T. E. SHAFER.

DUMPING TRUCK.

APPLICATION FILED JAN. 5, 1920.

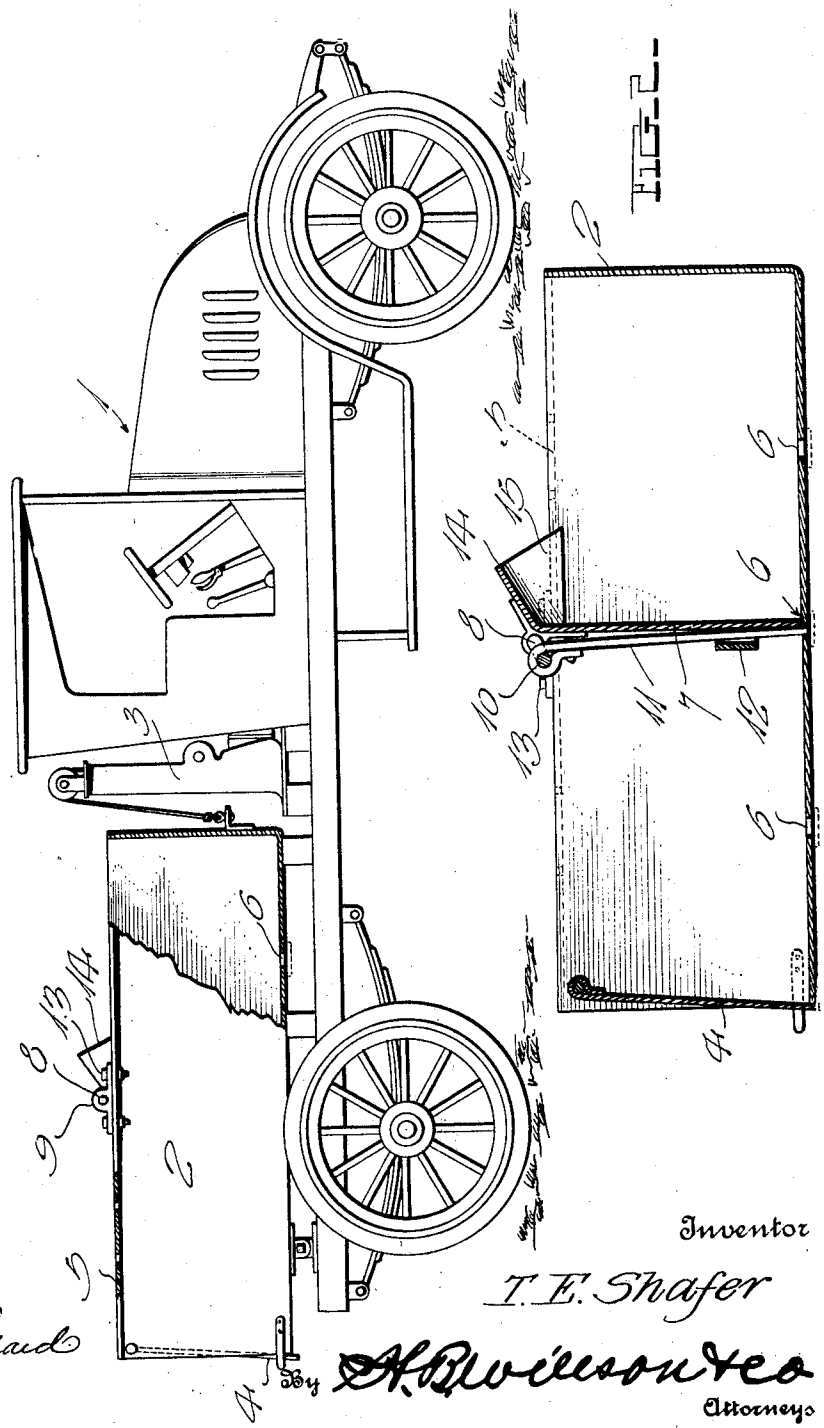
1,380,601.

Patented June 7, 1921.

2 SHEETS—SHEET 1.

FIG. 1.

FIG. 2.



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2 SHEETS—SHEET 2.

FIG. 3.

