L. RODENHAUSEN.

DUMPING WAGON.

No. 190,078. Patented April 24, 1877.

Fig. 1.

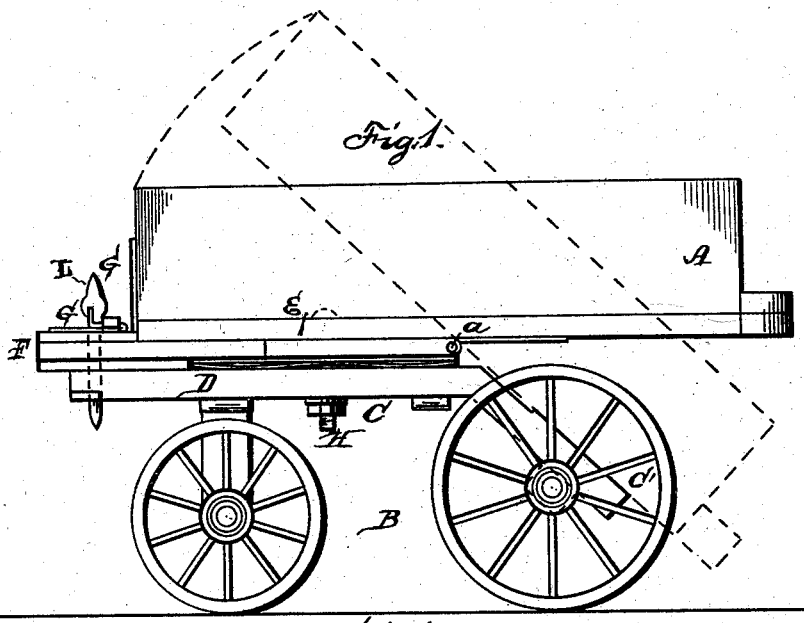


Fig. 2.

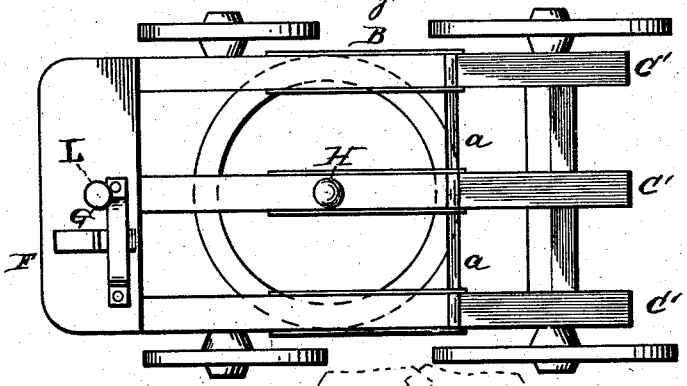
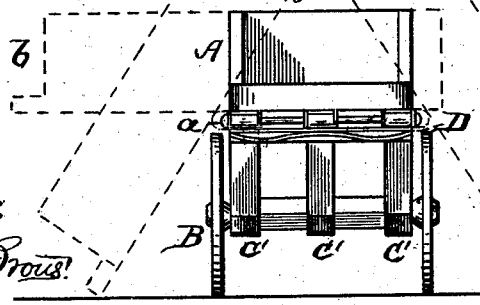


Fig. 3.



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LEONHARD RODENHAUSEN, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN DUMPING-WAGONS.

Specification forming part of Letters Patent No. **190,078**, dated April 24, 1877; application filed February 9, 1877.

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 dumping-wagon embodying my invention. Fig. 2 is a top or plan view thereof, the body of the wagon being removed. Fig. 3 is a rear view.

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

My invention relates to a wagon having a body which is adapted to be dumped rearward and laterally, whereby it may be readily loaded and unloaded or discharged in narrow streets and inconvenient places from the rear and sides of the wagon, as desired or required, and without interference of or interfering with passing vehicles.

The invention consists of the wagon-body hinged to forwardly-extending sill-pieces, which are fixed to the movable portion of a platform or wheel, whereby the superimposed weight of the wagon is transmitted from the sill-pieces to the reaches at every position of the wagon-body, the sill-pieces having a ledge, to which the body may be fastened, so as to prevent dumping of the said body rearward or laterally, unless otherwise required. It also consists of a platform or wheel having one of its adjacent faces constructed of alternate elevations and depressions, whereby, in rotating the wagon-body, the friction of the wheel is greatly lessened.

Referring to the drawings, A represents the body, B the wheels, and C the reaches of the wagon.

The reaches extend for their main length in a right line, and then are prolonged rearward, angularly, as at C′, to the hind axle. On the main portion there is secured the fixed portion of a platform or wheel, D, the rotary or movable portion of which is secured to sill-pieces E, which extend parallel with the main portion of the reaches, and their rear ends having the body B hinged to them, as at *a*.

To the front ends of the sill-pieces there is a horizontally-extending ledge, F, secured to or formed with said pieces, and the front end of the body A is adapted to be connected to said ledge by means of a catch, bolt, or other fastening, G.

A king-bolt, H, is passed through the middle sill-piece and reach for properly connecting the parts and allowing the rotation of the sill-pieces on the reaches.

When the body is to be dumped rearward the fastening G will be disengaged, and the body may be turned downward on the axis or hinge *a*, as shown by dotted lines, Fig. 1, the prolongation C′ of the reaches then having the body rest thereagainst.

To dump the body laterally, lift the bolt L, which passes through the ledge F and one of the reaches C, turn the body and the sill-pieces on the king-bolt H, release the fastening G, and swing down the body on the axis or hinge *a*. The body is capable of being dumped to either side, as shown by the dotted lines, Fig. 3.

When it is required to load the body in its normal position, Fig. 1, or turned laterally, dotted lines, as at *b*, Fig. 3, the fastening G of the body and ledge must be connected, in which condition the body will not dump either from the weight of the load, the workman, or of the body itself.

It will be seen that my invention will render great service in narrow streets, inconvenient places, streets with car-tracks, &c., there being no interference with or interfering of passing vehicles.

It will also be seen that, when the body is turned and dumped laterally, the sill-pieces rest entirely on the reaches, whereby the superimposed weight of the wagon is on said reaches, and there is no liability of the overturning of the wagon.

It will further be seen that the main length of the reaches are elevated, whereby the body A may be swung laterally over the high hind wheel.

In order to lessen the friction of the wheel D I form one of the faces or parts of alternate elevations and depressions, whereby the other part turns on the elevations, thus decreasing the frictional surface of the wheel.

Having thus described my invention, what

I claim as new, and desire to secure by Letters Patent, is—

1. The combination of the dumping-wagon body A and reaches C with the sill-pieces E, which extend forward of the hinged joint *a*, provided with fastening device G, ledge F, and rotary platform or wheel D, substantially as and for the purpose set forth.

2. The rotating platform or wheel D, formed of one part having a plain surface, and of another part with alternate elevations and depressions, substantially as and for the purpose set forth.

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