

L. RODENHAUSEN.
Dumping-Wagon.

No. 223,953.

Patented Jan. 27, 1880.

Fig. 1.

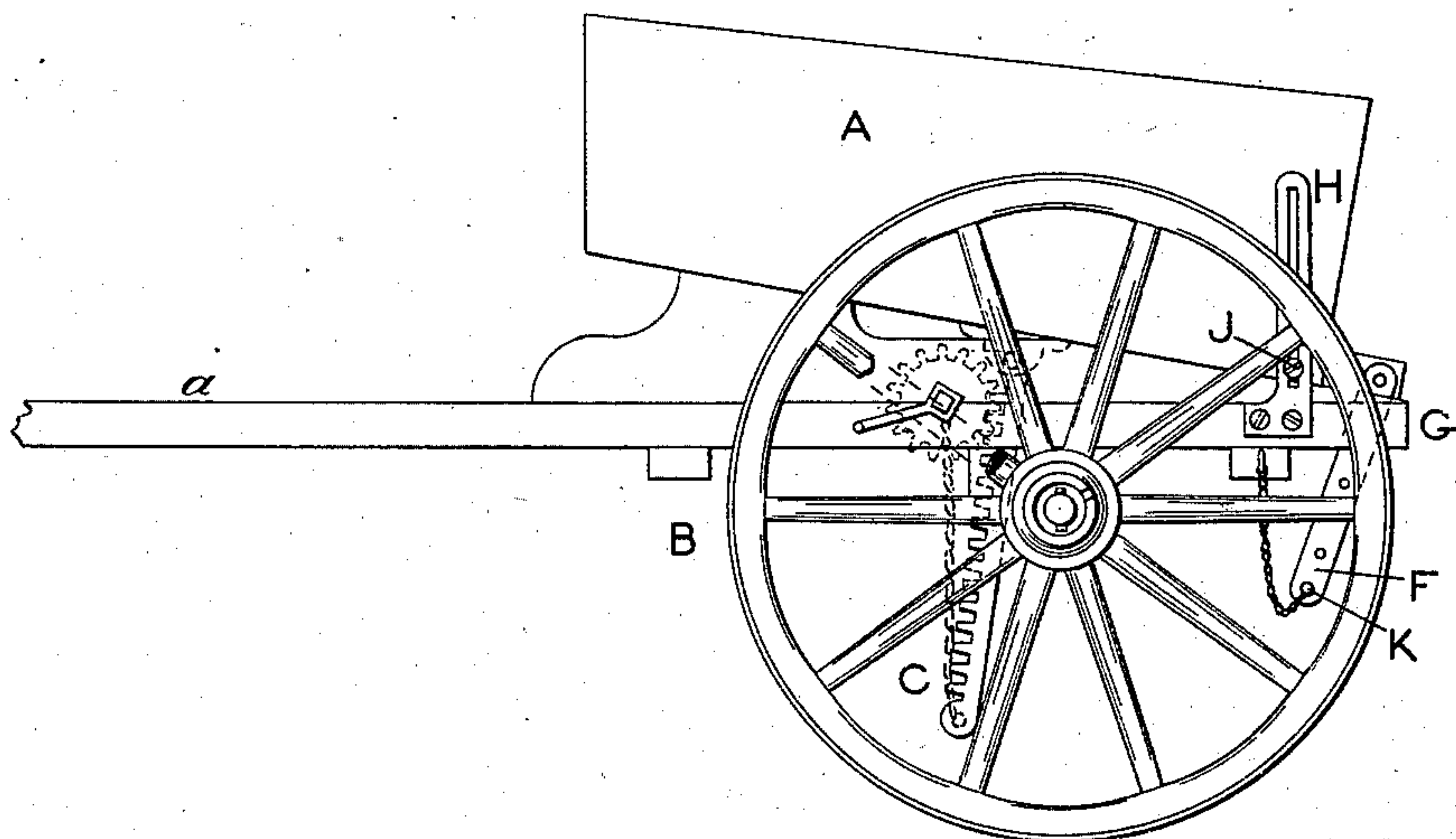
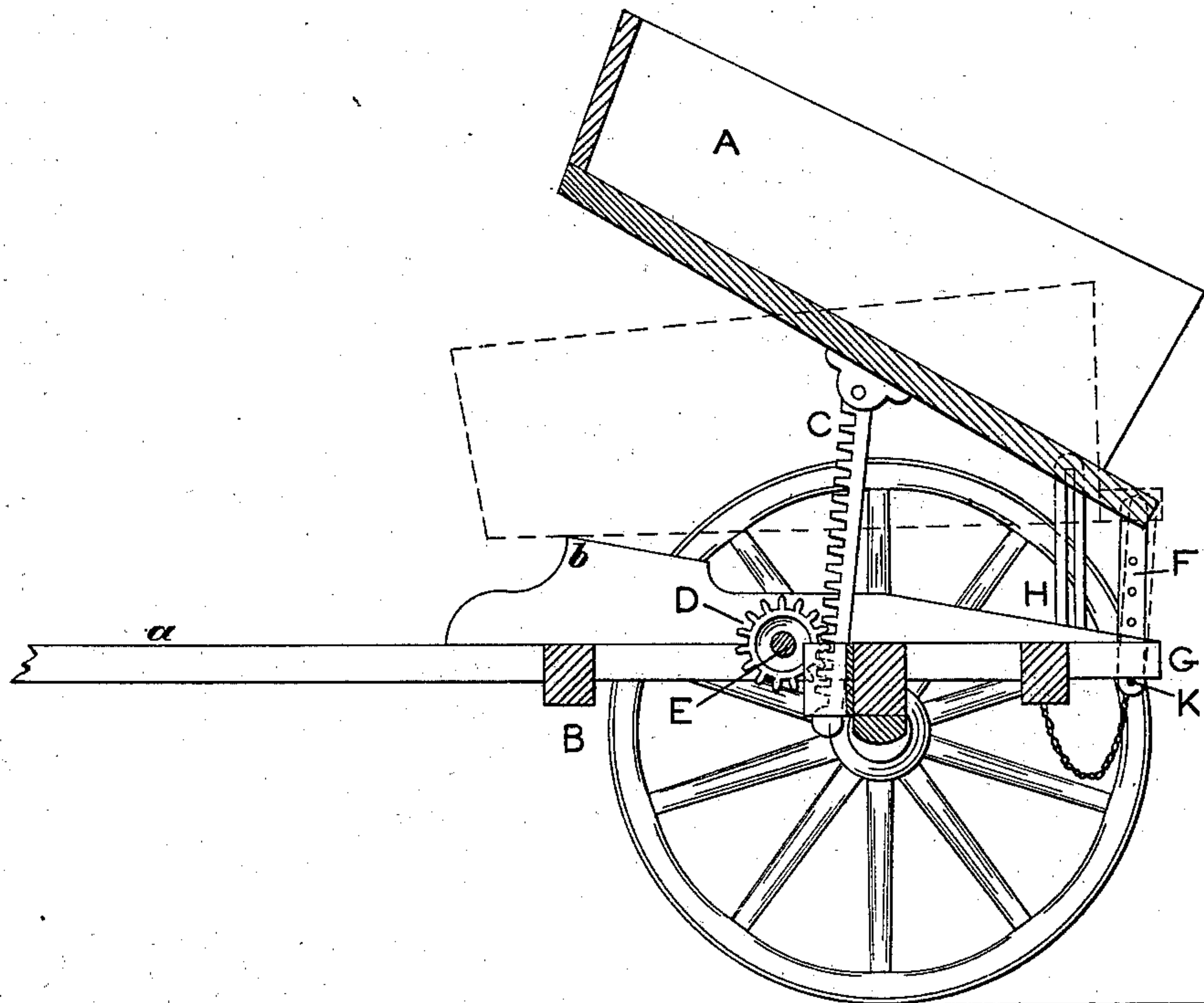


