

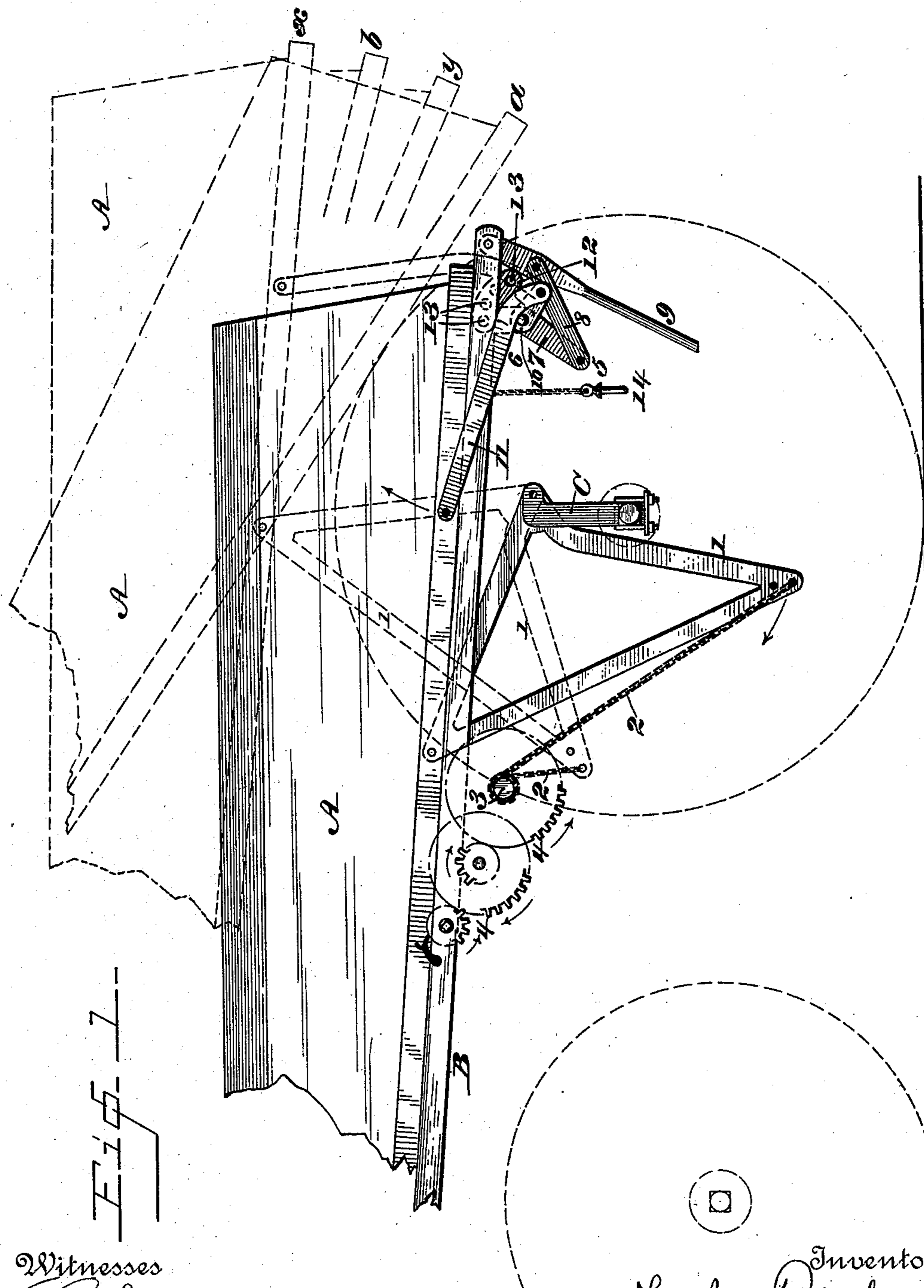
(No Model.)

3 Sheets—Sheet 1.

L. RODENHAUSEN.
DUMPING WAGON.

No. 402,034.

Patented Apr. 23, 1889.



Witnesses
L. Dowville
A. P. Jennings.