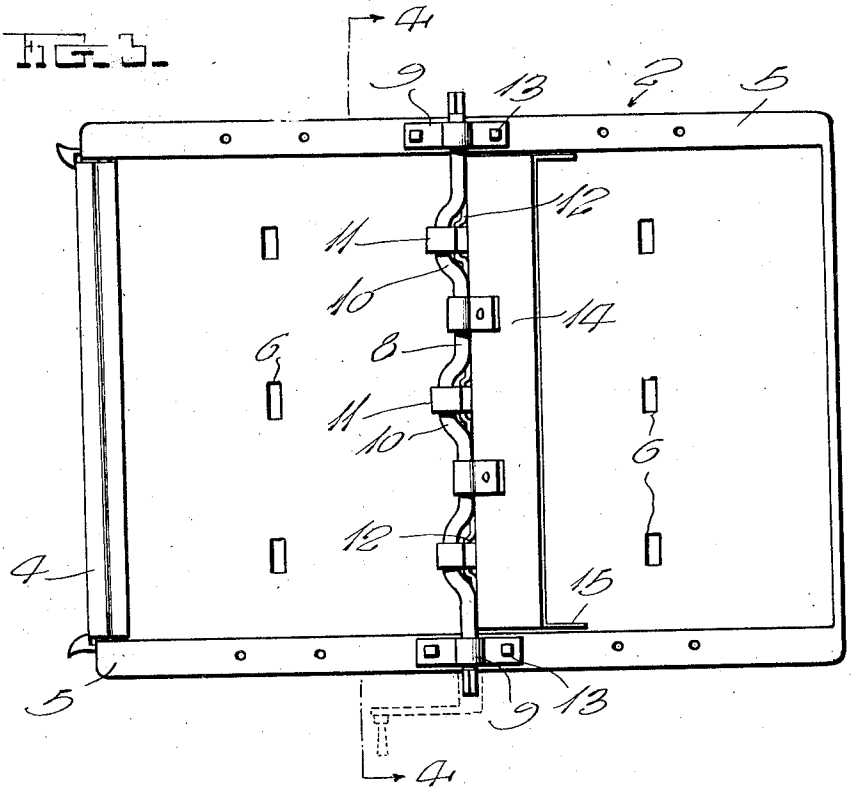
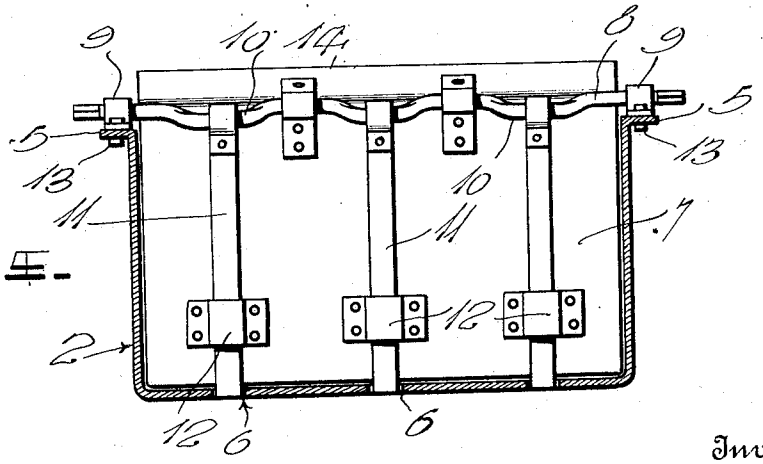


FIG. 5.



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UNITED STATES PATENT OFFICE.

TIMOTHY E. SHAFER, OF FOWLER, CALIFORNIA.

DUMPING-TRUCK.

1,380,601. Specification of Letters Patent. Patented June 7, 1921.

Application filed January 5, 1920. Serial No. 349,498.

To all whom it may concern:

Be it known that I, TIMOTHY E. SHAFER, a citizen of the United States, residing at Fowler, in the county of Fresno and State of California, have invented certain new and useful Improvements in Dumping-Trucks; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in dumping trucks, and it has more particular reference to an adjustable partition to be used in connection with the truck.

Practically all modern buildings are constructed from concrete structures, and a great amount of sand, gravel and cement are used during the process of construction. These commodities are generally transported by trucks from cars to the point where the construction is being carried on. Each truck generally carries one commodity only and when it reaches the point of construction it is dumped in a pile. In this way the various materials which are employed in the mixing of the concrete are in separate piles scattered at different points. With these circumstances it is necessary to employ many laborers with wheelbarrows to carry the sand and other materials from the piles to the concrete-mixer. Much time and expense is lost with this method of construction.

It is therefore the object of this invention to overcome the above circumstances by the employment of a dumping truck which is provided with an adjustable partition, which divides the truck-body into separate compartments, whereby each compartment may be filled with one or more different commodities, and the size of the compartment regulated so as to permit the desired proportions of materials to be carried by the truck. With this type of truck the materials may be placed into the truck in the desired proportions at the place of loading, and may then be transported to the point of construction and dumped directly into the mixing machine, thus saving time and expense.

Another object of the invention is to provide a truck of the above mentioned character wherein the partition is of such construction that the materials may be dumped from one compartment, and there will be no liability of the material in the other compartment escaping during the dumping of the material from the first mentioned compartment.

Other objects and advantages of the invention will be apparent during the course of the following description.

In the accompanying drawings forming a part of this specification and in which like numerals are employed to designate like parts throughout the same,

Figure 1 is a side elevation, partly in section of a truck equipped with my improved device.

Fig. 2 is a central longitudinal section through the body of the truck.

Fig. 3 is a plan view of the truck body.

