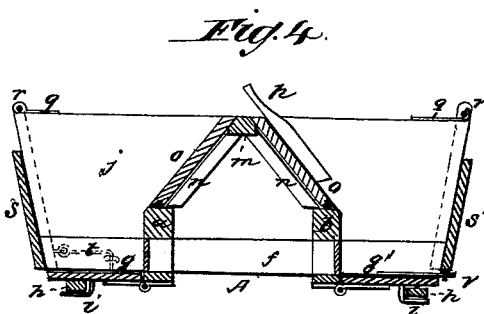
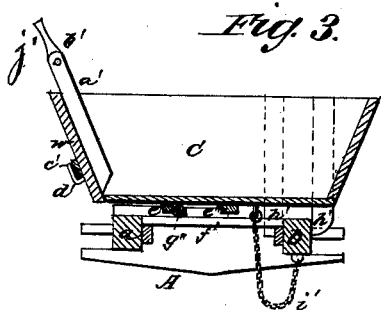
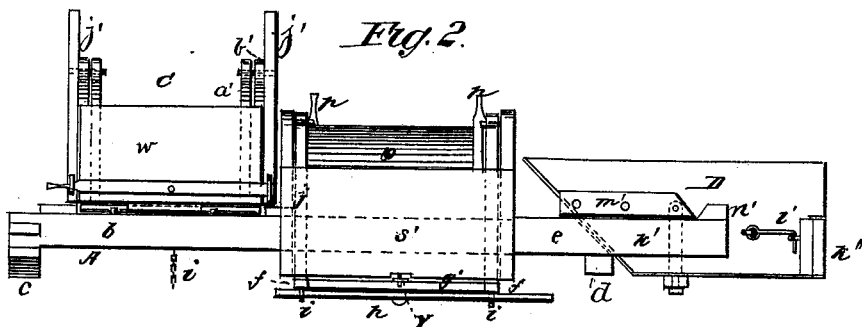
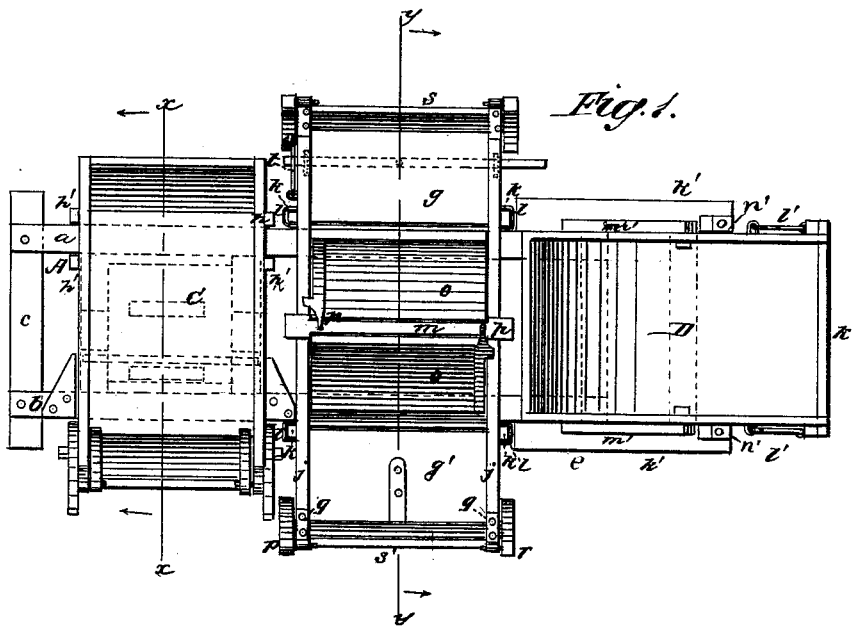


J. H. NELSON.
Dumping-Wagon.

No. 202,745.

Patented April 23, 1878.



WITNESSES:

Francis McArdle.
C. Sedgwick

INVENTOR:

J. H. Nelson
BY Mumford

ATTORNEYS.

UNITED STATES PATENT OFFICE.

JAMES H. NELSON, OF WAYNE, (SPAFFORD P. O.,) WISCONSIN.

IMPROVEMENT IN DUMPING-WAGONS.

Specification forming part of Letters Patent No. 202,745, dated April 23, 1878; application filed March 9, 1878.

