(No Model.)

I. T. YOAKUM.

STOCK CHUTE.

No. 379,146. Patented Mar. 6, 1888.

Fig. 1.

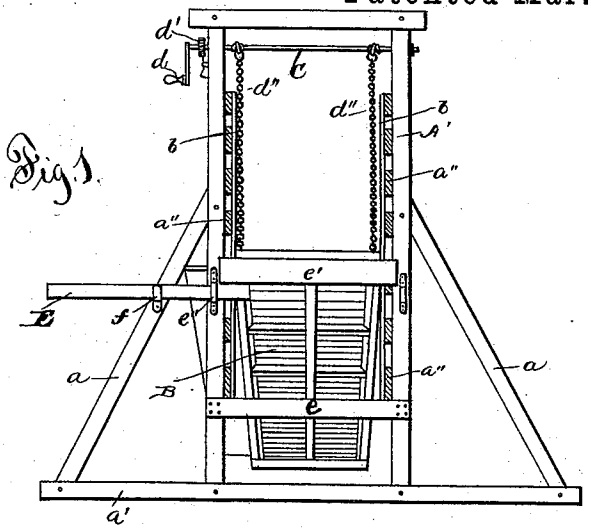


Fig. 2.

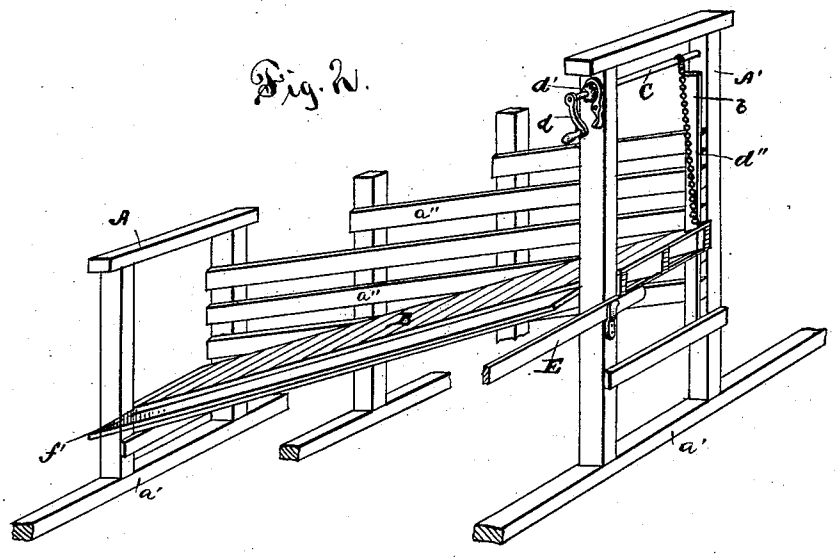
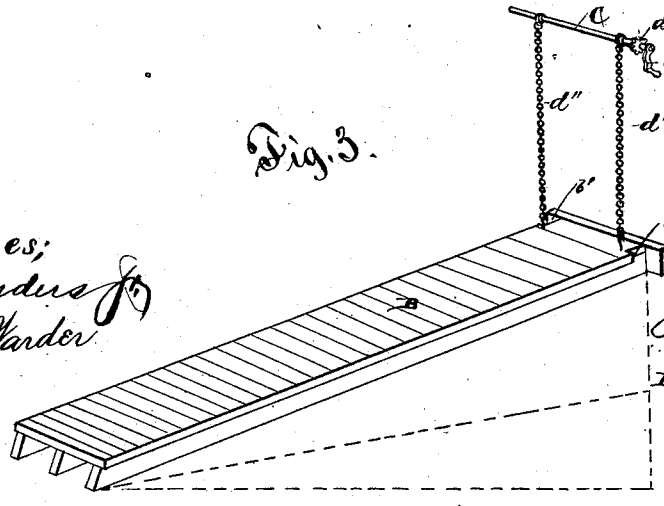


Fig. 3.



