(No Model.)

B. F. & M. M. WATSON.

STOCK CHUTE.

No. 350,787. Patented Oct. 12, 1886.

Fig. 1.

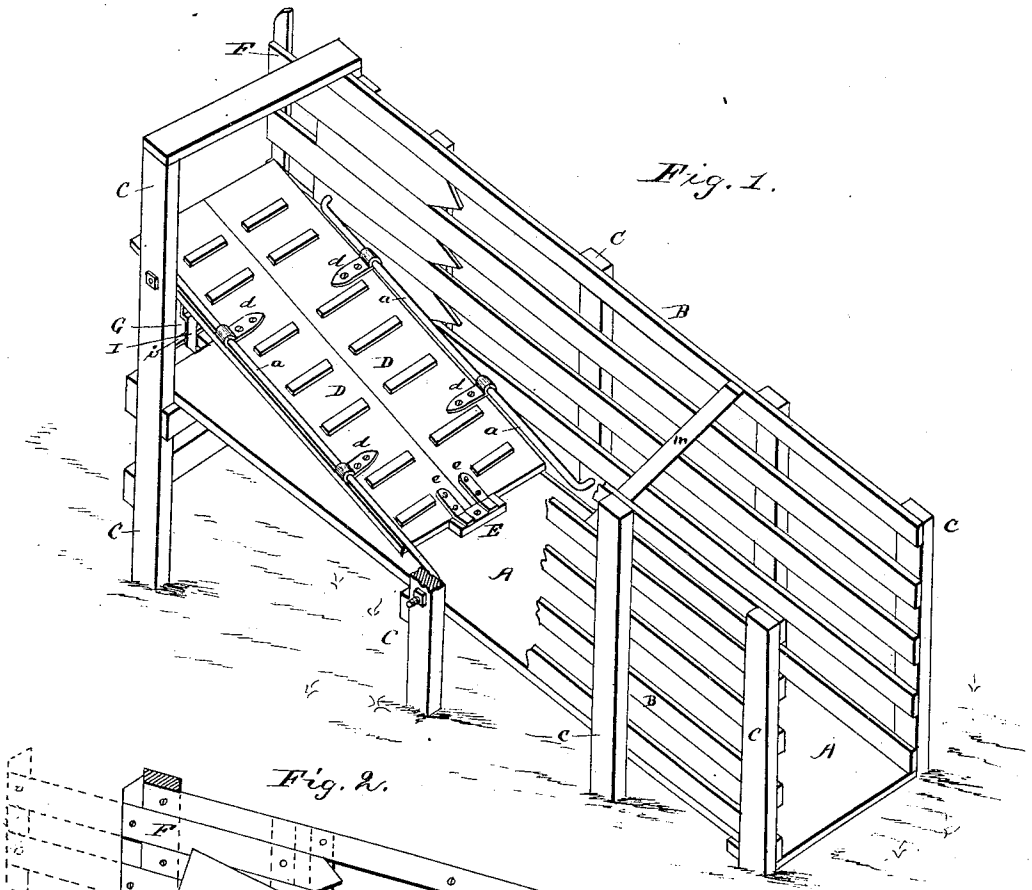
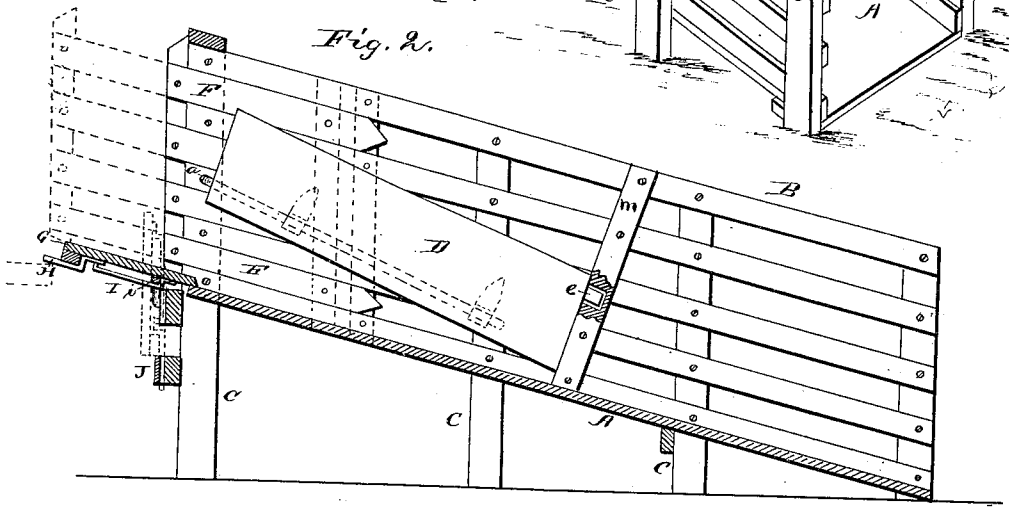


Fig. 2.



