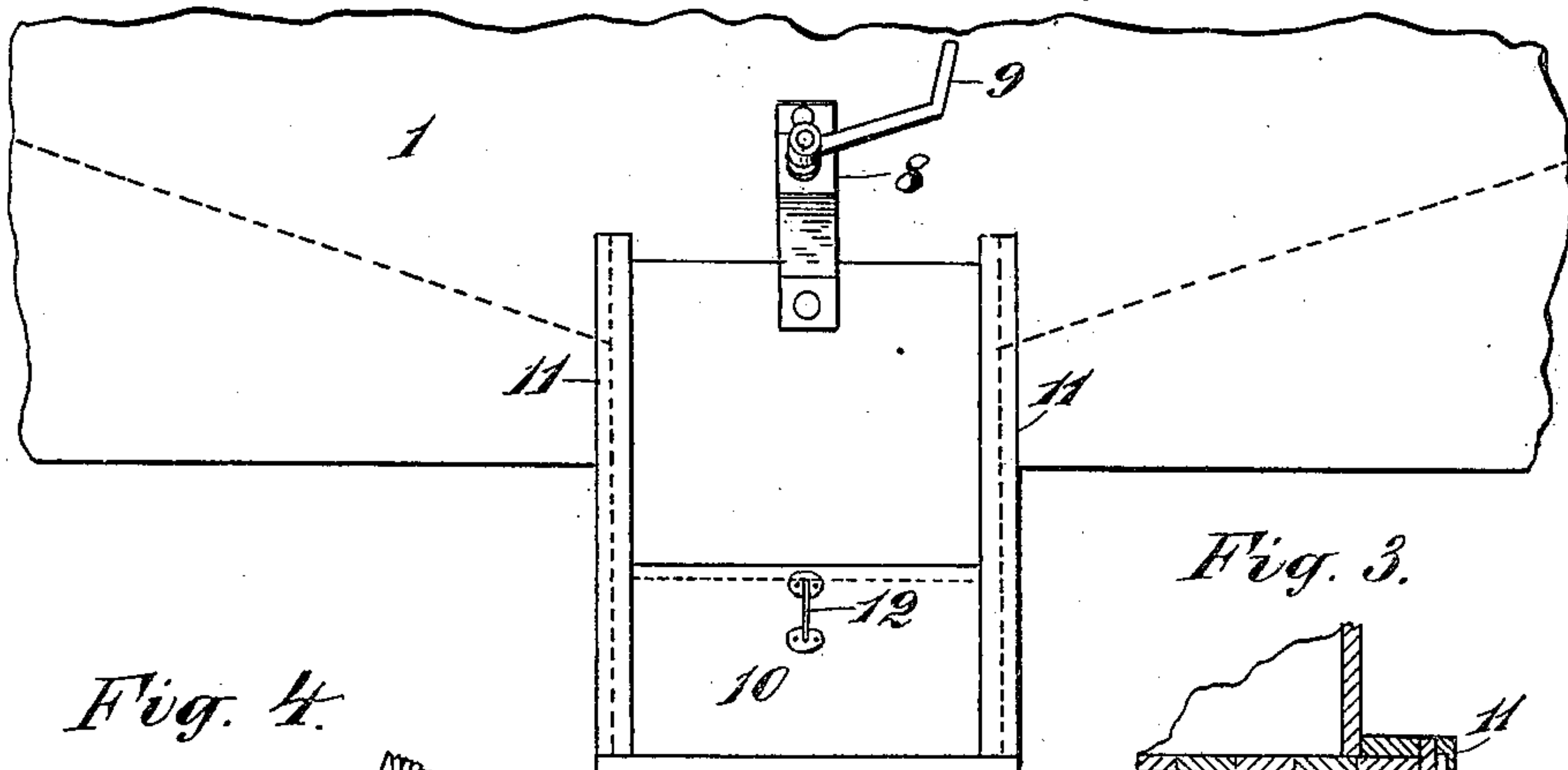
PATENTED DEC. 18, 1906.