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UNITED STATES PATENT OFFICE.

ISAAC TURNER YOAKUM, OF BARRY, ILLINOIS.

STOCK-CHUTE.

SPECIFICATION forming part of Letters Patent No. 379,146, dated March 6, 1888.

Application filed March 10, 1887. Serial No. 230,470. (No model.)

To all whom it may concern:

Be it known that I, ISAAC TURNER YOAKUM, a citizen of the United States, residing at Barry, in the county of Pike and State of Illinois, have invented a new and useful Stock-Chute, (which has never been patented in this or any other country to my knowledge;) and I do hereby declare that the following is a full, clear, and exact description of the invention, of which the following is a specification.

This invention pertains to certain new and useful improvements in stock-chutes; and it consists in the detailed construction, combination, and arrangement of the parts, substantially as hereinafter fully set forth, and particularly pointed out in the claim.

In the accompanying drawings, Figure 1 is a rear end elevation of my invention. Fig. 2 is a view in perspective thereof, and Fig. 3 is a detail view.

The object of this invention is to provide means for the ready removal of stock from a double-decked car, the same being accomplished by a single gangway or chute.

In carrying out my invention I employ two end frames, A A′, the latter being slightly larger than the former. The side bars or uprights of these frames are suitably braced in position by brace-bars *a*, connected thereto and to base-bars, *a′*, as shown, said side bars or uprights being also provided at their upper ends with horizontal connecting bars. These frames A A′ are connected by inclined side bars, *a″ a″*, secured to the inner sides of the side bars or uprights of said frame, as shown in Fig. 2.

B is a gangway or bridge, the normally lower outer end of which rests on the base-board of the frame A, between the side bars thereof, while the rear normally upper end is designed to slide on ways *b b* of the rear frame, A′, grooves *b′ b′* being provided in the sides of said ends of the gangway or bridge to permit of the ready sliding thereof. Through the side bars of the frame A′, near the upper ends thereof, is passed a horizontal shaft, C, one end of which is provided with a crank-handle, *d*, and a ratchet-wheel, *d′*, with which engages an ordinary pawl secured to the side of the frame. To this shaft are connected chains *d″ d″*, secured at their lower ends to the gangway or bridge B at a point adjoining the grooves *b′*, as shown.

From what has been said it will be seen that by turning the crank-handle of the shaft C the same will be caused to revolve and wind or unwind, as the case may be, the chains *d″* causing the raising or lowering of the rear end of the gangway or bridge. To retain this gangway or bridge at the proper relative position for removing stock from the upper or lower deck of the car, I secure to the rear of the side bars of the frame a horizontal cross-bar, *e*, upon which an end bar, *e′*, of the gangway or bridge is designed to rest in removing stock from the lower deck, as stated. When it is desired to secure the gangway or bridge at a higher point for removal of stock from the upper deck, said gangway is first raised to the desired point, (shown in Fig. 1,) and there retained by a removable cross-bar, E, retained in keepers or staple-plates *e″*, secured to the rear of the frame A′. When this removable cross-bar E is withdrawn to one side, it is there retained by an outwardly projecting plate, *f*, secured to one of the brace-bars *a*.

To the outside of the side bars of the frames A A′, on one side thereof, is secured an inclined platform, *f′*, whereon is designed to walk an attendant, who, by standing at the upper end thereof, can readily operate the crank-handle in effecting the raising or lowering of the upper end of the gangway or bridge.

In stock-chutes as heretofore constructed it has been customary to provide two gangways or bridges at different altitudes for the passage of stock from the upper and lower decks of the car, respectively, whereas in my invention the one gangway or bridge serves for both decks, and is capable of being readily raised and lowered and retained at the desired points, as shown.

I claim as my invention—

In an adjustable stock-chute, the combination, with the frames having the side bars, of the gangway or bridge, the inclined side platform secured to said frames, the removable retaining-bar, and the operating-shaft connected by the chains to the upper end of said gangway or bridge, substantially as shown and described.

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