

N. N. SPIELMAN.  
DUMPING WAGON.

No. 182,040.

Patented Sept. 12, 1876.

Fig. 1.

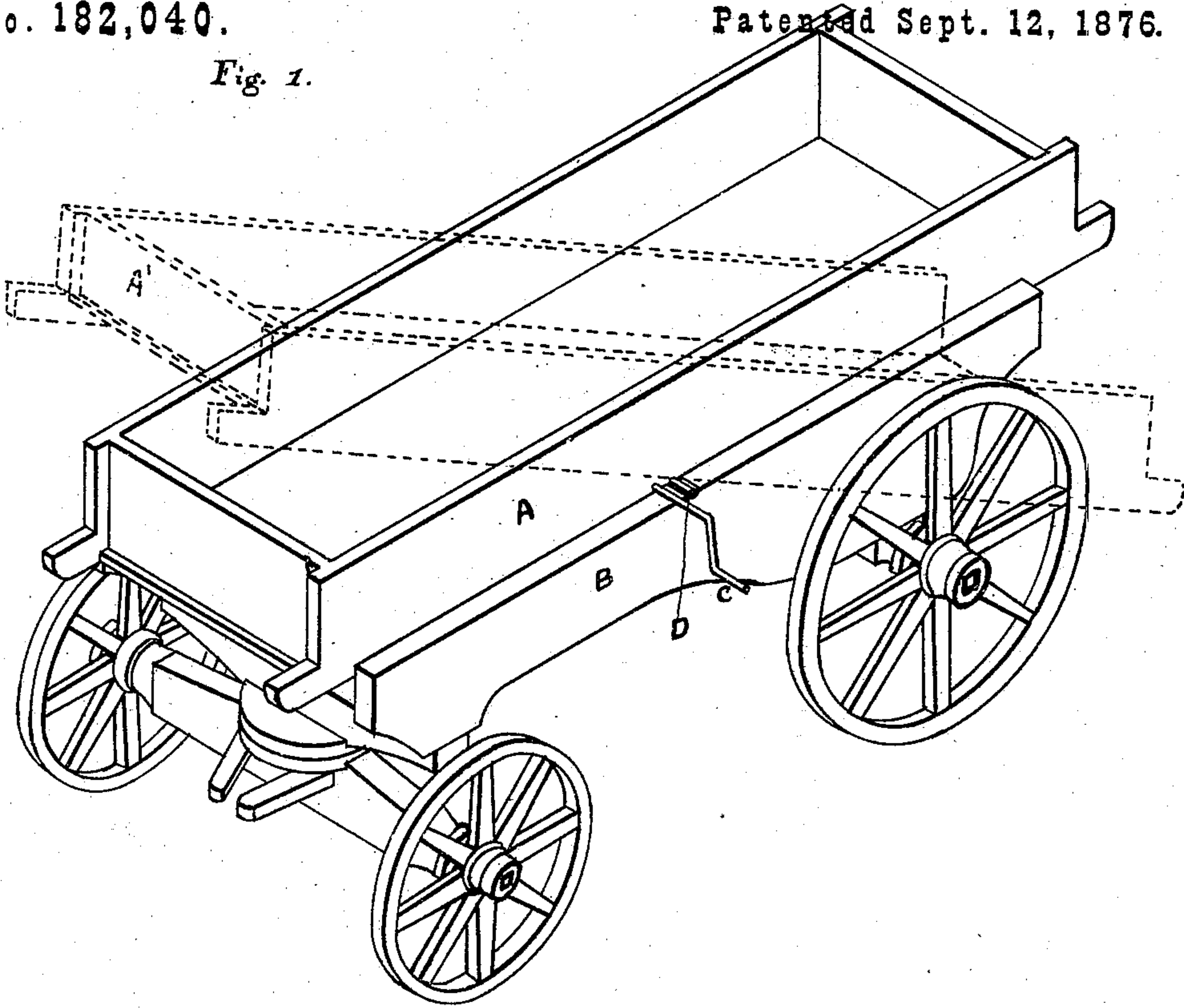
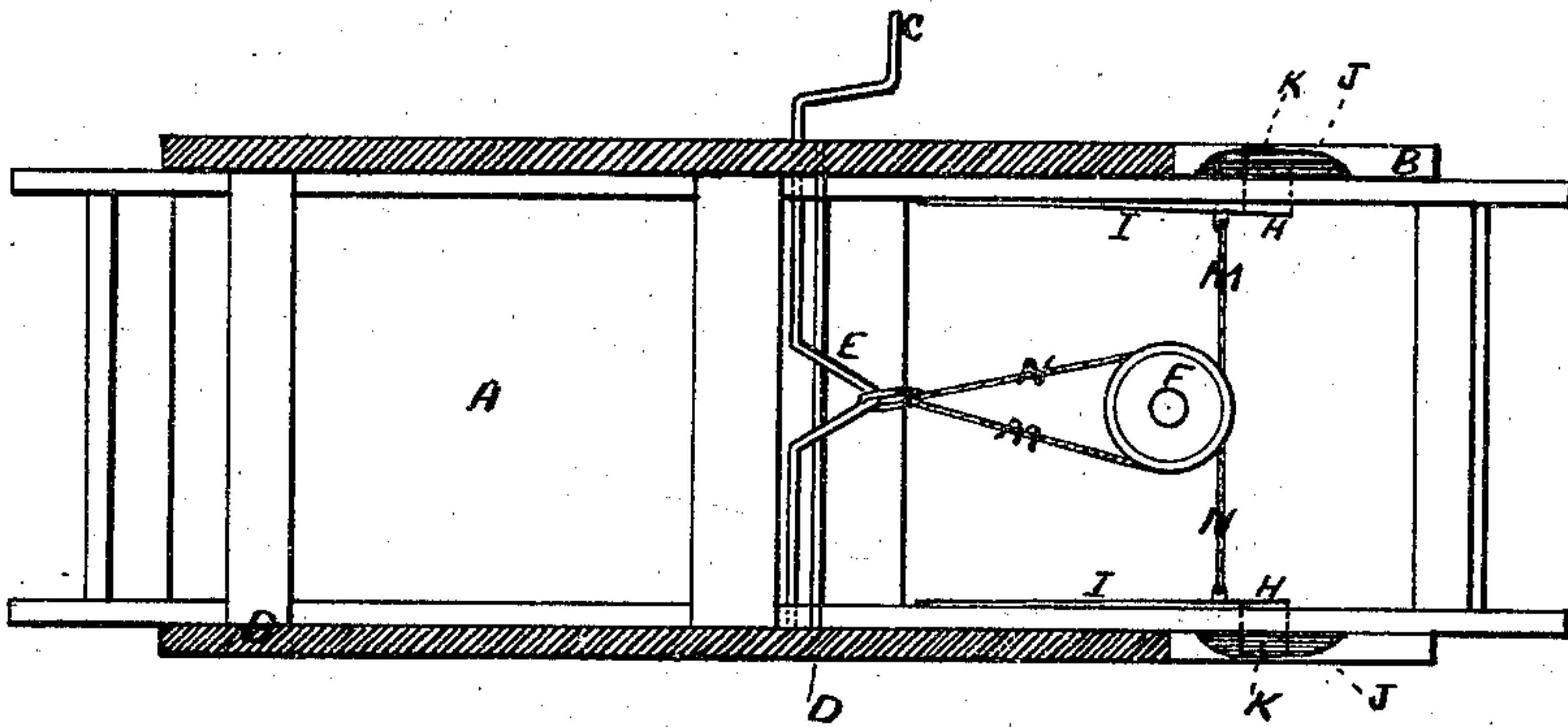