W. O. SHADBOLT.  
DUMPING VEHICLE.  
APPLICATION FILED APR. 3, 1906.

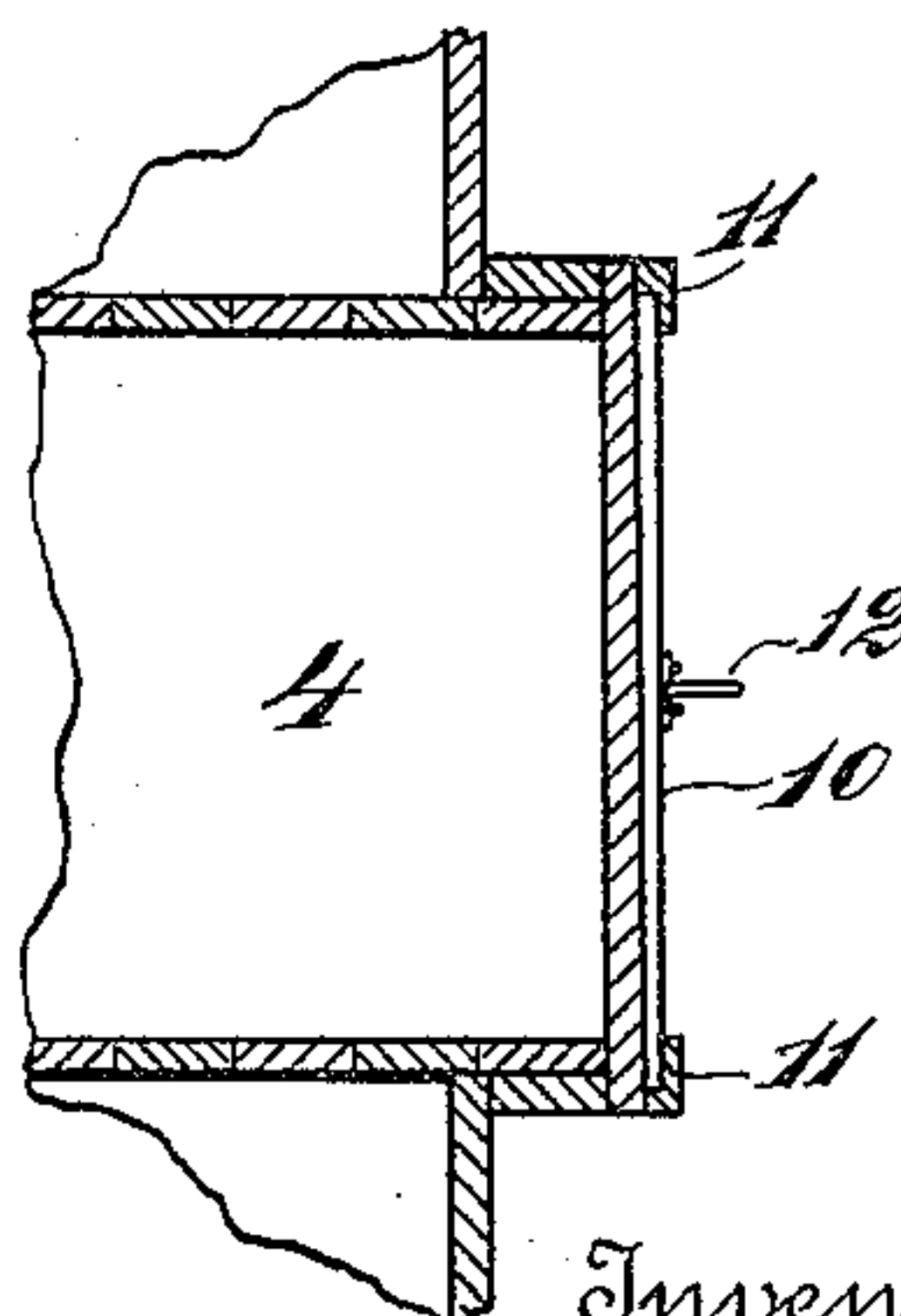
*Fig. 1.*



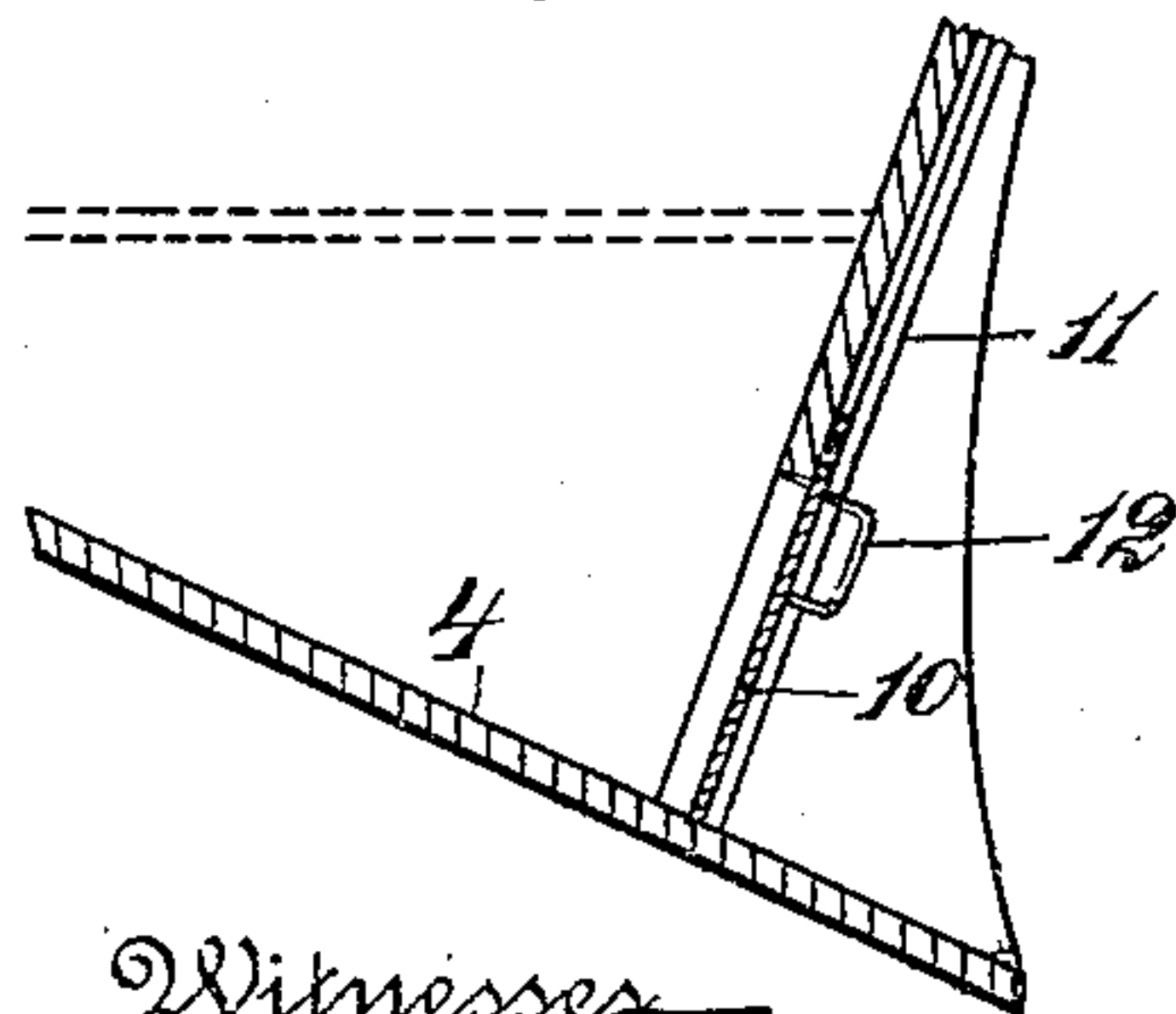
*Fig. 2.*



*Fig. 3.*



*Fig. 4.*



Witnesses  
A. F. Connell  
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Inventor  
William Oscar Shadbolt  
By his Attorney Henry Connell



# UNITED STATES PATENT OFFICE.

WILLIAM OSCAR SHADBOLT, OF NEW YORK, N. Y

## DUMPING-VEHICLE.

No. 838,815.

Specification of Letters Patent.

Patented Dec. 18, 1906.

Application filed April 3, 1906. Serial No. 309,714.

*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, in the city and State of New York, have invented certain new and useful Improvements in Dumping-Vehicles, of which the following is a specification.

