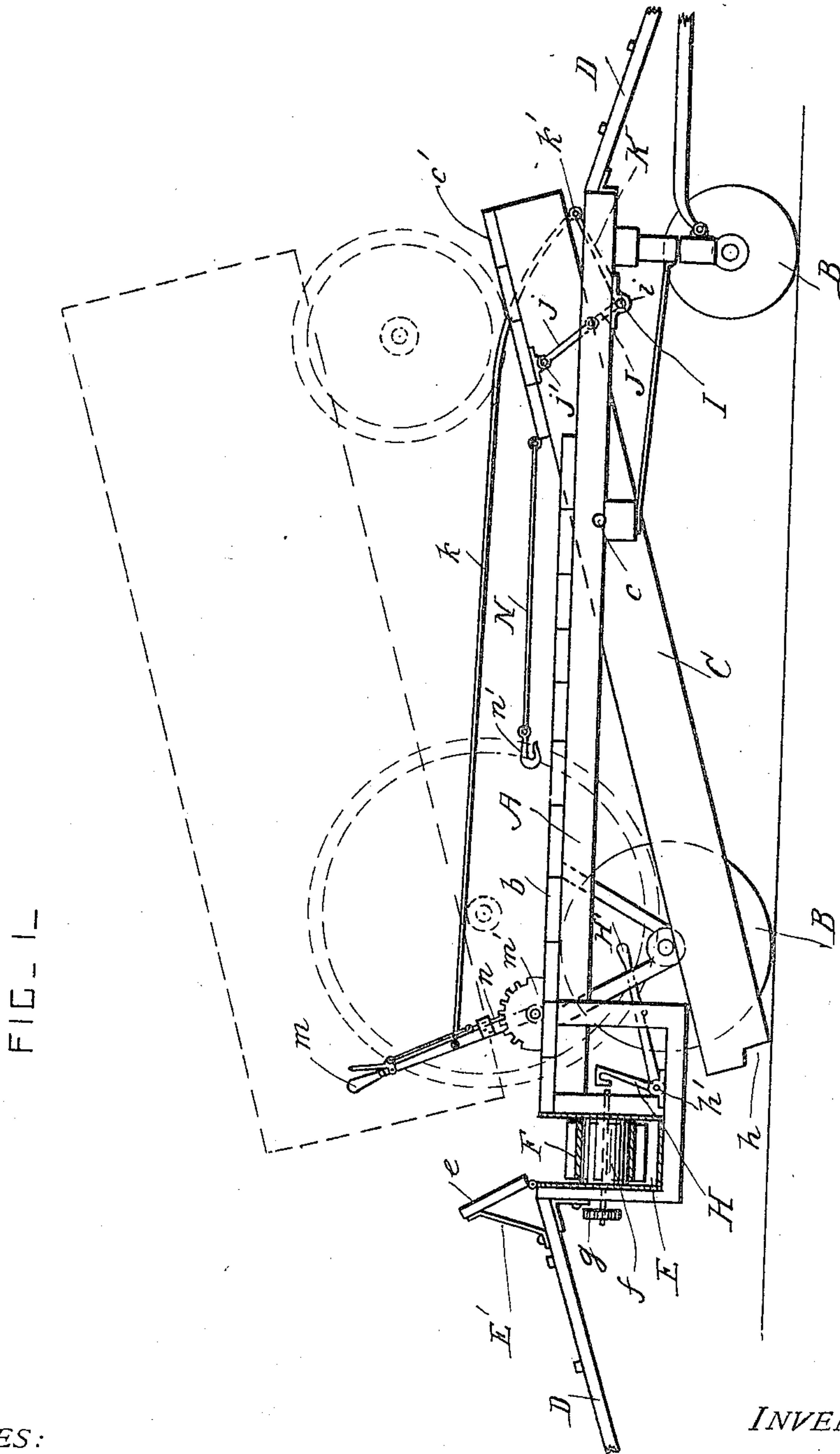


No. 812,957.

PATENTED FEB. 20, 1906.