To all whom it may concern:

Be it known that I, JAMES H. NELSON, of Wayne, (Spafford P. O.,) in the county of La Fayette and State of Wisconsin, have invented a new and Improved Dumping-Wagon, of which the following is a specification:

Figure 1 is a plan view of my improved wagon-box. Fig. 2 is a side elevation. Fig. 3 is a transverse section taken on line *x x* in Fig. 1, looking in the direction of the arrows. Fig. 4 is a transverse section taken on line *y y* in Fig. 1, looking in the direction indicated by the arrows.

Similar letters of reference indicate corresponding parts.

The object of my invention is to provide a dumping-wagon box, from which the load may be discharged in four separate heaps.

The invention consists in a box made in four sections, either of which may be dumped independently of the other.

Referring to the drawing, A is a frame, composed of the side timbers *a b*, cross-bars *c d*, and extension-pieces *e e*, which are secured to the outer side of the timbers *a b*. Transverse timbers *f f* are secured to the timbers *a b* by means of bolts or otherwise, and to the under side of the timbers *f f* two doors or bottom pieces, *g g'*, are hinged, one door at each side of the frame A. Each door is provided with a pivoted cross-bar, *h*, which swings into oppositely-arranged hooks *i*, that project from the under surface of the timbers *f f*. Side-boards *j* are placed on the timbers *f f*, one on each timber, and supported by stakes *k* that project downward into staples *l* that project from the sides of the said timbers. The boards are notched to fit them to the timbers *a b*, and are also notched in the upper edges of the middle to receive a cross-bar, *m*. Cleats *n*, which are attached to the inner surface of the boards *j*, extend from the cross-bar *m* to the timbers *f*, and are designed to support the inclined boards *o*, which rest upon the timbers. The boards *o* are provided with handles *p*, by which they may be removed from the cleats. The outer ends of the boards *j* are cut off diagonally, and to the upper edges of the said boards, at the ends, hooks *q* are attached for receiving pins that project from cleats *r* that are attached to the gates *s s'*. The gate *s* is

provided with a hook, *t*, that engages the staple *u* when the gate is closed; and the gate *s'* is provided with a pin, *v*, that projects from its lower edge, and is received by a hasp attached to the door *g'*. Upon the forward end of the frame A is placed a box, C, having an end gate, *w*, whose cleats *a'* are pivoted to standards *b'* that are secured to the ends of the box sides. The end gate *w* is provided with a pivoted bar, *c'*, that swings under two oppositely-arranged hooks, *d'*, that project from the sides of the box. Upon the under surface of the box there are two transverse cleats, *e' e''*, between which and upon the cross-bars *f'* of the frame A a roller, *g''*, is placed. Two cleats, *h'*, are attached to each side of the box C, and project downward, so as to engage the timber *a*, and prevent the box from slipping from the frame A. A chain, *i'*, is attached to the bottom of the box and to the under side of the timber *a*. Handles *j'* are formed on the upper ends of the standards *b'*, for convenience in dumping the box. Upon the extension-pieces *k'*, at the rear of the frame A, is supported a box, D, the forward end of which is inclined downward toward the rear; and the rear end of the box has a low gate, *k''*, which is held in place by hooks *l'*. The box is supported by longitudinal cleats *m'*, which extend nearly to its center, and are beveled to permit of tipping the box on the end of the cleats.

The box D is prevented from sliding from the extension-pieces *k'* by blocks *n'*.

The manner of operating the dumping-box is as follows: The middle section is discharged by releasing the doors *g g'* and end gates *s s'*. The front section is discharged by lifting the cleats *h'* from the timber *b*, and moving it forward on the roller *g''* until it can be easily tipped on the roller as a pivot, when it is tipped until the chain *i* is taut. The gate *w* is then opened by turning the pivot-bar, when the contents of the box will be discharged.

The rear box D is discharged by opening the end gate *k''* and tipping it on the ends of the cleats *m'*, which act as pivots.

When it is desired to store the box away, the several parts may be detached one from the other, and packed in small compass.

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

1. The frame A, having cross-bars *f*, the boards *j*, cross-bar *m*, boards *o o*, doors *g g'*, and end gates *s s'*, in combination, substantially as herein shown and described.

2. The combination of the box C, having the end gate *w* and cleats *h' h' e' e''*, the roller *g''*, and frame A, substantially as shown and described.

3. The combination, with the frame A, having extension-pieces *k*, of the box D, having the side cleats *m*, substantially as shown and described.

JAMES HERVEY NELSON.

Witnesses:

F. ASBURY NELSON,
MILTON O. NELSON.