

No. 779,804.

PATENTED JAN. 10, 1905.

H. RODENHAUSEN.

WAGON.

APPLICATION FILED SEPT. 27, 1904.

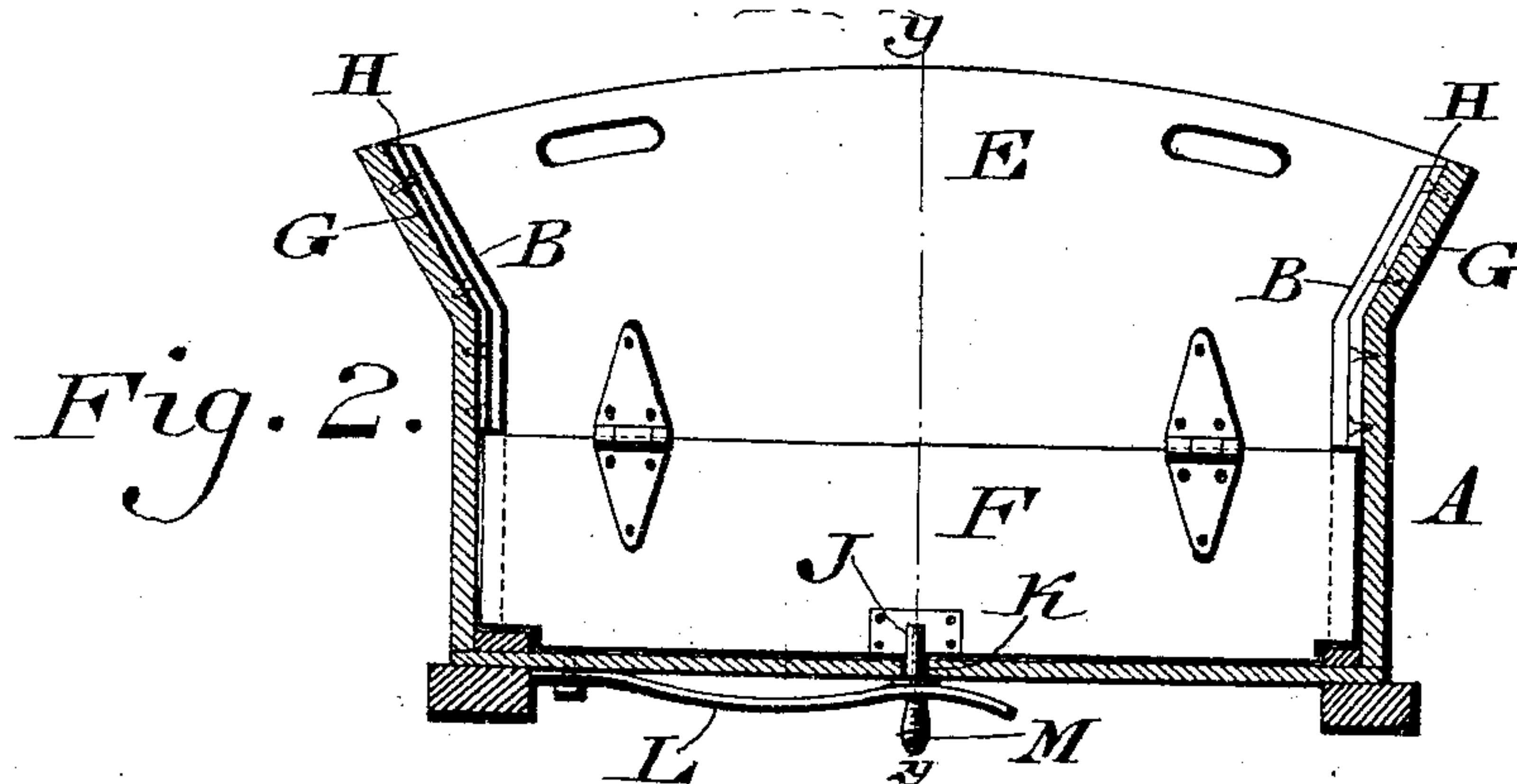
