

(No Model.)

2 Sheets—Sheet 1.

W. O. SHADBOLT.
WAGON.

No. 561,822.

Patented June 9, 1896.

FIG:1.

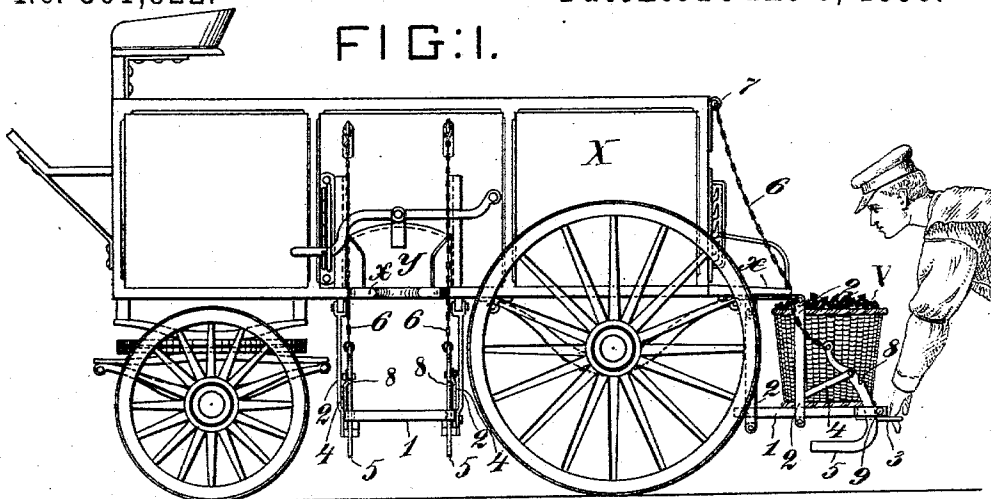
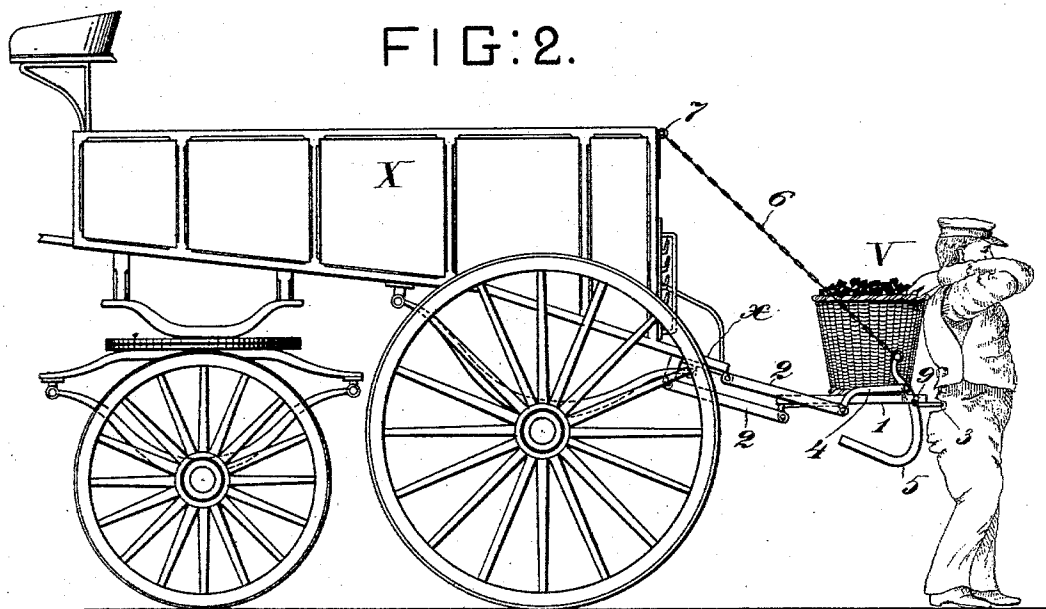


FIG:2.



INVENTOR:

William Oscar Shadbolt

By

Henry Combs

Attorney.

WITNESSES:

F. H. Aliman
Peter H. Ross

(No Model.)