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UNITED STATES PATENT OFFICE.

BENJAMIN F. WATSON AND MARK M. WATSON, OF BRIDGEPORT, ILLINOIS.

STOCK-CHUTE.

SPECIFICATION forming part of Letters Patent No. 350,787, dated October 12, 1886.

Application filed April 12, 1886. Serial No. 198,637. (No model.)

To all whom it may concern:

Be it known that we, BENJAMIN F. WATSON and MARK M. WATSON, citizens 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, of which the following is a specification, reference being had therein to the accompanying drawings.

Our invention relates to stock-chutes for loading cars with animals, its object being to have adjustable extensions connected to the main chute for the purpose of providing a safe and easy transit from the chute to the cars to be loaded, and at the same time to provide an easy entrance to double-deck cars for small stock—such as hogs and sheep.

In the accompanying drawings, making part of this specification, Figure 1 is a perspective view of our invention with one part of side removed, and Fig. 2 is a longitudinal sectional view thereof.

In the figures, A is the inclined bottom, and B the slatted sides, of an ordinary chute, supported upon or by the posts or uprights C.

D D are two adjustable doors, which, when lowered for use, form a supplemental bottom which leads to the upper deck of the car. These doors are provided with band or strap hinges *d d*, which embrace rods *a a*, secured at each end to the main frame of the chute, running diagonally of it. The hinges *d d* allow the doors to move endwise upon the rods.

e e are plates secured to the lower ends of the doors. When the doors are raised and slid backward, as seen in Fig. 2, the plates slide behind cleats *m m*, on the slatted sides B B, for the purpose of retaining said doors in an upright position. These doors are so located that their upper or forward ends reach to the upper end of the main chute. The doors, when lowered, can easily be moved endwise upward to the car, and their lower ends catch behind a stay-bar, E, secured to the bottom A.

G is an adjustable platform connected to the upper end of the chute by means of loops I I upon its bottom, said loops embracing a rod, *i*, which runs crosswise of the main frame, being secured at its ends thereto. This platform can be drawn forward, as shown in Fig. 2, to form a connecting bottom from the chute to the car. The platform may be drawn back and turned to a vertical position, a plate, H, on its then lower end catching in an opening in a cross-bar, J, of the frame. When in this position, its upper edge will act as a rest for the forward or upper ends of the doors D D.

F F are two slatted extensible sides located at the upper end of the chute, the slats of the same resting between and moving upon the slats of the sides B B. When the platform G is raised or in its forward position, and these sides are moved out, a safe connection is made with the car. These sides are also used when the doors D D are lowered and slid forward for use. When the doors are moved forward, their upper ends make a direct connection with the upper deck, as distinguished from the lower deck or floor of the car.

The operation of this invention will be clearly understood from the foregoing description.

Having thus fully described our invention, what we claim as new, and desire to secure by Letters Patent, is—

1. The combination, with the sides of a stock-chute, of the rods *a a*, secured to said sides, and the doors D D, hinged to said rods and having an endwise adjustment thereon so as to form a supplemental bottom, when lowered, for making connection to the deck of a car, substantially as specified.

2. The combination, with the stock-chute having permanent sides B, of the adjustable extension sides F and the adjustable platform G, substantially as shown and described.

3. The combination, with the hinged doors D D, the bottom of the chute, and the permanent sides B, and adjustable sides F, of the adjustable platform G, the loops I I, and the rod *i*, the whole arranged substantially as specified.

4. The combination, with a stock-chute having sides B, of the rods *a*, the doors D, hinged to and having an endwise adjustment upon the rods *a*, and the adjustable support or platform G, substantially as described.

5. The combination, with a stock chute having permanent sides B and inclined bottom A, of the rods *a*, the doors D, hinged to and having an endwise adjustment upon the rods *a*, and

the adjustable support or platform G, the said doors D being provided with catches or plates *e* to engage with cleats *m* on the sides of the chute, substantially as described.

6. The combination, in a stock-chute, of the doors D, rods *a*, upon which the said doors are hinged, and the adjustable shelf G, provided with means, substantially as described, for holding it in a vertical position, as herein set forth.

In testimony whereof we affix our signatures in presence of two witnesses.

BENJAMIN F. WATSON.
MARK M. WATSON.

Witnesses to signature of B. F. Watson:
B. F. BUNN,
H. W. BUNN.

Witnesses to signature of M. M. Watson:
MAURICE JOYCE,
ORLANDO SYKES.