Inventor,
Leonhard Rodenhausen
By his Attorneys
Giedersheim & Fritze

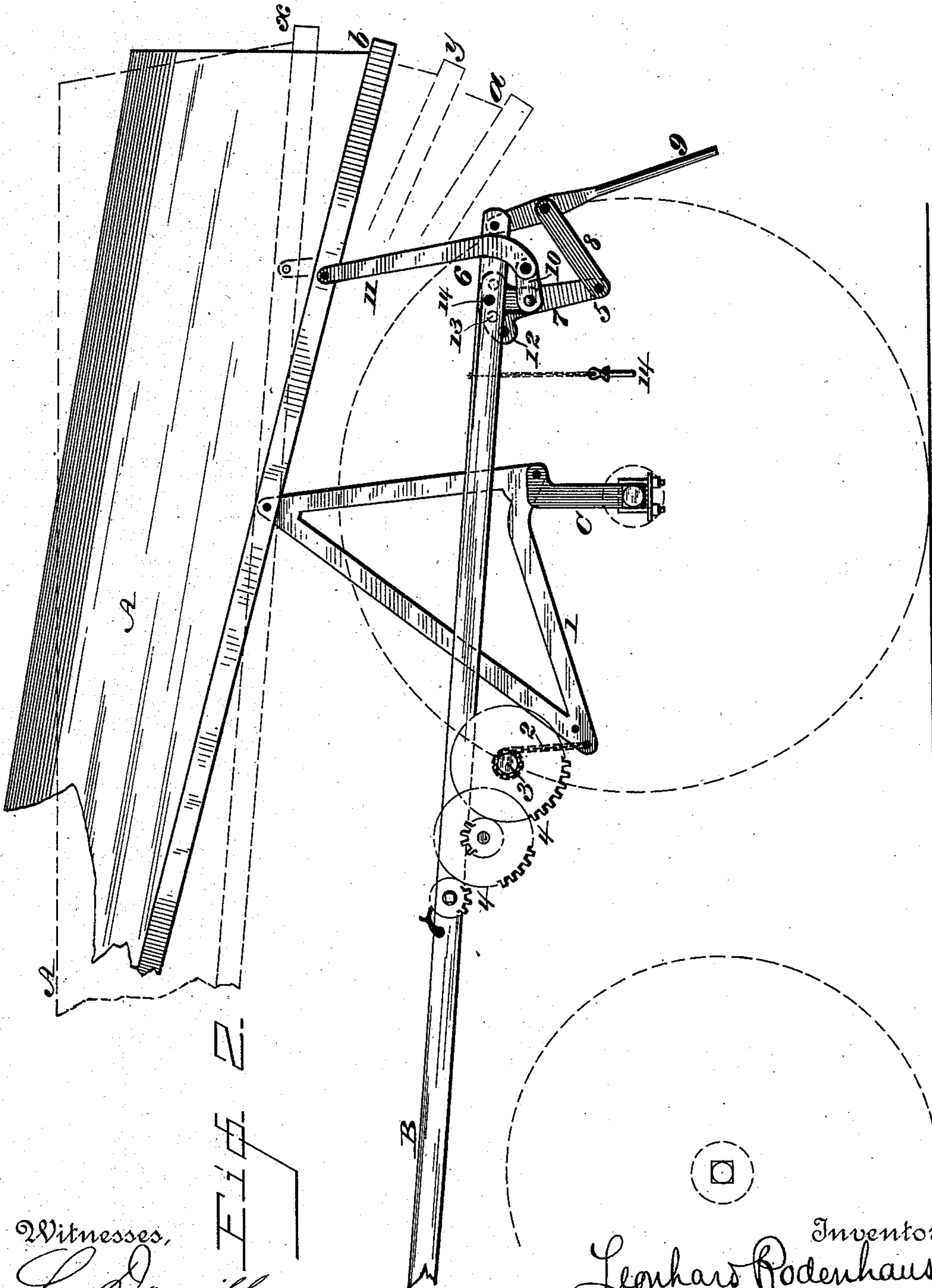
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3 Sheets—Sheet 2.

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3 Sheets—Sheet 3.