2 Sheets—Sheet 2.

W. O. SHADBOLT.
WAGON.

No. 561,822.

Patented June 9, 1896.

FIG:3.

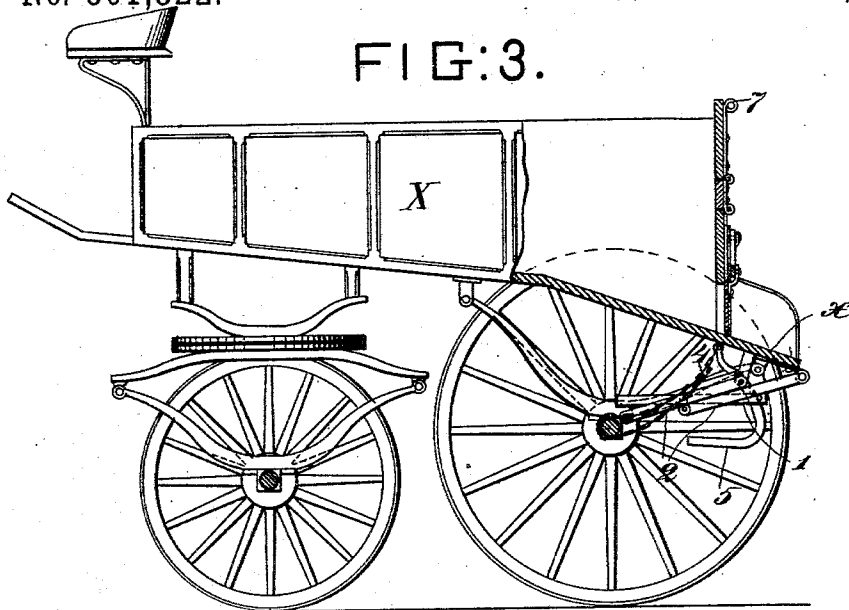


FIG:4.

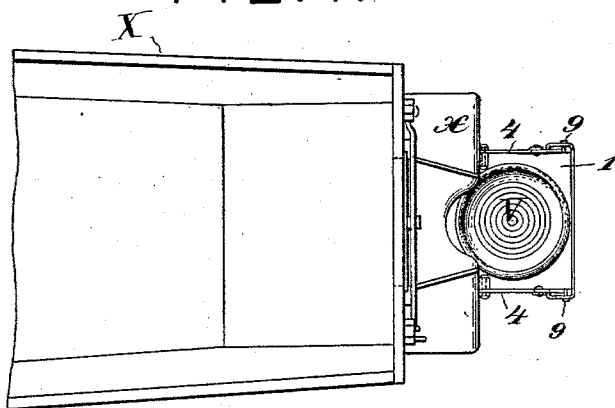
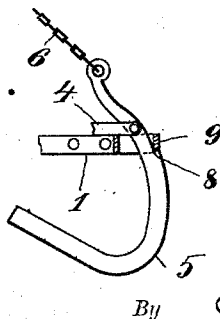


FIG:5.



WITNESSES:

L. H. Whinn
Peter A. Ross

INVENTOR:

William Oscar Shadbolt
Henry Combs
Attorney.

UNITED STATES PATENT OFFICE.

WILLIAM OSCAR SHADBOLT, OF BROOKLYN, NEW YORK.

WAGON.

SPECIFICATION forming part of Letters Patent No. 561,822, dated June 9, 1896.

Application filed February 15, 1896. Serial No. 579,360. (No model.)

To all whom it may concern:

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

This invention relates to means connected with wagons to assist in unloading them, and
10 particularly to means for assisting in the unloading of coal from a wagon when a basket or like receptacle is to be filled from the wagon and carried to a house, for example.

The object of the invention is, fundamentally, to provide the wagon-body, at the dis-
15 charging gate or wicket, with a support for the receptacle which, after the receptacle is filled, may be swung to a higher level and locked at that point, so that the driver or
20 laborer may conveniently take the filled receptacle on his shoulders without help.

The drawings illustrate an embodiment of the invention.

