No. 689,242. Patented Dec. 17, 1901.

F. W. STUTT.

CONVEYER FOR CANNING FACTORIES.

(Application filed Dec. 21, 1900.)

(No Model.) 2 Sheets—Sheet 1.

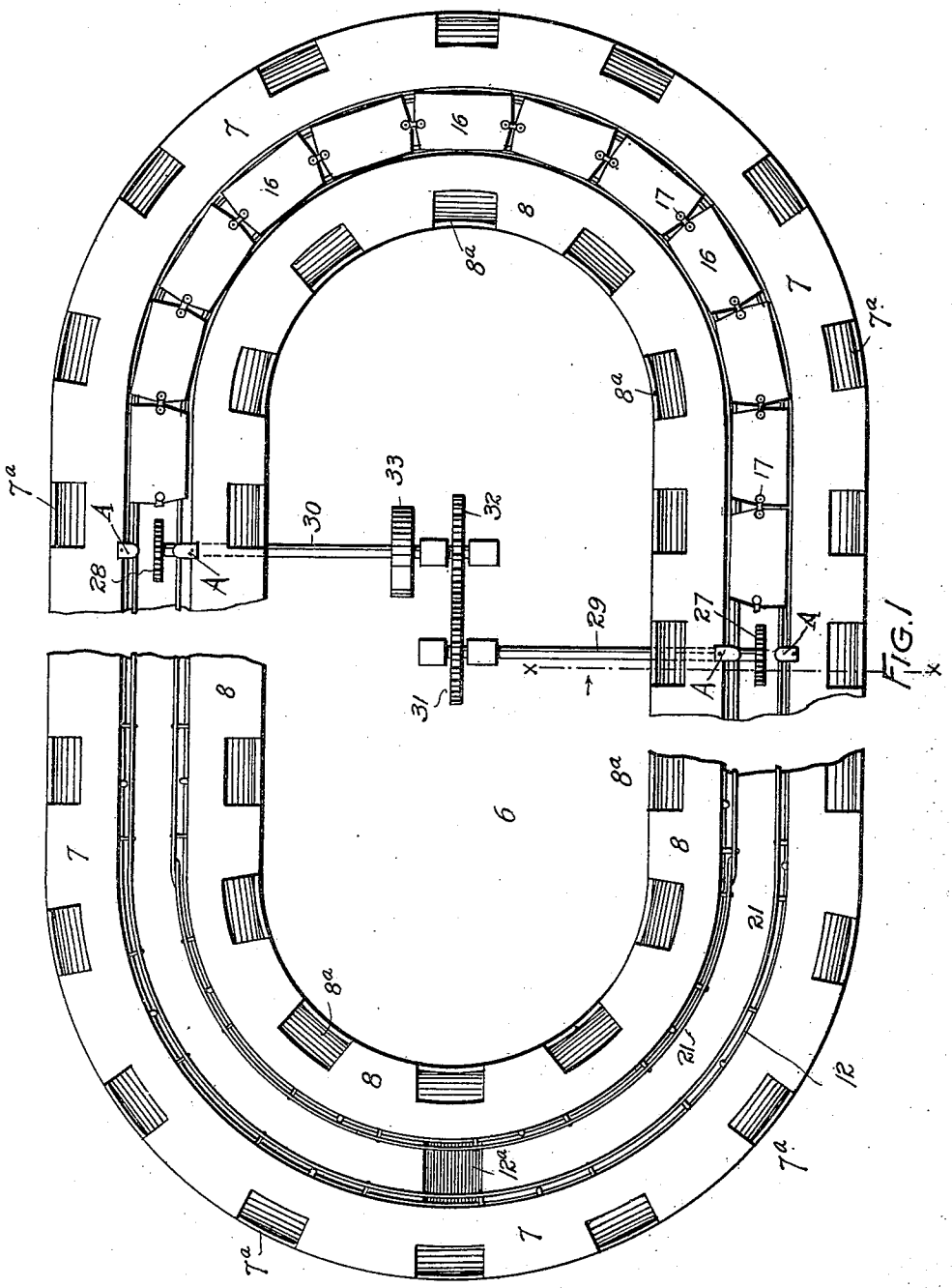


FIG. 1

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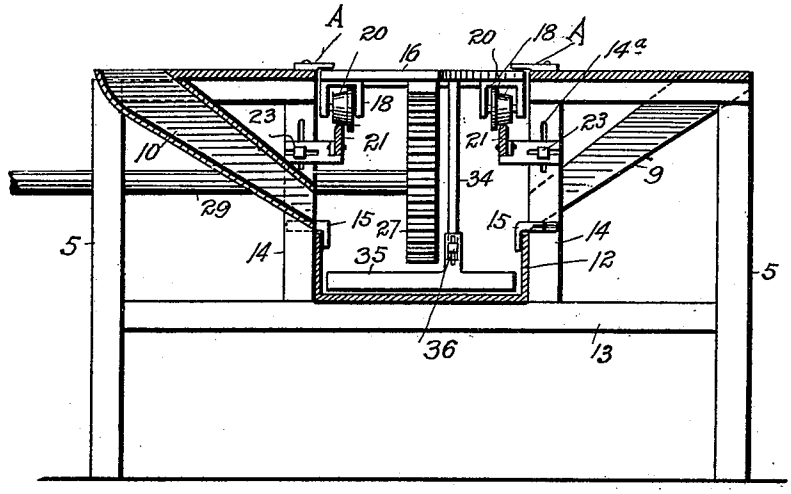


FIG. 2

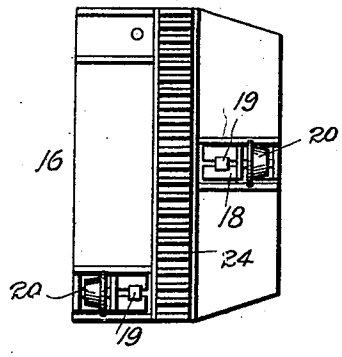


FIG. 3

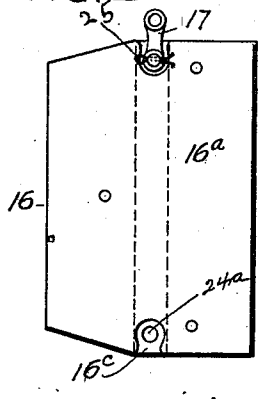


FIG. 4

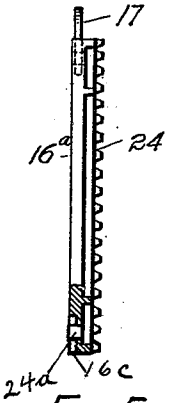


FIG. 5

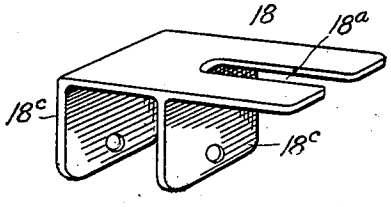


FIG. 6.

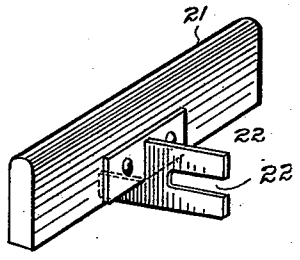


FIG. 7

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UNITED STATES PATENT OFFICE.

FREDERICK W. STUTT, OF DENVER, COLORADO.

CONVEYER FOR CANNING-FACTORIES.

SPECIFICATION forming part of Letters Patent No. 689,242, dated December 17, 1901.

Application filed December 21, 1900. Serial No. 40,667. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK W. STUTT, a citizen of the United States of America, residing at Denver, in the county of Arapahoe and State of Colorado, have invented certain new and useful Improvements in Conveyers for Use in Canning-Factories; 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 figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in conveyers for use in canning-factories.

The invention will be described in this specification with special reference to its use in preparing tomatoes for canning, and will be fully understood by reference to the accompanying drawings, in which—

Figure 1 is a top or plan view of the apparatus, the cars being removed at the left to show the track and operating-gears beneath. Fig. 2 is a section taken through the apparatus on the line *x x*, Fig. 1, viewed in the direction of the arrow, the parts being shown on a larger