

(No Model.)

W. O. SHADBOLT.
WAGON.

No. 532,216.

Patented Jan. 8, 1895.

FIG:1.

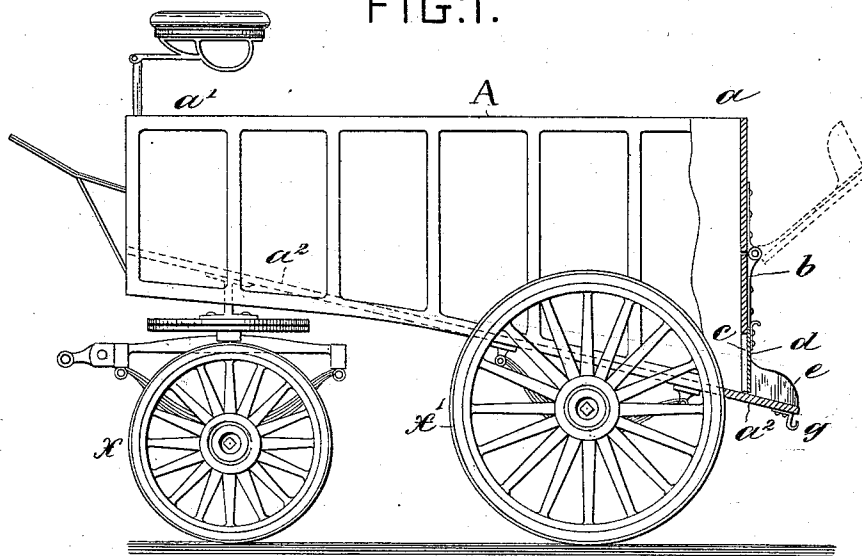
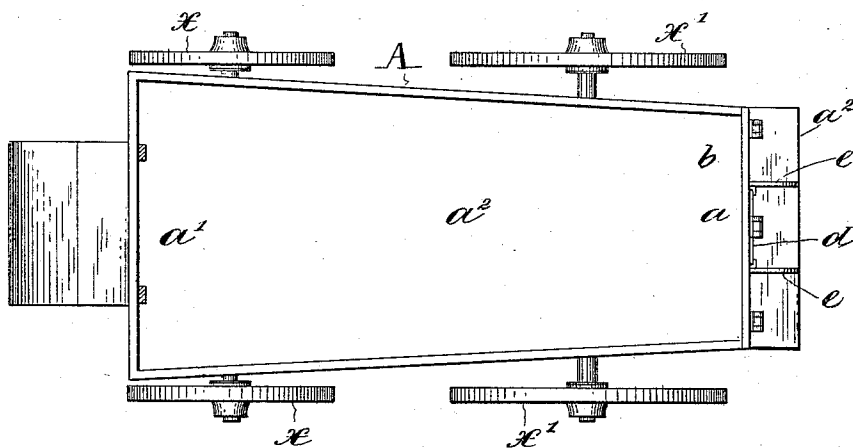


FIG:2.



Witnesses:

J. W. Whiman
Peter H. Ross

Inventor:

W. Oscar Shadbolt

by Henry Connell
his Attorney

UNITED STATES PATENT OFFICE.

WILLIAM OSCAR SHADBOLT, OF BROOKLYN, NEW YORK.

WAGON.

SPECIFICATION forming part of Letters Patent No. 532,216, dated January 8, 1895.

Application filed August 30, 1894. Serial No. 521,681. (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 wagons of all kinds, but more especially to the kind known as trucks, for carrying heavy materials, such as coal for example; and in the accompanying drawings I have represented the invention as embodied in a coal truck or wagon.

It has been the common practice, heretofore, to provide a coal truck with a body which is deepest at the rear or tail end and to furnish the body with a bottom which slopes from front to rear, for convenience in dumping or delivering the load, the top of the body being substantially horizontal. This construction places the weight of the load very unequally on the two axles of the truck, and it is one of the objects of my invention to preserve the sloping bottom and the depth at the rear of the body, and yet equalize the load more or less exactly on the two axles.

Another object of the invention is to provide the body of the truck with convenient means for discharging the contents thereof, if desired, into sacks or baskets.

In the drawings Figure 1 is a side elevation of a coal truck embodying my invention, with the body partly broken away at the rear end, and Fig. 2 is a plan of the same.

The wheels, springs, axles, &c., will be, or may be, of the usual kind. x are the fore-wheels and x' the hind-wheels.

A represents the body of the truck or wagon. As seen in side elevation, Fig. 1, the body is deep at the rear end a and shallower at the front end a' , the bottom, a^2 , sloping to the rear. This is a common form, and if the body were of equal width at both ends, it is obvious that the heavier part of the load would rest on the rear axle and wheels. To obviate this difficulty I make the body wider at the front end than at the rear end, as clearly seen in the plan, Fig. 2. It will readily be understood that by thus shaping the body, the load may be distributed more equally throughout the entire length, the increase in width being made to compensate the decrease in depth. It is not necessary, however, that the proportionate dimensions shall be very accurate.

I do not contemplate producing a body for the truck in which the load will be accurately distributed, nor is this at all necessary. Indeed it is not desirable to put quite as much weight on the fore-wheels as on the hind-wheels.

As the fore-wheels x can swing in under the body, it would be feasible to so widen the body at the front-end as to make it extend out laterally over and above said wheels, and this might be desirable in some constructions.

In order to facilitate the filling of bags or baskets from the contents of the bed, the bottom a^2 is made to extend somewhat beyond the tail-board or gate b , and the latter is provided with an aperture c in its lower edge, a slide or wicket d being mounted in guides on the tail-board to close said aperture, and two cheek-pieces e fixed to the tail-board in such a manner as to form, with the extension of the bottom a^2 , a chute for the coal, &c. Hooks or like devices g , secured to the bottom a^2 may be provided to support a bag or basket while it is being filled.

I am aware that it has been customary, in the case of a wagon having a body or bed with a horizontal bottom and adapted for dumping by being tilted, to slightly widen the body at the tail or rear end in order to allow the contents to be more easily discharged. This I do not claim nor would it effect the object I seek to effect.

My invention does not relate to a tilting body, but to a body with an inclined or sloping bottom.

Having thus described my invention, I claim—

1. A wagon having a fixed or non-tilting body which is wider at its front end than at its rear end, and tapered substantially as set forth and which is deeper at its rear end than at its front end.

2. A wagon having a body which is deeper at its rear end than at its front end and wider at its front end than at its rear end, the bottom of the body being inclined toward the rear or tail end, substantially as set forth.

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

W. OSCAR SHADBOLT.

Witnesses:

HENRY CONNETT,
J. D. CAPLING.

It is hereby certified that the name of the patentee in Letters Patent No. 532,216, granted January 8, 1895, for an improvement in "Wagons," was erroneously written in the grant "Willard Oscar Shadbolt," whereas said name should have been written *William Oscar Shadbolt*; and that the said Letters Patent should be read with this correction therein that the same may conform to the record of the case in the Patent Office.

Signed, countersigned, and sealed this 15th day of January, A. D. 1895.

[SEAL.]

JNO. M. REYNOLDS,
Assistant Secretary of the Interior.

Countersigned:

JOHN S. SEYMOUR,
Commissioner of Patents.