Figure 1 is a side elevation of a wagon,
25 showing the position of the basket-elevating device while the basket thereon is being filled. Fig. 2 is a similar view showing the position of the device after it has been elevated and locked in that position, so that the
30 filled basket is conveniently placed for taking it on the shoulders. Fig. 3 is a similar view with the rear portion of the body in section and showing the device drawn in under the body and lashed to the axle by its chains.
35 Fig. 4 is a plan of the rear portion of the wagon, showing the device in plan and in the position seen in Fig. 1. Fig. 5 is a view showing the locking-lever detached.

A shelf 1 is suspended from the discharge-
40 chute or projecting lip x of a wagon-body X by two pairs of pendent links 2, which support the shelf in a substantially horizontal position, Fig. 1, while the basket or receptacle V is being filled. When the basket is
45 filled and the laborer or driver wishes to lift it to his shoulders, he takes hold of a suitable grip 3 on the front edge of the shelf, as seen in Fig. 1, swings the shelf and its load to and fro once or twice until some momen-
50 tum is obtained, and then by a more powerful effort swings it outward and upward to the

position seen in Fig. 2. The two pairs of suspending-links maintain the shelf in its horizontal position or nearly enough to a horizontal position to keep the basket firmly
55 seated thereon, and it is automatically supported in this elevated position by a locking device, which I will now describe.

At each side of the shelf 1 is a fulcrum-link
4, pivoted to the shelf at one end and at its
60 other end coupled to and forming a fulcrum for a locking-lever 5, one arm of which plays in a keeper on the shelf, while the other and upper arm is coupled to a chain 6, which is
65 hooked to an eye 7 on the wagon-body or tail-gate. In the outer edge of the locking-lever 5 is a notch 8, which when the platform 1 is elevated to the position seen in Fig. 2 engages a pin or stud 9 in the keeper on the shelf,
70 through which the notched arm of the lever plays. Thus the weight of the shelf and its load is thrown on the chains 6, which by their pull on the upper arms of the respective levers 5 press the lower arms thereof outward and
75 up to the locking-studs 9 on the shelf. The lower extremities of the levers 5 are bent and extended inward or from the locking-studs in order merely to shift the center of gravity
80 and cause the locking-levers to bear against the locking-studs and thus insure the notches therein engaging the respective studs 9 when the chains are slack during the lifting of the shelf.

When the driver returns the empty basket to the elevated shelf, he grasps the upper arms
85 of the levers 5, pulls on them with sufficient force to release the notches from the locking-studs, and then lowers the shelf to the receiving position. (Seen in Fig. 1.)

My device may be applied to almost any
90 form of wagon-body, and I do not limit myself in this respect. Fig. 1 shows a plain wagon-body with a level or flat bottom, and Figs. 2 and 3 represent wagon-bodies with bottoms which slope to the tail-gates. I have shown
95 both forms of bodies merely to illustrate the adaptation of the device to each. In Fig. 1 I have also shown for the same reason one of my improved devices at a discharging-outlet
100 y in the side of the wagon-body. It will be understood, however, that where the body has an outlet at both the side and the rear end

or tail-gate one basket-elevating device will serve for both if made detachable, so that it can be shifted from one point to the other.

When going to and returning from the delivery-point, it is not desirable to leave the shelf 1 swinging freely from the body, and it may be drawn in under the body, as seen in Fig. 3, by unhooking the chains 6 from the body, and it may be sustained in this position by wrapping the chains about the axle or by attaching them to the body underneath in any convenient manner.

It will be understood that any suitable connectors may be substituted for the chains 6; but chains are preferred. The notch 8 in the lever 5 provides a shoulder to engage and take under a shoulder on the shelf, and in the principal views this shoulder is conveniently formed by the stud or pin 9. In Fig. 5 the lever 5 is represented on a larger scale and with the shoulder thereon engaging a shoulder on the shelf.

It is not absolutely necessary to swing the

shelf and basket to and fro before elevating them, especially if the operator is an expert in the use of the device.

Having thus described my invention, I claim—

The combination with a wagon-body having an outlet for the coal or other material forming the load, of an elevating device for a basket or other receptacle, comprising a shelf to support the receptacle suspended from the wagon-body by two pairs of pendent links, in position to support the receptacle under the outlet, and an automatic supporting device for the shelf in its elevated position when raised, 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,
PETER A. ROSS.