scale. Fig. 3 is a detail view of a car turned bottom side up. Fig. 4 is a top view of the car. Fig. 5 is a side elevation of a car. Fig. 6 is a perspective view in detail of one of the adjustable brackets in which the car-wheels are mounted. Fig. 7 is a perspective view in detail of a section of one of the track-rails, showing one of the brackets by means of which the rails are adjusted laterally.

The same reference characters indicate the same parts in all the views.

Let the numeral 5 designate a stationary supporting-frame which is oblong in plan view, having semicircular extremities. This frame extends around an opening 6, which is of corresponding shape. (See Fig. 1.) Mounted upon the frame is an outer platform part 7 and an inner platform 8. These platforms are respectively provided with openings 7^a and 8^a, communicating with inclined chutes 9 and 10, respectively, leading downwardly to a trough 12, intermediately located and resting on transverse beams 13, (one only being shown,) extending between the posts of the supporting structure. The opposite sides of the trough are located between posts 14, to which are attached keepers 15, each having a slotted horizontal arm and a depending hook-shaped part engaging the wall of the trough on the inside and holding it securely in place. A bolt or other suitable fastening device is passed through the slot in the keeper-arm. By moving these keepers outwardly, whereby their depending extremities are brought tight against the sides of the trough, the latter may be locked securely in place, while by moving the keepers inwardly the trough may be released preparatory to removal. It is assumed that this trough is made in sections, (not shown,) whereby it may be easily removed and replaced.