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Fig 3

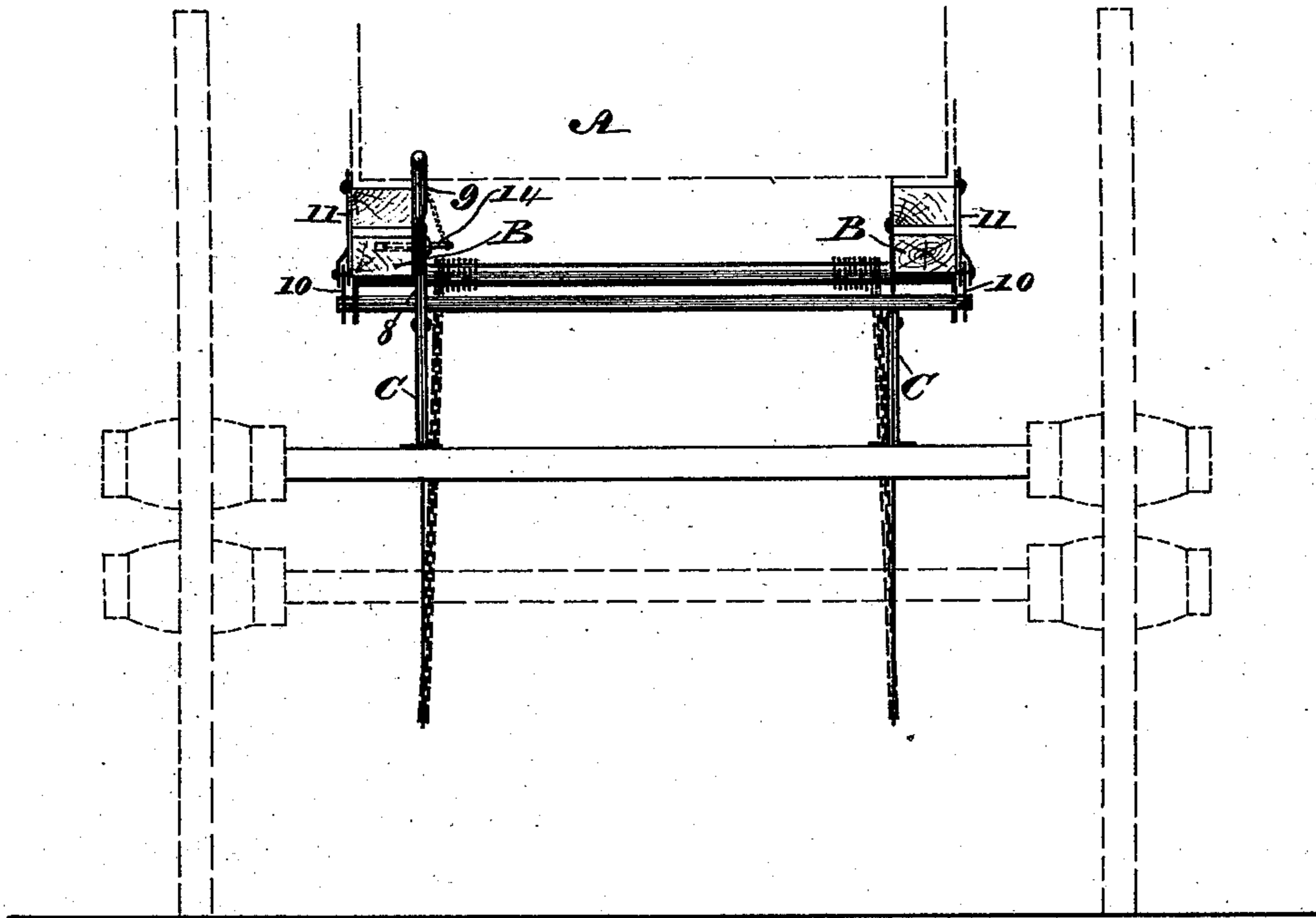