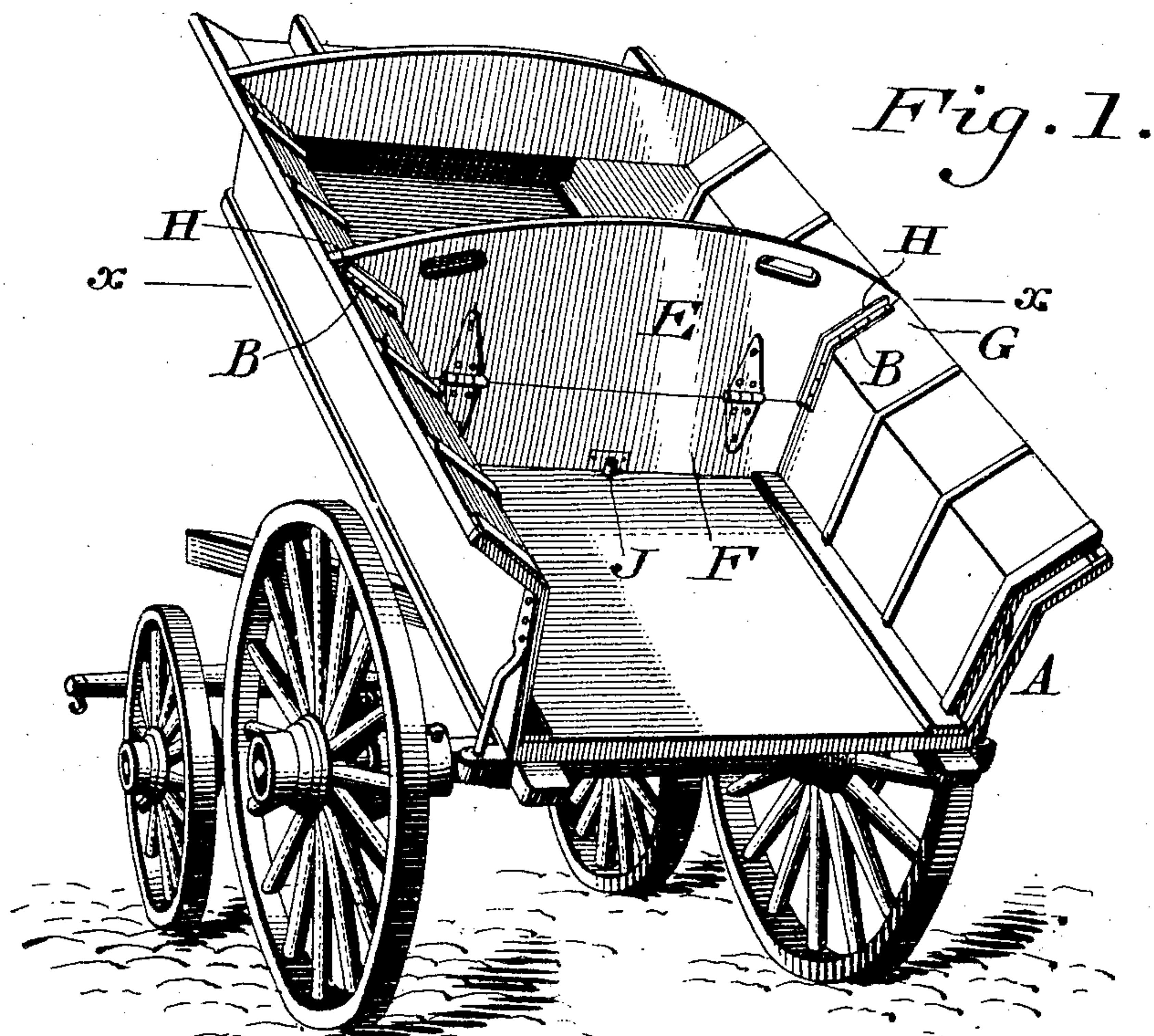
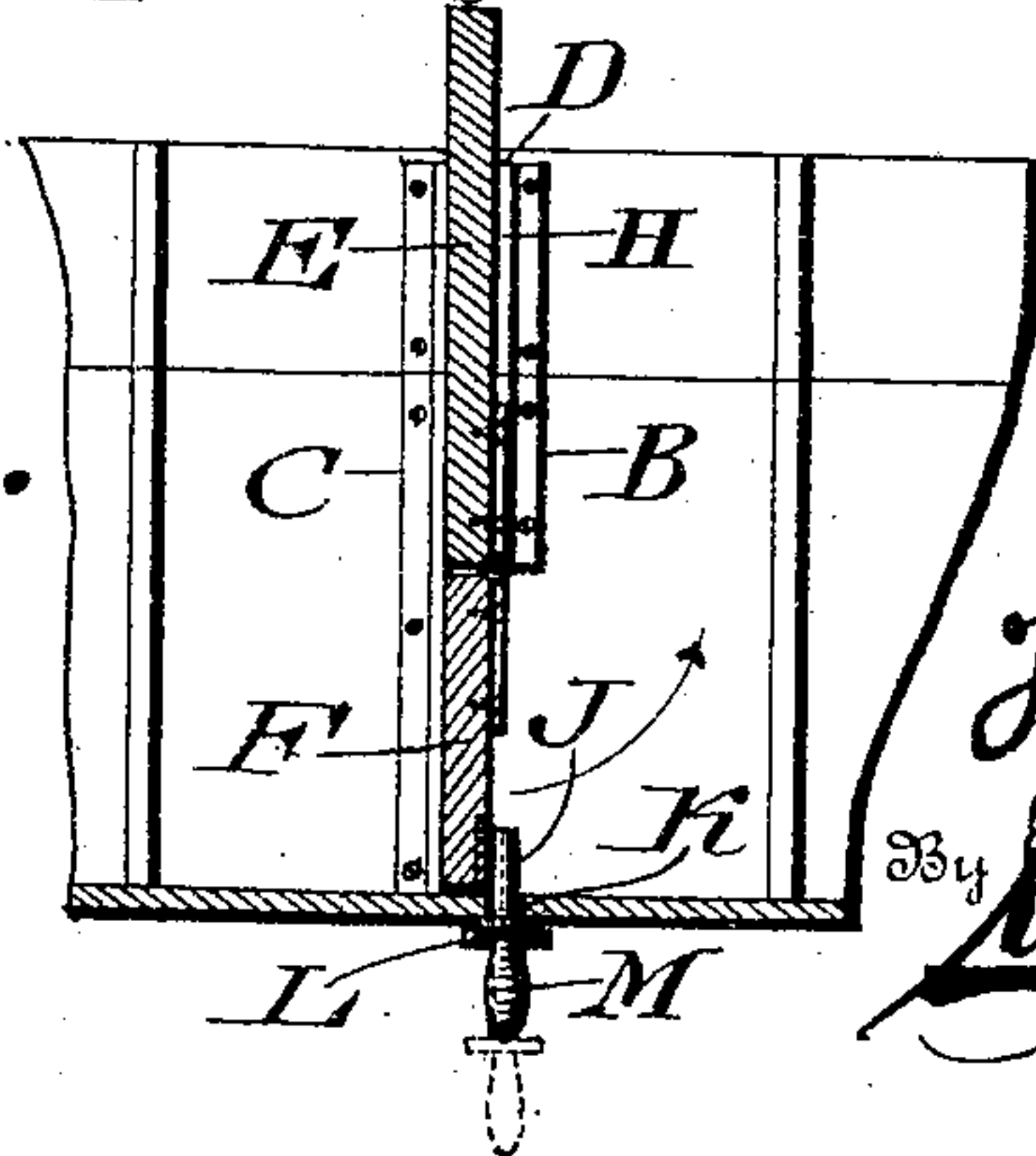