Fig. 2.



Witnesses:

A. P. Grant,

W. D. Leicher

Inventor:

Leonhard Rodenhausen,
by John A. Giedersheim
ATTORNEY.

UNITED STATES PATENT OFFICE.

LEONHARD RODENHAUSEN, OF PHILADELPHIA, PENNSYLVANIA.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 223,953, dated January 27, 1880.

Application filed December 8, 1879.

To all whom it may concern:

Be it known that I, LEONHARD RODENHAUSEN, of the city and county of Philadelphia, and State of Pennsylvania, have invented a new and useful Improvement in Dumping-Wagons, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a side elevation of the vehicle embodying my invention. Fig. 2 is a central vertical section thereof.

Similar letters of reference indicate corresponding parts in the two figures.

My invention consists of a wagon or cart body provided with elevating-bars, which are pendent from the body intermediate of its ends, and adjustable restraining-bars at the rear, so that said body is first raised at one end and then at the other end, both by continued operation of the same elevating bars, whereby the body acquires a great elevation for forcibly and reliably dumping or discharging the load, and means of elevation at both ends of the body are obviated.

It also consists in perforating the aforesaid restraining-bars and providing them with pins for adjusting the height or pitch to be imparted to the body, as will be hereinafter set forth.

Referring to the drawings, A represents the body of a wagon or cart, and B the running-gear thereof.

Pendent from the body A, and pivoted thereto intermediate of the ends thereof, are rack-bars C, with which mesh pinions D, connected to a transversely-arranged shaft, E, whose bearings are on the running-gear B, said shaft having a suitable crank-handle.

To the tail end of the body are pivoted perforated or slotted bars F, which depend from said end and pass freely through the rear of continuations G of the shafts *a*, and from said continuations G rise slotted straps, links, or guides H, through which pass pins, screws, or rollers J, connected to and projecting laterally from the sides of the tail end of the body.

The operation is as follows: When the body

is laden and requires to be dumped, the crank of the shaft E is rotated, thus causing the elevation of the rack-bars C. The weight of the material in or load of the body causes the front of said body to remain resting on the bolsters *b*, (see dotted lines, Fig. 2,) and the rear of the body rises to the height restrained by pins K, which are fitted in openings in the bars F and stop against the continuations G, the pins K thus serving to adjust the height to which the rear of the body may be elevated.

By successive operation of the crank-shaft the rack-bars elevate the front of the body to full extent, thus placing said body at such height and inclination that the contents of the wagon or cart are unfailingly caused to dump and shoot the required or a great extent.

The return of the body to its normal position may be accomplished by gravity or proper rotation of the shaft E.

It is evident that the rack-bars may be substituted by other means, such, for instance, as toggle-bars or cords or chains attached to the lower ends of the untoothed bars and winding on the shaft E, thus raising the body in the manner hereinbefore set forth.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The body A, provided with elevating-bars C, pendent therefrom intermediate of its ends, and adjustable restraining-bars F at rear, whereby the body is first raised at one end and then at the other end, both by continued operation of the same elevating-bars, substantially as and for the purpose set forth.

2. The body A, provided with the elevating-bars C, connected to said body intermediate of the ends thereof, the perforated restraining-bars F, connected to the rear of said body, and the height-adjusting pins K, substantially as and for the purpose set forth.

L. RODENHAUSEN.

Witnesses:

JOHN A. WIEDERSHEIM,
W. F. KIRCHER.