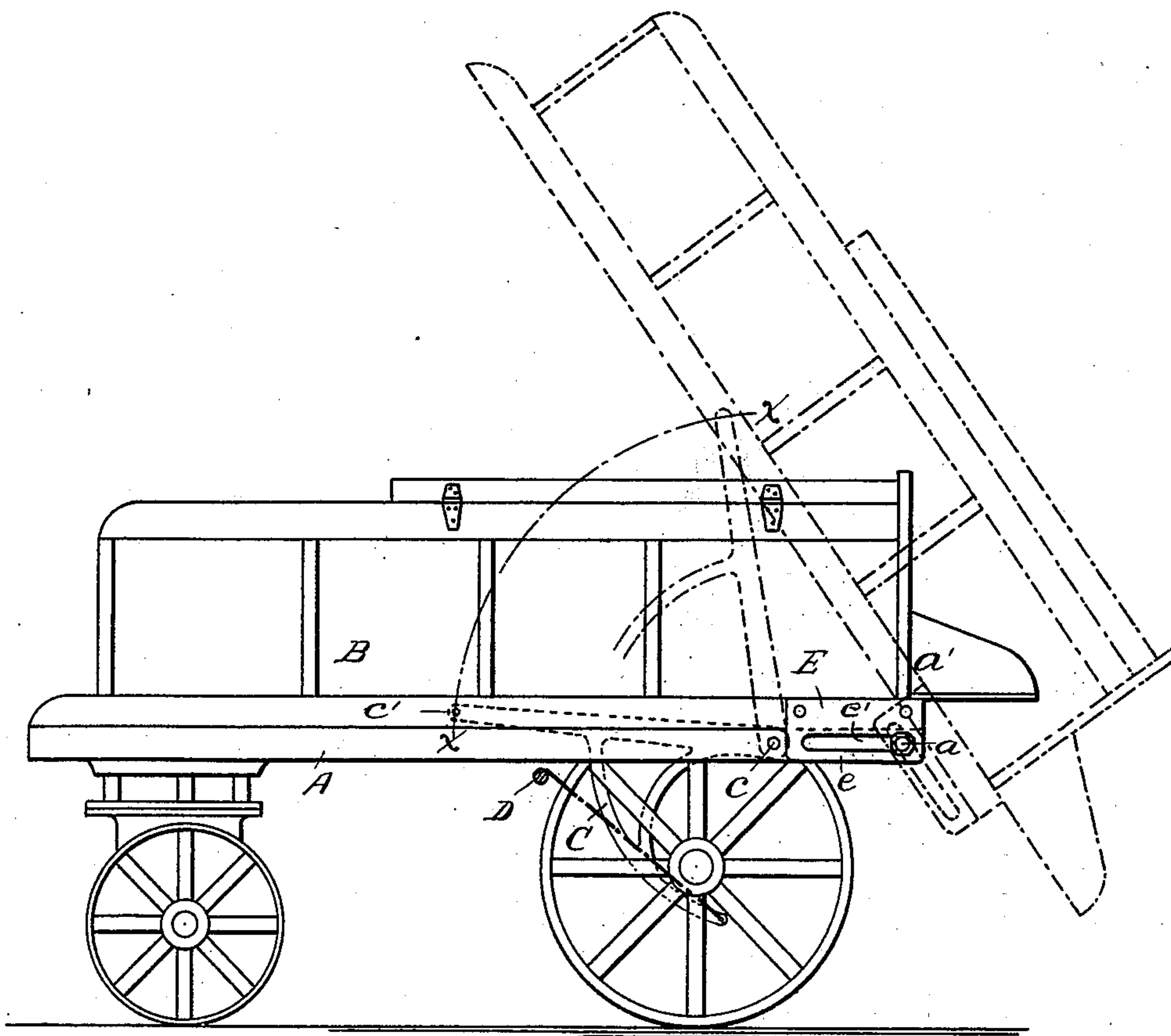


(No Model.)

J. A. KLEES.  
DUMPING WAGON.

No. 519,455.

Patented May 8, 1894.



Witnesses

*E. A. Kelly*  
*R. Rowley Stewart*

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By his attorney *J. H. Stewart*

# UNITED STATES PATENT OFFICE.

JAMES A. KLEES, OF READING, PENNSYLVANIA.

## DUMPING-WAGON.

SPECIFICATION forming part of Letters Patent No. 519,455, dated May 8, 1894.

Application filed August 28, 1893. Serial No. 484,166. (No model.)

*To all whom it may concern:*

Be it known that I, JAMES A. KLEES, a citizen of the United States, residing at Reading, in the county of Berks, State of Pennsylvania, have invented certain Improvements in Dumping-Wagons, of which the following is a specification.

My present invention relates to dumping wagons intended more especially for carrying and delivering mortar or similar material; for which purpose it is desirable to secure and positively maintain any desired dumping angle so as to allow a complete delivery of the material yet at the same time prevent any splashing or undue spreading of the same. To accomplish this work in the most satisfactory manner I have devised the construction shown in the accompanying drawing and which is fully described by reference thereto, the novel features being specifically pointed out in the claim.

The drawing is a side elevation showing a portion of a dumping wagon embodying my invention. The full lines show the position of the body when in its normal lowered position and the dotted lines indicate its position when it has assumed its greatest dumping angle.

The general features of the construction are similar to those shown in Patent No. 449,265 issued to me March 31, 1891, the sills A which form part of the running gear being arranged to directly support the movable body B which is connected thereto by elevating arms C pivoted at their rear ends *c* to the rear portion of the sills, and at their forward ends *c'* to the body, thus forming radius arms by means of which the portion of the body to which they are connected is swung upward and rearward by operating the winding shaft D, which shaft is operatively connected to the arms as in the prior patent referred to.

In the present construction it is not desired to elevate the rear end of the body but instead to lower the same a greater or less extent while at the same time maintaining a positive control which will prevent tilting or side motion. This I accomplish by providing plates E which are shown at the rear of the body being bolted against the sides and hav-

ing a portion *e* depending below the same and overlapping the rear ends of the sills. This depending portion *e* of each plate is provided with a horizontal slot *e'* which engages and rides upon a pin *a* projecting sidewise from the end of the sill and which may be located at any desired point with relation to the end of the body depending upon the extent to which it is desired to lower the rear end of the body in discharging the load. To better adapt the body for the conveyance of mortar or like material the flare is turned inward at the top and a hinged cover may be provided over the whole or a portion of the body.

Upon operating the winding mechanism the forward portion of the body is elevated and at the same time the whole body is moved rearward on the radius X X. The rear end of the body which engages the pin *a* is guided by the slot *e* which permits a downward movement to take up the motion due to the rearward swing of the radius arm while at the same time positively preventing tilting of the body which might otherwise occur when the material nearest the exit gate *a'* is discharged. The rear portion of the body is also securely held sidewise by the overlapping of the plates E over the sills. The angle of the body may be gradually increased until it stands almost vertical if required but the flow of the material may be so controlled throughout so as to avoid any objectionable splashing.

Having thus fully described my invention, I do not limit myself to the exact construction shown, but

What I claim is—

The combination with the sills A of the running gear, of the movable body B, radius arms C, pivoted to the rear portion of the sills and arranged to elevate the body and side plates E and pins *a* at the rear of the body and sills respectively, said plates being provided with horizontal slots *e'* arranged to engage and ride upon said pins, substantially as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

JAMES A. KLEES.

Witnesses:

GARRETT B. STEVENS,  
F. PIERCE HUMMEL.