

(No Model.)

W. O. SHADBOLT.
WAGON BODY.

No. 548,397.

Patented Oct. 22, 1895.

FIG:2.

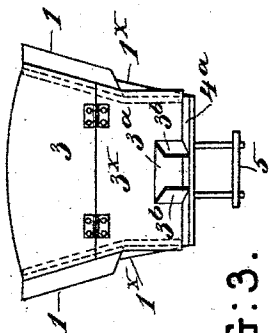


FIG:3.

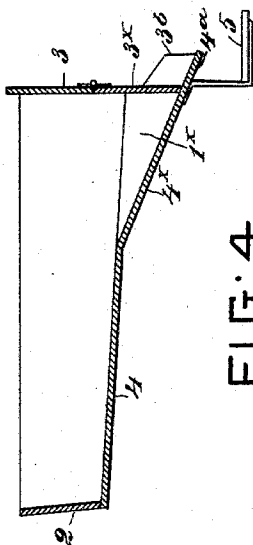


FIG:4.

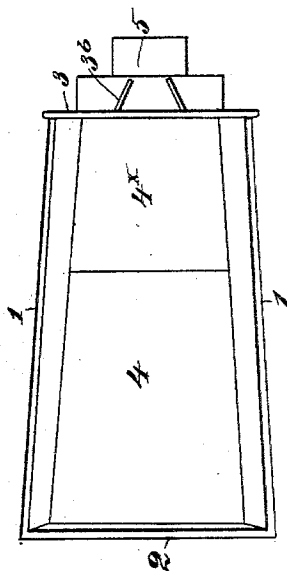


FIG:1.

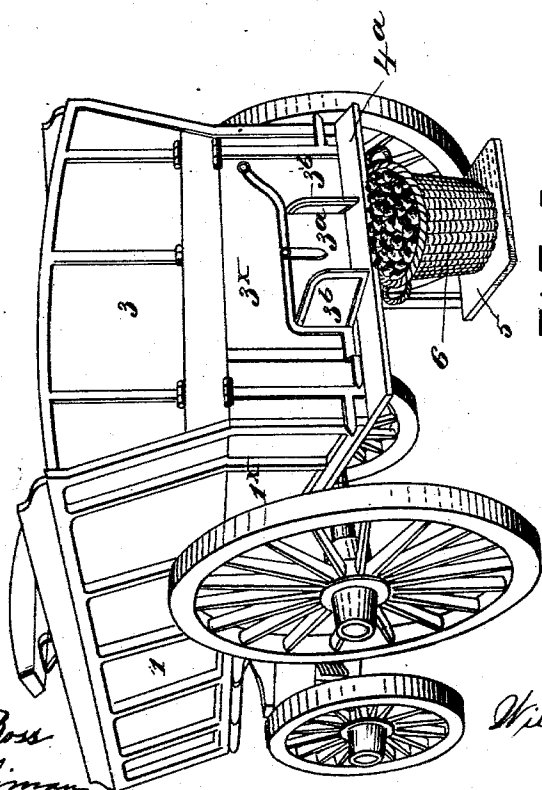
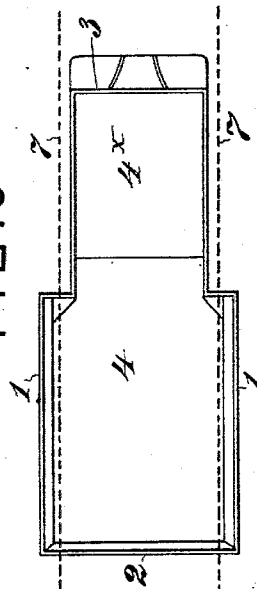


FIG:5.



WITNESSES:

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WAGON-BODY.

SPECIFICATION forming part of Letters Patent No. 548,397, dated October 22, 1895.

Application filed August 12, 1895. Serial No. 558,954. (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, Kings county, New York, have invented an Improved Wagon-Body, of which the following is a specification.

My invention relates to the class of wagons used for transporting coal and the like, and the object is to shape the bed or body of the wagon in such a manner that the load will be distributed properly between the front and hind axles and at the same time so construct the bottom of the body that the latter will contain the maximum load, but be suited for gravity-dumping.

In the accompanying drawings I have illustrated an embodiment of the invention, in which—

Figure 1 is a perspective view of a wagon provided with a body constructed according to my invention. Fig. 2 is a rear end view of the body detached. Fig. 3 is a longitudinal vertical section thereof, and Fig. 4 is a plan thereof. These three views are designed mainly to illustrate the peculiar shape or form of the body, and the minor details and finish are omitted in them. Fig. 5 illustrates a slightly-modified form of the body.

In carrying out my invention I make the body wider at its front end than at its rear end and deeper at its rear end than at its front end and make the bottom in two sections, the rear section being steeply inclined for gravity-dumping and the front section being much less inclined or substantially horizontal. These are the principal characteristics of the body; but in addition to these I prefer to make the sides of the body flare outward and upward from about the level of the front section of the bottom and to form the sides vertical below this line and at the rear portion of the body.

1 1 represent the flared upper portions of the sides of the body, and 1^x 1^x the triangular vertical portions of the sides. 2 is the front end of the body, and 3 the rear end of the same. 4 is the front section of the bottom, which may be very slightly inclined, and 4^x represents the rear or steeply-inclined section of the bottom. These parts may be

framed and put together in the manner familiar to wagon-makers. I have not deemed it necessary to illustrate these details of construction, as they have nothing to do with my invention and will naturally vary with different makers.

In the rear end of the wagon may be placed the hinged tail-gate 3^x, to be turned up when the whole load is to be dumped on the spot, and this gate may be provided with a wicket and slide 3^a to admit the coal to a chute formed by two side pieces 3^b, secured to the gate and having as its bottom the projecting end 4^a of the rear section 4^x of the bottom.

Fixed under the bottom 4^x is a strong shelf 5 to support a basket 6 while the latter is being filled from the chute. This shelf will be set low enough to allow the top of the basket to pass under the projecting end 4^a of the bottom, but no lower than is necessary for this purpose. The object of this shelf is to place the filled basket at a higher level than the ground, so as to aid the person in carrying to get it on his shoulder. He may first lift it to the shelf 4^a and then to his shoulder.

It will be noted that in a wagon-body of the form shown and described there may be provided an incline at the rear of the body amply steep for gravity-dumping, and the shallowness of the front portion is compensated by the increased lateral capacity of the body, thus enabling provision to be made for continuous gravity-dumping, while at the same time permitting the full maximum load to be carried in such wagon-body.

The form of body shown in Fig. 5 has mainly the same characteristics as that described; but it is better adapted for use in cities, where the wagon-wheels are set to run on street-car tracks or tramways. The front wheels may be trammed or gaged without reference to the width of the body, as they are wholly below the bottom thereof; but the hind wheels are set in lateral recesses formed in the sides of the body. In Fig. 5, which is a plan view of a body on a small scale, the track-rails of a street-railway are indicated by dotted lines 7 7.

Having thus described my invention, I claim—

A wagon body having a deep rear portion the bottom of which is steeply inclined for dumping and a front shallow portion having a bottom of less inclination, said front portion being enlarged laterally to compensate for the diminished depth thereof, substantially as described.

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

WILLIAM OSCAR SHADBOLT.

Witnesses:

PETER A. ROSS,

HENRY CONNELL.