This invention relates to that class of vehicles, such as cars and trucks, which may be made to discharge the load at either side of the vehicle. The vehicle described in the United States Patent No. 609,816, dated August 30, 1898, is a good example of this class of vehicles. In a vehicle of this type as usually constructed there is a discharge-aperture in the bottom of the vehicle, which bottom is somewhat hopper-shaped, and two inclined chutes below the bottom, the higher ends of which come together at the center of said aperture, which discharge at the respective opposite sides of the vehicle. Two closing-slides in the bottom of the vehicle serve to cut off the respective chutes. In order to get a quick movement, these closing-slides have been operated by a toggle or lever mechanism. The material to be dumped—such as coal, broken stone, gravel, and the like—bears heavily on the closing-slides and makes it desirable to provide a powerful and consequently slower means for operating said slides, and hence the object of the present invention is to provide such a means for operating the slides and a gate at the delivery end of the chute to retain the material until the closing-slide is fully open and the vehicle properly placed for the discharge.

In the accompanying drawings, which illustrate an embodiment of the invention as applied to a truck-body, Figure 1 is a vertical transverse section of said truck-body, taken at line  $x^2$  in Fig. 2. Fig. 2 is a side elevation of the main portion of the truck-body. Fig. 3 is a fragmentary horizontal section at line  $x^3$  in Fig. 1. Fig. 4 illustrates a slightly different arrangement of the gate at the outlet of the chute.

1 designates the body of the vehicle, and 2 the hopper-like bottom of same, having in it an aperture 3 for the outflow of contents. Inclined chutes 4 are provided under the bottom of the body, their higher ends forming an apex where they meet under the center of the aperture 3. Closing-slides 5, which play in guideways under the hopper-like bottom 2,

serve to cut off the entrances to the respective chutes at said aperture.

So far as described the construction is similar to that heretofore in use on this class of dumping-vehicles.

In order to operate the closing-slides 5, each has a nut 6, in which rotates an operating-screw 7, which extends out through the side of the body and is provided with a collared bearing 8 and a crank 9, which may be removable. Rotation of the screw operates the slide.

When the closing-slide is drawn back, the coal or other material may flow down into the chute; but its discharge is arrested by a gate 10 at the lower or discharge end of the chute. This gate is slidably mounted in upright guides 11, and it has a handle 12 or other equivalent means for moving it up in its guides, so as to permit the coal to flow out. If it be desired to fill bags or other receptacles from the chute the gate 10 can be manipulated for cutting off the flow while said receptacles are being shifted.

Preferably the slides 5 and gates 10 will be of metal; but this is not absolutely essential.

Fig. 4 is a sectional view showing a slightly different disposition of the gate. In the principal views the gate moves in a vertical plane; but in Fig. 4 it moves in a plane parallel with the inclined side of the vehicle-body. This is not very important.

Having thus described my invention, I claim—

1. A dumping-vehicle, having a body with a discharge-aperture, laterally-discharging, inclined chutes under the body, closing-slides for closing or cutting off the respective chutes at the said apertures, manually-operative means for closing and opening said slides, and gates which close the delivery ends of the respective chutes.

2. A dumping-vehicle, having a body with a discharge-aperture in its bottom, laterally-discharging, inclined chutes under said body to receive material falling through said aperture, closing-slides for closing the respective chutes at their receiving ends, said slides being provided each with a nut, screws for operating the respective slides, said screws extending out through the respective sides of the body and provided with collared bearings, and sliding gates for closing the outer, delivery ends of the respective chutes.

3. A vehicle-body, having an outlet-aper-

ture in its bottom, an inclined discharge-  
chute under its bottom and adapted to re-  
ceive material through said aperture, a slide  
in the body for closing the receiving end of  
5 said chute, manually-operated means for  
closing and opening said slide, and a manu-  
ally-operated gate in the outer or discharge  
end of said chute for closing the same.

In witness whereof I have hereunto signed  
my name, this 30th day of March, 1906, in 10  
the presence of two subscribing witnesses.

WILLIAM OSCAR SHADBOLT.

Witnesses:

WILLIAM J. FIRTH,  
H. G. HOSE.