

No. 726,903.

PATENTED MAY 5, 1903.

W. P. GIBSON.
WAGON DISCHARGING APPARATUS.
APPLICATION FILED SEPT. 12, 1902.

NO MODEL.

Fig. 1.

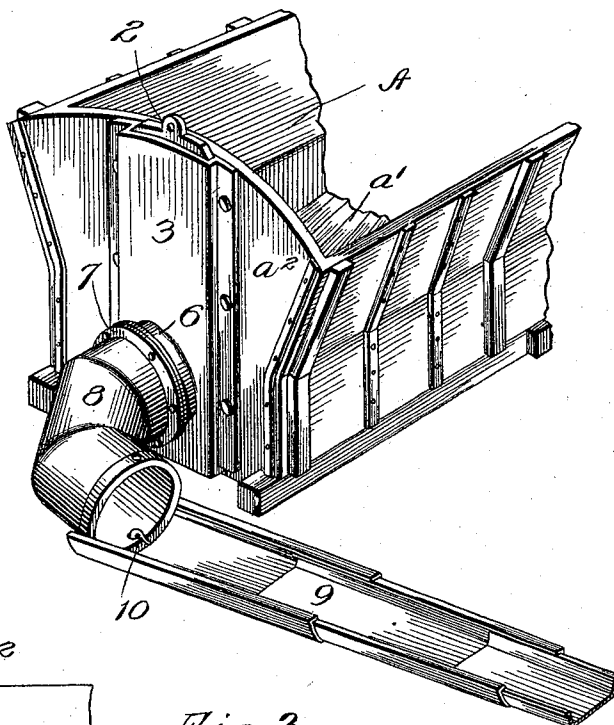


Fig. 2.

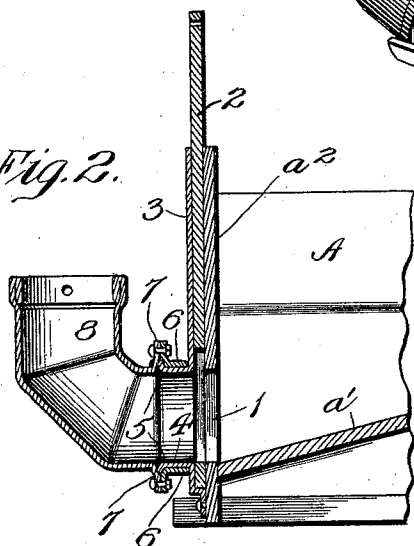
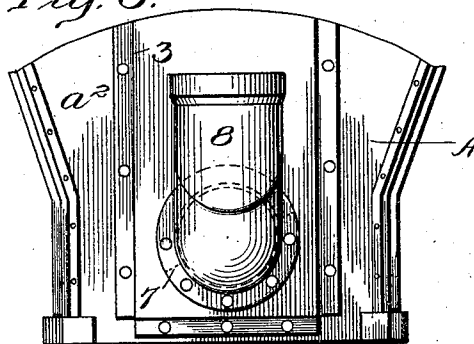


Fig. 3.



WITNESSES:

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WALTER P. GIBSON, OF PHILADELPHIA, PENNSYLVANIA.

WAGON-DISCHARGING APPARATUS.

SPECIFICATION forming part of Letters Patent No. 726,903, dated May 5, 1903.

Application filed September 12, 1902. Serial No. 123,075. (No model.)

To all whom it may concern:

Be it known that I, WALTER P. GIBSON, a citizen of the United States, residing at the city and county of Philadelphia, in the State of Pennsylvania, have invented certain new and useful Improvements in Wagon-Discharging Apparatus, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, of which—

Figure 1 is a perspective view of the rear end of a coal-wagon, showing my invention applied thereto as in use. Fig. 2 is a medial vertical section showing the appliance out of use. Fig. 3 is a rear end elevation of the wagon-body with my appliance turned up as when out of use.

This invention relates to improvements in appliances for use in unloading coal-wagons; and the object has been to provide a device, secured to the rear end of the wagon, whereby the coal may be conveniently "chuted" therefrom in a direction at a right angle to the length of the wagon.

To this end the invention consists in securing adjustably to the rear end of the wagon in line with the usual discharge-opening an L-shaped pipe or covered chute, from the outer or free end of which the usual telescopic chute is adapted to extend.

The invention further consists in certain details of construction hereinafter duly pointed out.

Referring to the drawings, A indicates the wagon-body, having the usual inclined bottom *a'*. In the lower or rear end of the wagon is the usual discharge-opening 1, adapted to be normally closed, yet to be opened when desired by a usual sliding door 2, which door is in this instance placed between the rear end *a'* of the wagon and a plate 3, secured thereto. Projecting from the said plate 3, in line with the opening 1, is a cylindrical flange portion 4, having at its outer or free end an outwardly-turned peripheral flange 5, Fig. 2. Surrounding said cylindrical flange 4 and adjacent to the peripheral flange 5 thereof is a split collar 6, which is bolted to a peripheral flange 7 of one end of an L-shaped pipe or conduit 8, the said flange 5 being held between the flange 7 and the collar 6, thereby maintaining the L-shaped pipe 8 in position

against said flange 5, yet permitting rotation thereof around said flange. Normally—that is, when out of use—the L-shaped pipe 8 is rotated upwardly to the position shown in Figs. 2 and 3, and the door 2 closes the opening 1, but when it is desired to remove coal from the wagon the pipe 8 is rotated downwardly to the position shown in Fig. 1, or it may be to the corresponding position on the opposite side, depending upon what direction it is desired to unload the coal. A usual chute 9 is secured to the open mouth of the pipe 8 by a hook 10, engaging an opening therethrough, and the free end thereof is placed in the cellar-window or other coal depository. The door 2 is then elevated, and the coal from the wagon flows through the opening 1 into the pipe 8, by which it is conveyed into the chute 9 and thence to the cellar.

It will be quite obvious that by the use of my apparatus the wagon may be stopped along a street parallel with the footwalk and its contents discharged therefrom while in this position, thus in narrow streets in the center of which is a car-track, as is the case in many cities, avoiding blocking of the street, which frequently occurs when the wagon has to be backed up against the sidewalk to discharge its contents in a direction parallel with its length.

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

1. In an apparatus of the character recited, the combination of the wagon-body having the discharge-opening in the rear end thereof, the cylindrical flange, 4, secured to said rear end in line with said opening and having the peripheral flange, 5, the collar, 6, surrounding said cylindrical flange, the L-shaped pipe, 8, having the flange, 7, means for securing said flange, 7, and said collar together in such manner that said flange, 5, shall be held therebetween yet permitting rotation of said pipe and collar, together with the chute adapted to be secured to the outer or free end of said pipe, substantially as and for the purpose set forth.

2. In an apparatus of the character recited, the combination of the wagon-body having the discharge-opening in the rear end thereof,

the sliding door normally closing said opening, the plate secured to said rear end for retaining said door in place, the cylindrical flange portion projecting from said plate in
5 line with said discharge-opening, and having the peripheral flange, the collar thereon, the L-shaped pipe or conduit having the peripheral flange means for securing said last-mentioned flange and said collar together in such
10 manner that said first-mentioned flange shall be held therebetween yet permitting rotation

of said pipe and collar, together with the chute adapted to be detachably secured to the outer or free end of said L-shaped pipe, substantially as set forth.

In testimony whereof I have hereunto affixed my signature this 9th day of September, A. D. 1902.

WALTER P. GIBSON.

Witnesses:

CHARLES L. HILL,
W. R. HUMMEL.