Fig. 3.



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WAGON.

SPECIFICATION forming part of Letters Patent No. 779,804, dated January 10, 1905.

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To all whom it may concern:

Be it known that I, HARRY RODENHAUSEN, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Wagon, of which the following is a specification.

My invention consists of a device for dividing the space of the body of a wagon, whereby articles of different nature or different orders may be placed in said body and controlled therein against intermingling, and provision is made for separately discharging said articles or contents.

It also consists of details of construction, as will be hereinafter described.

Figure 1 represents a perspective view of a wagon embodying my invention. Fig. 2 represents a transverse vertical section thereof on line *x x*, Fig. 1. Fig. 3 represents a longitudinal section of a portion thereof on line *y y*, Fig. 2.

Similar letters of reference indicate corresponding parts in the figures.

Referring to the drawings, A designates a wagon, which, excepting the features of my invention applied thereto, is of usual construction.

B C designate parallel bars, of metal or other durable material, which are secured to the inner sides of the body of the wagon and extend in vertical direction, they being separated, forming the ways or passages D, which are adapted to receive the sides of the board E, it being noticed that the bar B terminates considerably above the bottom or floor of the body of the wagon and that the bar C extends below said bar B for purposes to be hereinafter described.

The board E is formed of upper and lower sections, the lower section F being hinged to the upper section, so that it may be swung rearwardly or in the direction of the arrow, and so act as a gate, this being permitted owing to the lower termination of the two sections, as most plainly shown in Fig. 3, it being seen that the board E is placed in the wagon-body intermediate of the ends thereof and is independent of the tail-board, so as to divide said body into compartments for re-

ceiving articles of different kinds—such as pea, stove, furnace, or other coals—and keep the same separate during delivery. To this end the gate requires to be locked to prevent intermingling of the contents of the body; but when the place of delivery is reached and the portion of the load in the rear end of the body has been discharged the wagon may be directed elsewhere and the gate unlocked, when the contents of the body in front of the board will press rearwardly against the gate and raise or open the same and then flow out, especially if the body is tilted or has an inclined bottom, it being evident that there has been no intermingling of the articles in the body. In order to prevent dropping of the upper section of the board, the upper end portions of the bars B C are flaring, forming the outwardly-extending shoulders G, and the sides of said section are also flaring, forming outwardly-extending shoulders H, which rest upon the shoulders G, the effect of which is evident.

As a means for locking the gate F, I employ the bolt or pin J, which passes through an opening K in the floor of the body from below and is held upwardly by the spring L, which is secured to a fixed member of the body and bears against said pin, the latter having a suitable handle M, whereby it may be drawn down, and so withdrawn from the gate, thus releasing the latter. It will be noticed that tampering with the bolt will be prevented, as the handle M is practically concealed. When the gate is closed, the pin is let go, whereby it projects above the bottom of said gate, and so controls the latter, as plainly shown in all of the figures. Owing to the downward extension of the bar C, the gate when closed may abut against the same, and so be braced, especially when subjected to the forward pressure of the portion of the load rearward of said gate. When division of the body is not required, the board may be entirely removed.

In the use of the word "board" I do not mean that the same is necessarily formed of wood, as any suitable material may be employed for the same.

Various changes may be made in the details

of construction shown without departing from the general spirit of my invention, and I do not, therefore, desire to be limited in each case to the same.

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

10 1. A wagon having a divisional board for the body thereof and means for removably retaining said board therein, said board being formed of a comparatively stationary upper section and a bottom gate and independent of the means for retaining the tail-board of the wagon.

15 2. A wagon having guides on the inner sides thereof intermediate of the ends thereof and a divisional board adapted to have its sides removably fitted in said guides, said board being composed of a comparatively stationary upper section and a self-opening lower section or gate.

25 3. A wagon having a divisional board for the body thereof and means for removably holding the same in the body thereof intermediate of the ends of the latter, said board having an opening portion or gate and means for locking the latter.

30 4. A wagon having a divisional board for the body thereof and means for removably holding the same in the body thereof intermediate of the ends of the latter, said board having an opening portion or gate and means for locking the latter, said means consisting of a spring-pressed bolt which is passed through
35 the body of the wagon and engages said gate.

5. A wagon having a removable divisional board for the body thereof, a rearwardly-opening gate on the lower portion of said board and guides for said board, said guides and board having on the sides of their upper portions the outwardly-extending interlocking shoulders for preventing dropping of the board when said gate is open.

6. A wagon having a divisional board for the body thereof, the same being composed of a comparatively stationary upper portion, a lower portion or gate connected therewith, guides for the sides of said board, the front portions of said guides being extended downwardly forming abutments for said gate, the opposite lower portions of said guides being adapted to permit said gate to open rearwardly and a bolt which is passed through the floor of the wagon-body and adapted to engage said gate.

7. A wagon having a divisional board for the body thereof, the same being composed of a comparatively stationary upper portion, a lower portion or gate connected therewith, guides for the sides of said board, the front portions of said guides being extended downwardly forming abutments for said gate, the opposite lower portions of said guides being adapted to permit said gate to open rearwardly, and means adapted to engage said gate to permit the opening motion thereof.

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Witnesses:

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