Fig. 4 is a transverse section taken on the plane of the line 4—4 of Fig. 3.

In the drawings, wherein for the purpose of illustration I have shown the preferred embodiment of my invention, the numeral 1 designates an automobile truck provided with a dumping body portion 2 actuated by the usual hoist mechanism 3. This truck may be of any conventional construction. As is usual the body 2 includes an end gate 4, held closed by suitable latch mechanism. In addition to the end gate 4 the truck body includes a pair of laterally disposed apertured flanges 5, and the body of the truck is provided with a plurality of spaced keeper holes or openings 6, the purpose of which will hereinafter be set forth.

Disposed in the body 2 between the end gate 4 and the opposite end thereof is a transverse partition or plate 7. This partition is adapted to be moved longitudinally of the wagon body to divide the same into compartments of various sizes. Partition 7 is mounted for swinging movement on a rock shaft 8 which is connected thereto and which is in turn journaled in bearing members 9. This rock shaft 8 includes one or more crank portions 10 upon which sliding bolts 11 are secured. Bolts 11 are slidable through guides 12 carried by the partition 7, and the free ends thereof are receivable in the keeper-holes 6. The purpose of these sliding bolts obviously, is to prevent swinging of the partition 7. The bearing members 9 may be of any suitable construction, being here shown in the form of apertured metal straps, which are designed to bear on and be shifted longitudinally along the flanges 5 of the body 2. Bolts 13 are passed

through the apertures in the flanges 5 and thence through the apertures in the straps 9, and serve to retain the straps in adjusted positions. When it is desired to adjust the partition 7 it is necessary only to remove the bolts 13 and shift the bearing members 9 to the desired place, whereupon the bolts may be replaced. In order to prevent the escape of the material from the forward compartment when the rear compartment is being emptied, I form the partition 7 with a guard portion which I have indicated at 14. This guard is formed by making the partition 7 of a height greater than the sides of the body 2, so that it will extend above the sides thereof. The extended portion is then directed forwardly and the opposite sides directed laterally as at 15 so as to engage the opposite sides of the wagon body. With this construction it will be seen that the material contained in the forward compartment will be prevented from escaping when the other compartment is being emptied.

The operation of the device is as follows: The contractor is supplied with the specifications of a building, and the specifications will call for a certain mixture of concrete for the side walls of the building, and a different mixture may be for the beams of the building. With trucks provided with my device, the contractor need only go to the point where the trucks are loaded with the different commodities used in the mixing of the concrete, and he may have the compartments of his trucks adjusted to receive certain quantities or proportions of material. After the truck is filled the driver will go to the place of construction and dump the already proportioned materials directly into the mixer. The rear compartment will be emptied first by opening the end gate 4. Then, by attaching a suitable crank handle to the rock shaft 8, the partition 7 may be swung to a position to empty the forward compartment. It is obvious that the locking members 11 are withdrawn from the keeper openings 6 when the rock shaft is rotated; rotation of the rock shaft also causes swinging of the partition.

Inasmuch as I employ holes 6 in the bottom of the wagon body, it will be necessary to employ means to close the uncovered holes. An ordinary board may be employed for this purpose which may be secured over the cutside or inside of the openings as may be desired.

While I have shown and described my device as being used in connection with automobile trucks, I desire it to be understood that it may be used in connection with any other type of dumping trucks.

From the foregoing description taken in connection with the accompanying drawings, it is believed that the reader has obtained a clear understanding of the operation and use of the device, therefore, further description is deemed unnecessary.

It is to be understood that the form of my invention herein shown and described is to be taken as a preferred form of the same, and that various minor changes in the shape, size, and arrangement of parts may be resorted to without departure from the spirit of the invention or the scope of the subjoined claims.

I claim:

1. The combination with a vehicle body including a movable end gate of a longitudinally adjustable transverse partition disposed between the gate and the opposite end of the body, oppositely disposed bearings shiftable along the upper edges of the sides of the body, a rock shaft including a crank portion, having its opposite ends journaled in the bearings, said shaft being secured to the partition and serving as the pivotal mounting for the latter, a bolt connected to the crank portion of the shaft, a guide on the partition, the bolt being slidable through the guide, the bottom of said body being provided with spaced openings into which the free end of the bolt is receivable.

2. A device of the class described comprising a vehicle body having laterally extending apertured flanges at the upper edges of the sides of the body, and longitudinally spaced keeper-holes in its bottom; apertured bearing members shiftable along said flanges, retaining bolts extending through the apertures in the bearings, being receivable in the desired apertures in the flanges to retain the bearings in various adjusted positions, a rock shaft including a crank portion having is ends journaled in the bearings, a transverse partition in the body having bearings rotatable on said shaft, a bolt pivotally connected to the crank portion of the shaft, and a guide on the partition through which said bolt passes, the free end of the latter being receivable in one of the keeper holes in the bottom of the body.

In testimony whereof I have hereunto set my hand.

TIMOTHY E. SHAFER.