Fig 4

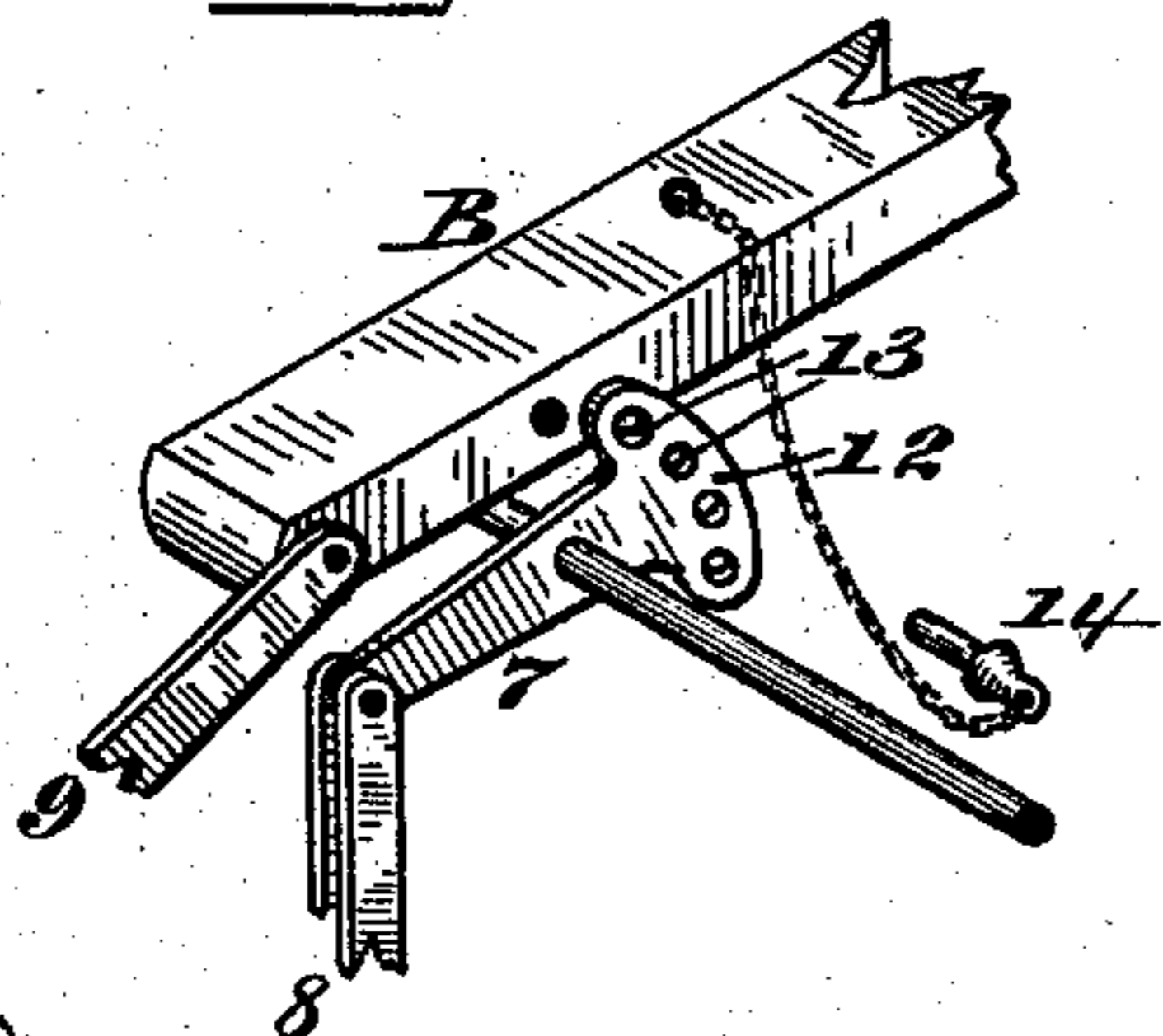
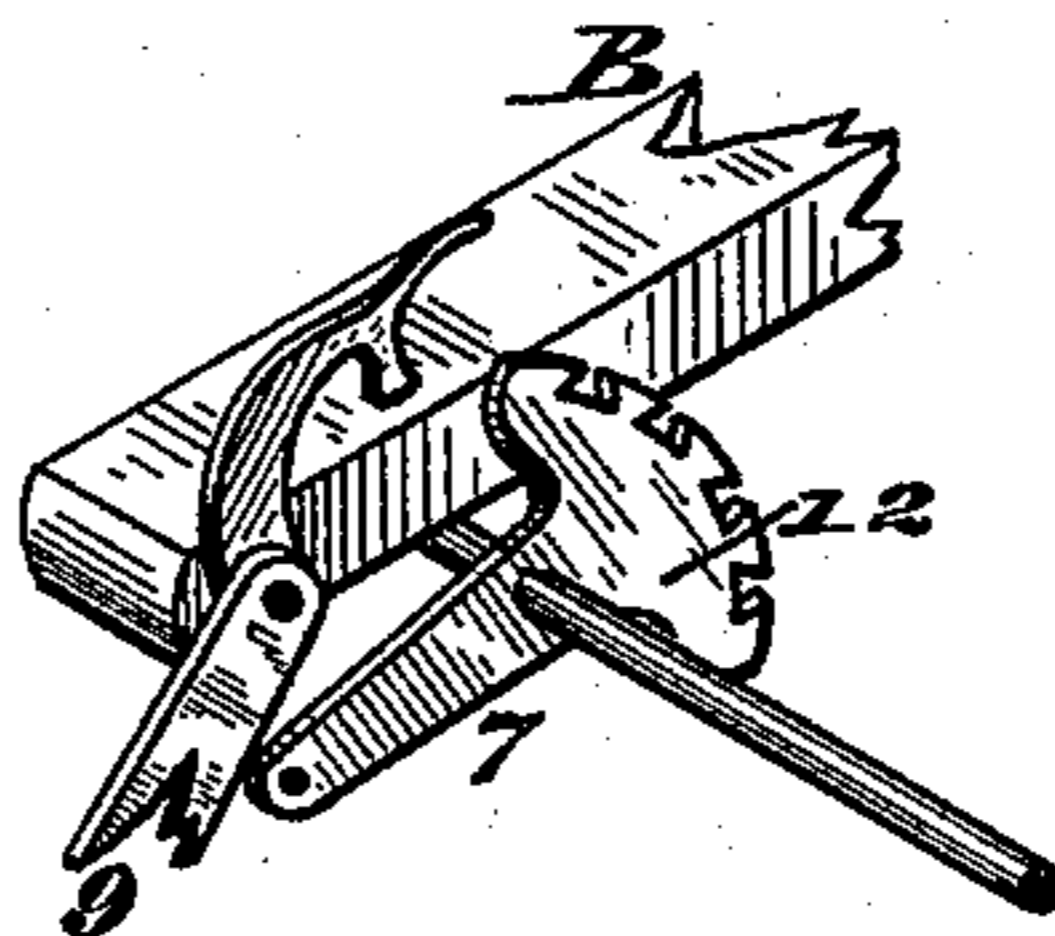