F. J. SLEEZER.
DUMPING MECHANISM.
APPLICATION FILED OCT. 12, 1905.

2 SHEETS—SHEET 1.



WITNESSES:

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L. B. Middleton

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INVENTOR

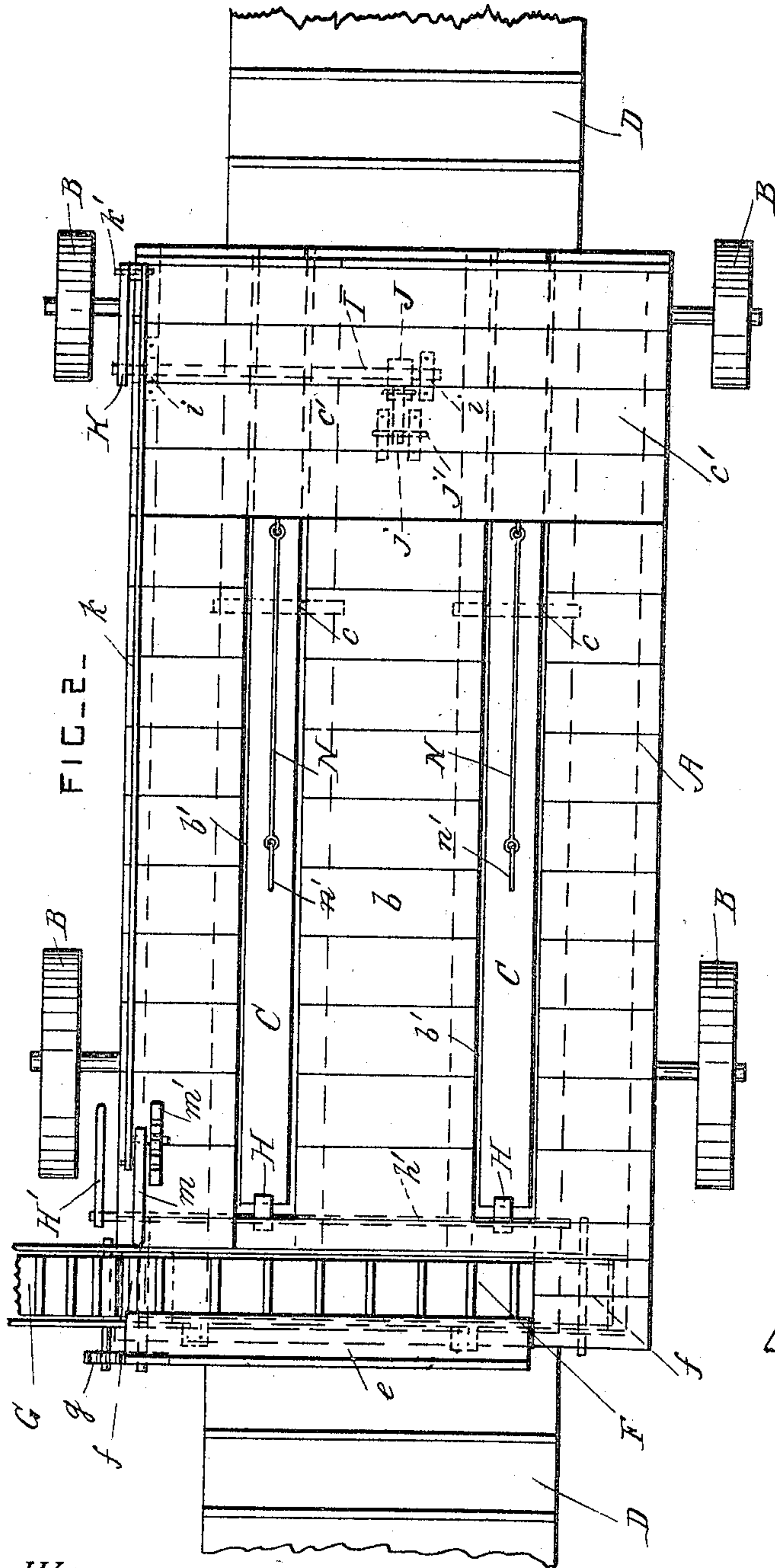
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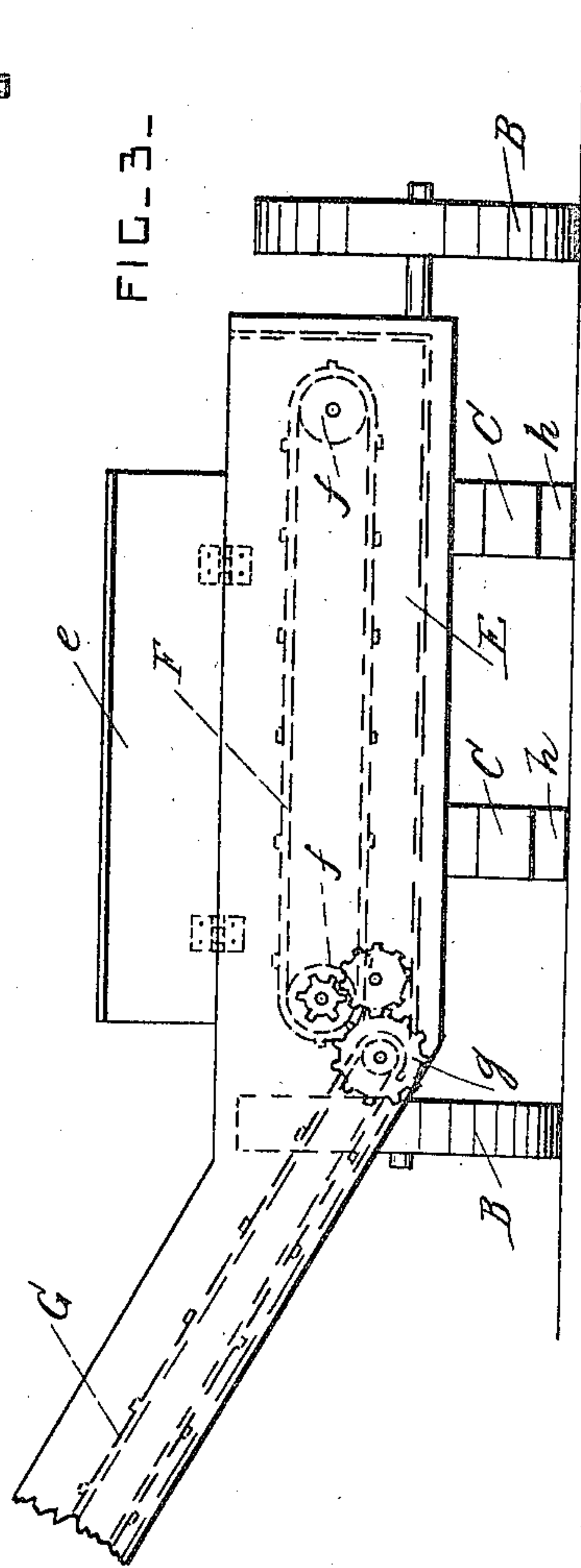
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UNITED STATES PATENT OFFICE.