Above the trough 12 and occupying the space between the two platform parts 7 and 8 is an endless movable train composed of a series of cars or carriers 16, connected by detachable links 17. The cars are substantially identical in construction, each being provided with a top 16^a, to the under side of which are attached, as shown in the drawings, three brackets 18, each of which is adjustably secured to the car by a bolt 19, passing through a slot 18^a formed in the bracket. Each of these brackets is fitted between a pair of transverse ribs attached to the lower surface of the top of the car. Each bracket 18 is also provided with two separated depending parts 18^c, provided with openings for the axles of the wheels 20, which are located between the parts 18^c and project below the same to engagement with the track-rails 21, which are mounted on the posts 14 by means of brackets 22, which are attached to the rails. Each of the brackets 22 is provided with a horizontal slot 22^a, through which is passed a bolt 23, which enters a vertical slot 14^a in the post 14. By means of the slotted posts and track-brackets it is evident that the track-rails may be adjusted both horizontally and vertically, whereby they may be made to fit cars of any desired width. By virtue of the slots 18^a in the wheel-brackets the position of the wheels may be regulated horizontally, as circumstances may require.

Centrally located and extending longitudinally of the top of each car on the under side is located a cog-rack 24, which is attached to

the top of the car in any suitable manner. This rack is provided with pins 24ª, which pass through the top of the car and enter recesses 16ᶜ, which are formed to receive the extremities of the connecting-links 17, whose extremities are apertured to receive the pins. The links are preferably held in place by split keys or cotters 25, passed through keyways or openings in the pin extremities above the links. As the etxremities of the cars composing the endless train are close together, the rack-sections 24 form a substantially continuous rack extending entirely around the apparatus between the two platform parts 7 and 8. The train of cars is propelled by gear-wheels 27 and 28, located on opposite sides and engaging the car-racks. These wheels are made fast to shafts 29 and 30, respectively, which rotate in opposite directions by virtue of a gearing connection composed of wheels 31 and 32. The shaft 30 is the motor-shaft and is provided with a pulley 33.

Attached to one of the cars and extending downwardly therefrom is an arm 34, to the lower extremity of which is attached a scraper 35 for removing the material which passes to the trough 12 by way of the chutes 9 and 10. The bottom of the trough is provided with an opening 12ª, through which the material carried along by the scraper finally passes. The scraper 35 is provided with an upwardly-projecting socket in which the lower extremity of the arm 34 is inserted. The wall of the socket is slotted to receive a fastening-bolt 26, whereby the scraper may be vertically adjusted at pleasure.

In using my improved apparatus the persons who peel the tomatoes are stationed both in the space 6 adjacent the inner table and outside and adjacent the outer table. The width of the tables is such that the operators located as aforesaid may reach across their respective tables to the train of cars. The buckets (not shown) containing the scalded tomatoes ready for peeling are placed upon the cars and carried around between the two table parts 7 and 8. The peelers remove the buckets, and as they peel the tomatoes contained therein the peelings are dropped into the openings 7ª and 8ª and pass thence to the trough 12 underneath, whence they are acted on by the scraper and removed, as heretofore explained. The empty buckets are placed on the cars and returned to the scalder, while the buckets containing the peeled tomatoes are also placed on the cars and carried to any desired point.

Where the propelling gears 27 and 28 are located, the platforms 7 and 8 are provided with brackets or guide-stops A, which project over the tops of the cars as their racks are engaged by the operating-wheels and prevent the cars from jumping up during such engagement. Were it not for these stops or guides the racks of the cars might become disengaged from their propelling wheel or wheels.

Having thus described my invention, what I claim is—

1. In combination with a suitable frame, an endless train of cars, racks secured to the under side of said cars, each rack having pins passing through the cars, recesses in the car on its upper side into which said pins project, links for connecting the cars together arranged on the upper side of the cars fitting into said recesses and over the pins of the rack and means for engaging the racks to operate the cars, substantially as described.

2. In combination with the framework, an endless train of cars, each car having its own rack-section on its under side, a gear-wheel for engaging the racks in succession rotating in a vertical plane and over which the rack lies and holding-down devices A located adjacent to the point of contact between the gear-wheel and the racks and arranged to prevent the cars from rising at this point, said holding devices extending over the cars, substantially as described.

3. In combination with the framework, an endless train of cars, rollers, brackets carrying said rollers adjustable between ribs on the lower faces of said cars, a track upon which the rollers bear and the laterally and vertically adjustable bracket carrying said track, substantially as described.

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

FREDERICK W. STUTT.

Witnesses:
G. J. ROLLANDET,
A. J. O'BRIEN.