(No Model.)

B. F. WATSON.

STOCK CHUTE FOR FARM WAGONS.

No. 365,657. Patented June 28, 1887.

Fig. 1.

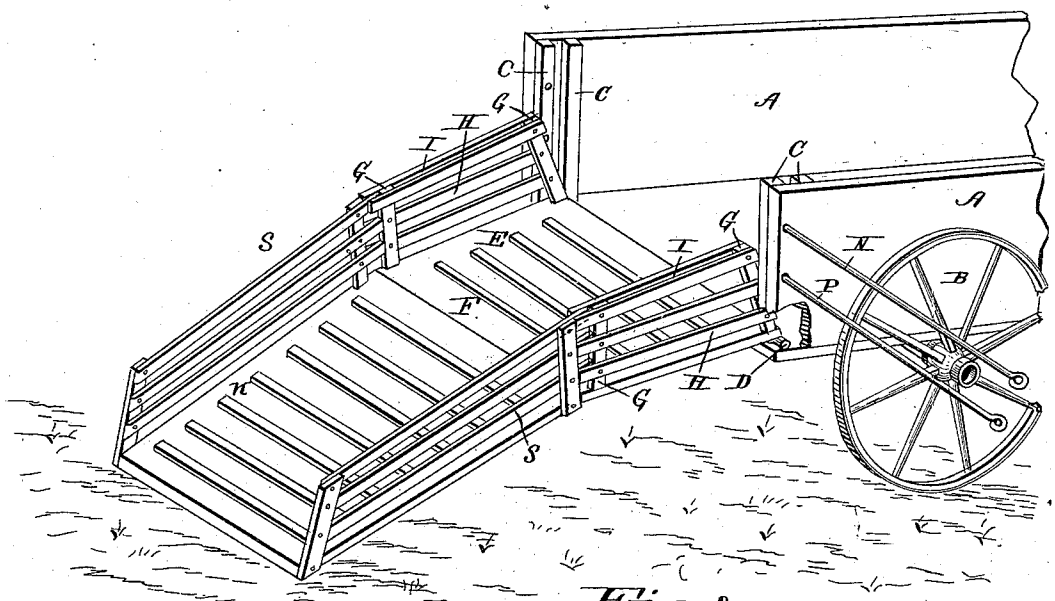
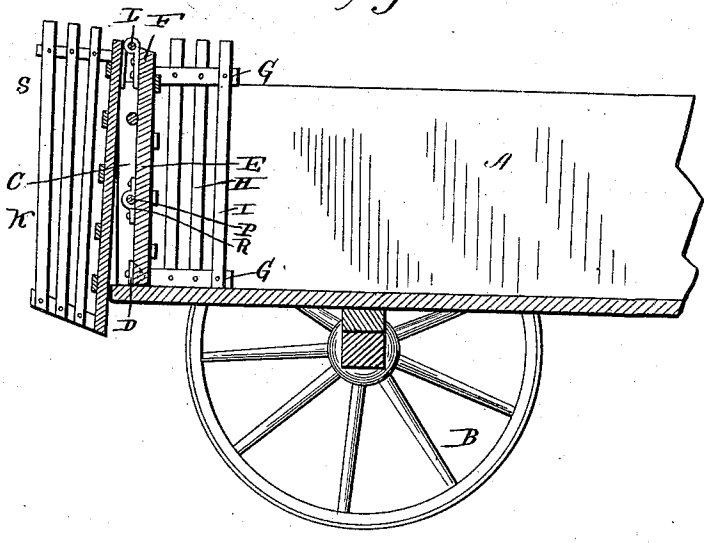


Fig. 2.



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UNITED STATES PATENT OFFICE.

BENJAMIN F. WATSON, OF BRIDGEPORT, ILLINOIS.

STOCK-CHUTE FOR FARM-WAGONS.

SPECIFICATION forming part of Letters Patent No. 365,657, dated June 28, 1887.

Application filed February 28, 1887. Serial No. 229,220. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN F. WATSON, a citizen of the United States, residing at Bridgeport, in the county of Lawrence and State of Illinois, have invented certain new and useful Improvements in Stock-Chutes and End-Gates for Farm-Wagons Combined; and I do 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, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to certain improvements for loading wagons and other similar vehicles with small stock; and it has for its objects to provide such vehicles with a chute which can be folded up out of the way and at the same time serve as a tail-board to the vehicle and let down to form a passage-way for the animals to the vehicle, when desired, as more fully hereinafter described.

The above-mentioned objects I attain by the means illustrated in the accompanying drawings, in which—

Figure 1 represents a perspective view of a wagon with a portion broken away, showing the chute down to afford a passage-way to the wagon for the animals; and Fig. 2 represents a longitudinal sectional view of the wagon, showing the chute folded up in the position which it assumes when out of use.

The letter A indicates the body of the wagon, which may be of the ordinary or any approved construction, and which is supported on the wheels B. The rear open end of the body of the vehicle near its vertical edges is provided with vertical cleats C, having a space between them, and forming guides or ways in which the lateral pins D of the upper or forward chute-section, E, set. The said chute-section is composed of a suitable bottom, F, of a width corresponding to the interior width of the wagon, having standards G at the ends of each side, with parallel slats H secured thereto, the upper ends of the standards being provided with double slats I, as clearly shown in Fig. 1 of the drawings.

The letter K indicates the rear or lower section of the chute, which is hinged at L to the bottom of the upper or forward section, the bottoms of the respective sections being constructed to overlap each other at the joint, so as to hold the two firmly together when down. The adjoining ends of the respective sections are beveled, so that when abutting against each other the chute will be raised at the joint, bracing the parts against heavy weights, and thus materially strengthening the device. The bottoms of the sections are provided with transverse cleats to afford a sure footing for the animals.

The rear end of the wagon is provided with apertures, through which may be passed the rods N P, the rod P being arranged to pass through a staple, R, on the under side of the upper section, the two rods serving to hold the chute in place when folded.

The chute may be removed entirely from the wagon by sliding the upper section upward, so as to carry the pins out of the guides, and the ordinary tail-board may be substituted in its place.

The rear section of the chute has a single upper rail, S, at each side, which interlocks with the double side rails of the forward section, so as to hold the parts truly together.

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

1. In a combined stock-chute and end-gate, the combination of a vehicle-body, an upper section removably and pivotally secured to the said vehicle-body and the lower section hinged to the said upper section and adapted to brace and support it when in use as a chute, substantially as described.

2. In a combined stock-chute and end-gate, the combination of a vehicle provided with vertical cleats or guides, an upper section provided with pins adapted to fit the said vertical guides, the lower section hinged to the said upper section, and the removable rod or rods inserted in the vehicle-body to hold the folded chute in place when elevated, substantially as described.

3. The combination, with the chute-sections,

of the upper double side rails and the lower section having a single rail adapted to interlock with the said double rails, substantially as specified.

4. The combination, with the upper section of the chute and the lower section hinged thereto, of the overlapping bottoms and beveled sides arranged to brace each other and resist the strain of heavy weights, substantially as specified.

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

BENJAMIN F. WATSON.

Witnesses:

THEOPHILUS SMITH,

H. W. BUNN.