FLAVIUS J. SLEEZER, OF NEWARK, ILLINOIS.

DUMPING MECHANISM.

No. 812,957.

Specification of Letters Patent.

Patented Feb. 20, 1906.

Application filed October 12, 1905. Serial No. 282,478.

To all whom it may concern:

Be it known that I, FLAVIUS J. SLEEZER, a citizen of the United States, residing at Newark, in the county of Kendall and State of Illinois, have invented certain new and useful Improvements in Dumping Mechanism; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to mechanism for dumping the contents out of wagons; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is a side view of the dumping mechanism. Fig. 2 is a plan view of the same. Fig. 3 is an end view of the dumping mechanism.

A is a platform which is preferably mounted on wheels B, so that it can be moved about from place to place; but, if desired, the said platform may be stationary and may be rigidly secured in position. This platform is formed of longitudinal timbers, and *b* represents cross-pieces which form a flooring over the middle and rear end portions of the platform. Two longitudinal apertures *b'* are formed between the longitudinal members of the platform, and C represents two tilting beams, which are arranged to work in the said apertures. These tilting beams are mounted on pivot-pins *c*, which are arranged at their middle parts, and *c'* represents cross-pieces, which form a partial flooring at the front ends of the said beams. These cross-pieces *c'* rest upon the tops of the longitudinal members of the platform, so that a complete flooring is provided over the platform when the tilting beams are in their normal positions.

