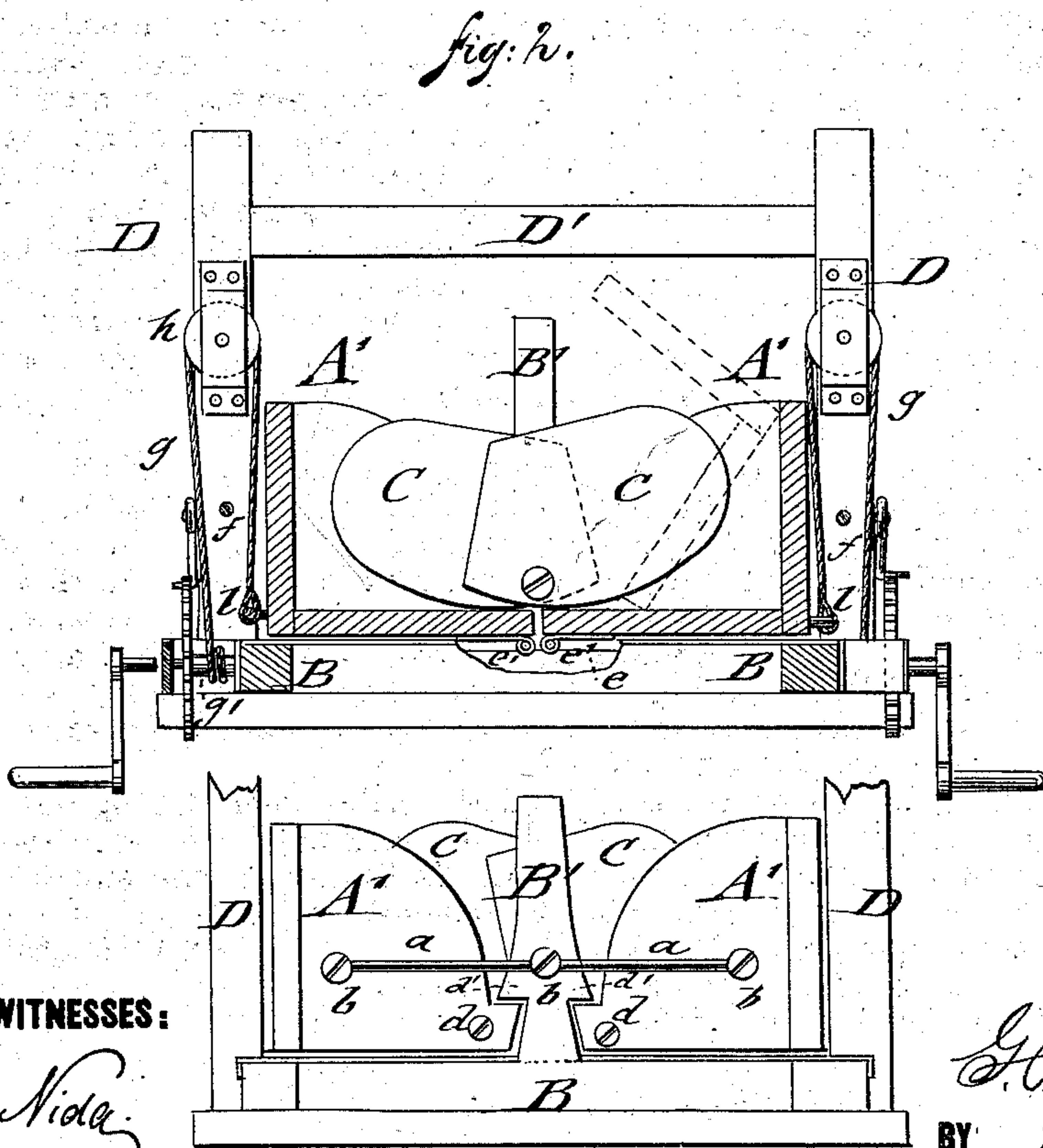
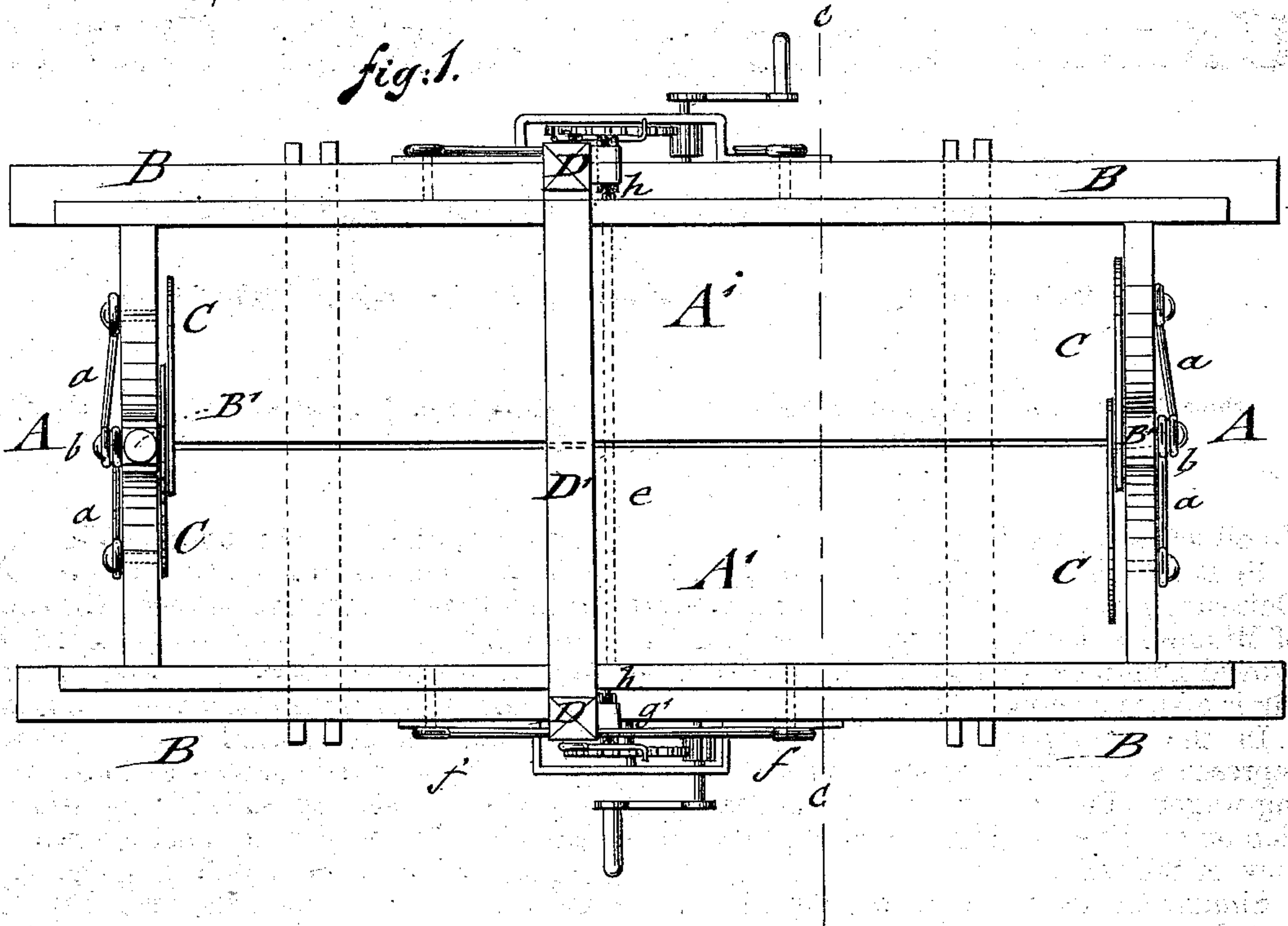