Fig. 2.



WITNESSES;

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# UNITED STATES PATENT OFFICE.

NATHANIEL N. SPIELMAN, OF TIFFIN, OHIO.

## IMPROVEMENT IN DUMPING-WAGONS.

Specification forming part of Letters Patent No. **182,040**, dated September 12, 1876; application filed May 29, 1876.

*To all whom it may concern:*

Be it known that I, NATHANIEL N. SPIELMAN, of Tiffin, in the county of Seneca and State of Ohio, have invented a new and useful Improvement in Dumping-Wagons, which improvement is fully set forth in the following specification, reference being had to the accompanying drawings.

The object of my invention is to rapidly and easily discharge the load from a wagon.

The wagon-box A is made to fit loosely between the frame B B, which is composed of the parallel bed-timbers B B, firmly bolted to the front bolster and to the rear axle, with suitable pieces to hold them in position, said bed-timbers being so shaped and constructed as to entirely dispense with the hind bolster, and allow the front wheels to pass under the wagon-box in turning, and can be attached to any ordinary wagon. The wagon-box A is arranged to tip backward on trunnions D D, which have their bearings on the frame B B.

For the purpose of holding the wagon-box in place, and to facilitate releasing the same for the purpose of tilting it, I employ the following mechanism: To the inside of the wagon-box, below the bottom, are attached two springs, I I. (Shown in Figure 2.) To the rear end of these springs are firmly attached catches H H, which pass through the side pieces of the box A, and into a notch or hole in the frame B B. To prevent these catches from abrading and cutting the frame B B, a metallic lining is placed in these notches, and extending

downward as far as the timber. To operate these springs, a staple is fastened to the rear end of each, to one of which a cord, M, is attached, which is then passed around one of the pulleys, F, through the link attached to the crank-shaft E, as shown in Fig. 2, back around the other pulley F, and then secured to the staple at the rear end of the other spring. These pulleys may be placed one above the other, as shown in Fig. 2, or in any other suitable position.

The dotted lines A' show the position of the box when dumping its load. The box is made wider at its rear end, to allow the load to slide easily from it. Previous to dumping, the tail-board is removed, and the handle C of the crank-shaft E turned forward, which, by means of the cord, withdraws the catches K K from the notches, and the rear end of the box drops down and discharges the load.

I claim as my invention—

1. The springs I I, catches H H, pulleys F F, cord M N, and crank-shaft E, as and for the purpose set forth.

2. The combination, in a dumping-wagon, of the box A, hung on trunnions D D, the frame or bed-timbers B B, the springs I I, pulleys F F, cord M N, crank-shaft E, and the straight axle-trees, substantially as described.

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Witnesses:

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