Fig 5



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UNITED STATES PATENT OFFICE.

LEONHARD RODENHAUSEN, OF PHILADELPHIA, PENNSYLVANIA.

DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 402,034, dated April 23, 1889.

Application filed February 1, 1889. Serial No. 298,320. (No model.)

To all whom it may concern:

Be it known that I, LEONHARD RODENHAUSEN, a citizen of the United States, residing in the city and county of Philadelphia, 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.

My invention consists of a dumping-wagon in which the angle or pitch of the body of the same may be varied.

Figures 1 and 2 represent side elevations of the portion of a dumping-wagon embodying my invention. Fig. 3 represents a rear view thereof. Fig. 4 represents a perspective view of a detached portion thereof. Fig. 5 represents a perspective view of a modification thereof.

Similar letters and numerals of reference indicate corresponding parts in the several figures.

Referring to the drawings, A designates the body of a dumping-wagon, and B designates the sills of the running-gear thereof. Pivoted to said body and to standards C, rising from the axle of the hind wheels, are frames 1, which are shown of triangular form and connected with chains 2, the latter being adapted to be wound on a shaft, 3, which is mounted on the sills B, and operated by gearing 4, also mounted on said sills, whereby the body may be readily raised, as will be seen in Figs. 1 and 2, the features thus far described being, however, well known, and are preferably employed for the purpose intended.

When the body is raised, it is often required to change the angle or pitch of the same, as when the load is to be dumped or shot to a greater or less distance. For this purpose I employ a system of levers, 5 and 6, somewhat of the order of toggles. One lever, 7, of each toggle 5 is connected with the sill 4, and the other lever, 8, with a hand-lever, 9. One lever, 10, of each toggle 6 is connected with the axis of the lever 7 of the toggle 5, and the other lever, 11, is pivoted to the body A. It will be seen that when the body is raised it may have axial motions on the frames 1, to which it is pivoted. Consequently when it is necessary or desired to change the angle or pitch of said body this may be readily and easily accomplished by operating the hand-

lever 9. In this case the toggles 5 and 6 are so opened or moved that the levers 11 rise and change the angle of the body from that shown at *a* to that shown at *b*, the angle of the body thus being more obtuse.

In order to vary the angles of the body to further extent, the levers 7 of the toggles 5 are formed with heads 12, in each of which is a circular row of openings, 13. Pins 14 are provided, the same being adapted to pass through either of the openings 13 into the sills, and thus change the sweep or play of the toggles 5 and 6, whereby the angles of the body may be changed to either of those shown at *x* and *y*, it being evident that the number of openings in the levers 7 may be increased so as to further vary the angles of the body. When the hand-lever 9 is returned to its normal position, the body again assumes the angle shown at *a*, after which the body may be entirely lowered upon the sills, as shown in Fig. 1.

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

1. The body of a dumping-wagon and the sills of the running-gear thereof, in combination with the system of levers 5 and 6, the latter being connected with each other and with said body and sills, substantially as described.

2. A dumping-wagon having the toggle-levers 5 and 6, said levers 5 consisting of levers 7 and 8, pivoted together, the lever 7 having openings or recesses in one end, and the levers 6 consisting of the levers 10 and 11, pivoted together, the lever 10 pivoted to the axis of the lever 7 and the lever 11 pivoted to the body of the wagon, and an operating-lever pivoted to the sill and to the end of lever 8, said parts being combined substantially as and for the purpose set forth.

3. In a dumping-wagon, the combination of two toggle-levers connected together, one of said toggle-levers being secured to the sill and the other to the body of the wagon, and an operating-lever secured to said toggle-levers, substantially as and for the purpose set forth.

LEONHARD RODENHAUSEN.

Witnesses:

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