**G. PETERMAN.**  
**Dumping Wagon and Car Beds.**  
 No. 154,413. Patented Aug. 25, 1874.



WITNESSES:

*Chas. Nida*  
*Edgworth*

INVENTOR:

*G. Peterman*  
 BY *Munnell*

ATTORNEYS.



# UNITED STATES PATENT OFFICE.

GIDEON PETERMAN, OF DELAVAN, MINNESOTA.

## IMPROVEMENT IN DUMPING WAGON AND CAR BEDS.

Specification forming part of Letters Patent No. **154,413**, dated August 25, 1874; application filed May 23, 1874.

*To all whom it may concern:*

Be it known that I, GIDEON PETERMAN, of Delavan, in the county of Faribault and State of Minnesota, have invented a new and Improved Dumping-Wagon, of which the following is a specification:

In the accompanying drawing, Figure 1 represents a top view of my improved dumping-wagon; Fig. 2, a vertical transverse section on the line *c c*, Fig. 1; and Fig. 3, an end view of the same.

Similar letters of reference indicate corresponding parts.

The invention will first be fully described, and then pointed out in the claim.

In the drawing, A represents the body of my improved dumping wagon, car, or other vehicle, which is constructed of two symmetrical halves, A', produced by dividing body A along the longitudinal axis of the same. The supporting-frame B is made of suitable strength, and provided at the lateral end pieces with central standards B', to which the sections of body A are pivoted to links *a*, swinging on pins *b*. The ends of sections A' are of quadrantal shape, so as to pass along standards B' when being swung on links *a* toward the same. Projections *d* of the quadrantal ends fit under shoulders *d'* of the standards when the sections are in regular position for carrying a load, being thereby retained in the supporting-frame without opening or spreading at their joint by sudden jerks or otherwise. Guard-plates C are pivoted to the inner side of standards B', being made of equal height with the ends, for the purpose of closing the same laterally, so that no part of the load may escape there. One or more lateral cross bars or pieces, *e*, of frame B brace the same, and serve also for the purpose of supporting and guiding the bottom parts of sections A', having rollers *e'* or strengthening-

plates applied at the under side. Upright side posts or standards D are firmly bolted to frame B about midway between the ends, and laterally connected by a top piece, D', for giving them greater stability. Rods or braces *f* support the posts furthermore in longitudinal direction. Ropes *g* wind around roller-shafts *g'* in suitable bearings at both sides of frame B, being turned by suitable cog-wheels and hand-cranks, or similar hoisting-gear. Each rope *g'* passes over a pulley, *h*, near the upper end of side standards, and then down to a staple, *l*, near the lower corner of section A'. When the sections of the body rest on frame B, so that their bottom parts are closely joined, the wagon may be used for all the ordinary purposes of farming, marketing, &c., being loaded in the usual manner.

For dumping the load when arrived at the place of deposit, the hand-cranks are turned at both sides, winding up the ropes and raising the sections of the body, so that they swing on their links, and dump the load quickly and completely through the opening formed by the spreading of the bottoms. By raising the sections slightly, so that only a small aperture is produced in the center, the dumping-body may be advantageously used for distributing manure, earth, or other fertilizers, the sections being retained in position by check-pawls of the hoisting-gear.

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

The combination of longitudinally-divided pivoted sections A' A' with the supporting-frame B, having median standards B' B', all constructed as and for the purpose specified.

GIDEON PETERMAN.

Witnesses:

H. WESTOVER,  
A. ANDERSON.