D represents two inclined approaches, which are connected to the end portions of the platform. These approaches are removable, and they are formed in any approved manner, so that a wagon can be driven up them onto and off the platform.

E is a conveyer-trough at the rear end portion of the platform. This conveyer-trough is provided with a hinged cover-plate *e*, which is hinged to its rear side and which opens upwardly and rearwardly. A brace *E'* is provided for holding the said cover-plate in an upwardly and rearwardly inclined position, so that it forms a guide for the material which is discharged into the conveyer-trough.

F is a conveyer arranged within the con-

veyer-trough. This conveyer is of any approved construction; but it preferably is an endless-band conveyer which passes over end rollers *f* and which is provided with any approved mechanism for driving it.

G is an elevator of any approved construction arranged at one end of the conveyer-trough and operatively connected with the driving mechanism of the conveyer by suitable driving mechanism *g*.

The conveyer and elevator may be driven by hand-power or a horse-power, a gas-engine, or other suitable motor mechanism may be applied to drive them.

The rear end portions of the longitudinal tilting beams are provided with notches *h*, and H represents two supporting-arms, which are mounted on a shaft *h'*, which is journaled under the platform at the rear end thereof. This shaft is provided with an operating lever or handle *H'* at one end, and the said arms engage automatically with the said notches when the tilting beams are in their raised position and are flush with the top of the platform. The rear end portions of the beams are longer than their front end portions, so that the beams will descend to the positions shown in Fig. 1 when they are released from the supporting-arms.

I is a shaft which is journaled in bearings *i* under the front end portion of the platform. J is a crank secured on the said shaft, and *j* is a connecting-rod pivoted to the free end portion of the said crank and to a pin *j'*, which is connected to one of the cross-pieces *c'*, which extend between the front end portions of the two tilting beams.

K is a crank secured upon one end of the shaft J, and *k* is a rod pivoted to the free end of the crank K by a pin *k'*. The rod *k* is pivotally connected to an operating-lever *m*, which is pivoted to the rear end portion of the platform conveniently near to the conveyer-trough. The operating-lever *m* is provided with a notched quadrant-plate *m'* and a catch *n* or any other approved locking or catch mechanism for holding it in position.

N represents flexible connections, such as cords or chains, which are connected at one end to the two tilting beams and provided with hooks *n'* at their free ends for engaging with the rear wheels of a vehicle.

The vehicle or wagon, which is indicated by dotted lines in Fig. 1, is driven or hauled onto the tilting beams, and the hooks of the connections N are placed in engagement with

its hind wheels, so that it cannot roll backward. The tilting beams are then permitted to descend, and the grain or other material in the wagon is discharged or dumped into the
5 conveyer-trough.

One pair of the wagon-wheels rests on the beams and the other pair on the cross-pieces *c'*, so that the pairs of wheels do not have to be in line with each other, as is necessary
10 when all the wheels have to rest on two narrow beams.

The conveyer and elevator are operated so as to remove the material, and the tilting beams are restored to their original position
15 by means of the operating-lever *m* and the cranks connected to it.

What I claim is—

1. In dumping mechanism, the combination, with a platform provided with longitudinal apertures and cross-pieces forming a
20 flooring between said apertures at its middle and rear parts, of tilting beams pivoted in the said apertures, and cross-pieces secured

to the upper front end portions of the said beams and normally completing the flooring
25 of the platform when the said beams are level with it.

2. In dumping mechanism, the combination, with a platform provided with longitudinal apertures, of tilting beams pivoted in
30 the said apertures and provided with a cross-piece at their front ends, a shaft provided with a crank and journaled under the front end portion of the said platform, a connecting-rod pivoted to the said crank and cross-
35 piece, an arm secured on one end of the said shaft, an operating-lever pivoted at the rear end of the said platform and provided with a retaining-catch, and a rod connecting the
40 said operating-lever and arm.

In testimony whereof I have affixed my signature in the presence of two witnesses.

FLAVIUS J. SLEEZER.

Witnesses:

WILLIAM WUNDEN,
R. C. BIBBINS