

J. M. CARAWAY.

BEET TOPPER.

APPLICATION FILED JULY 8, 1911.

Patented Dec. 17, 1912.

2 SHEETS—SHEET 1.

1,047,615.

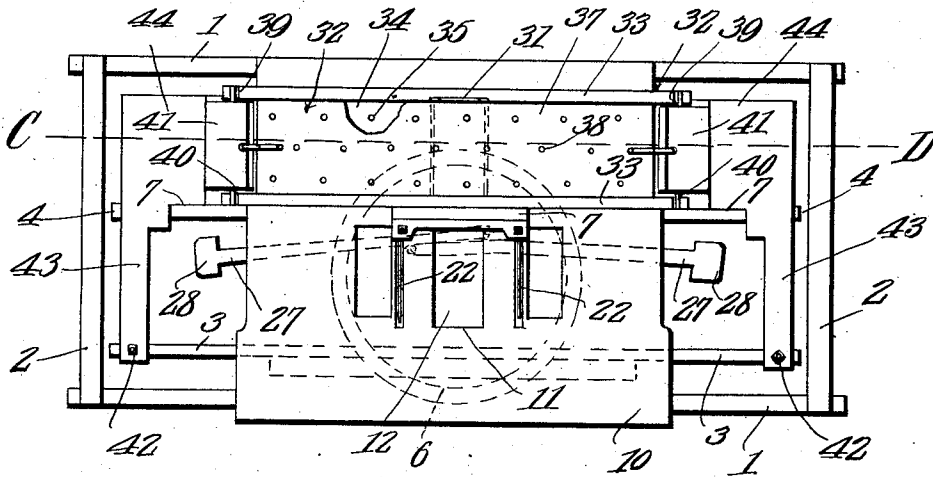


Fig. 1.

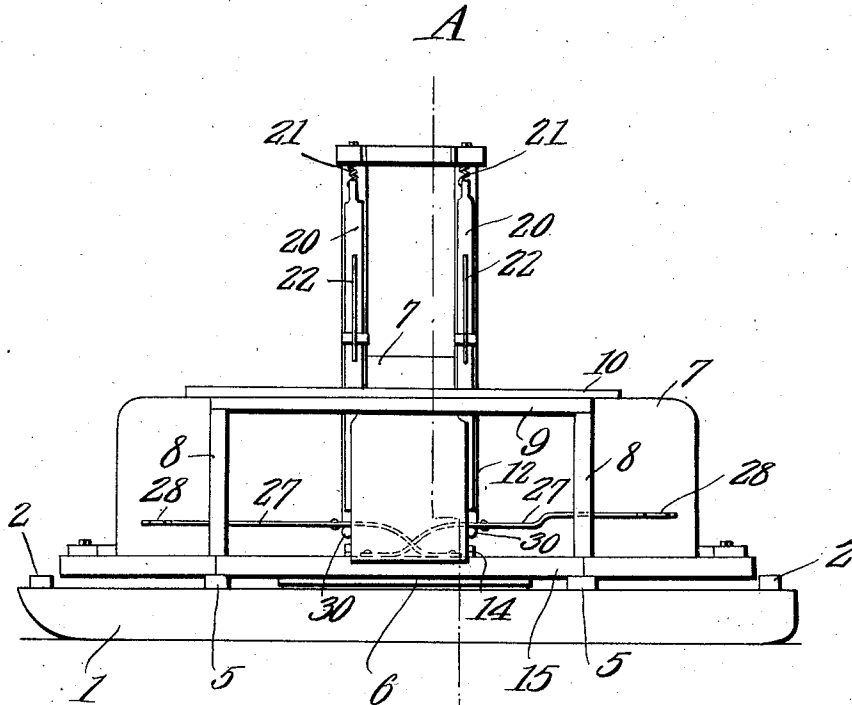


Fig. 2.

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2 SHEETS—SHEET 2.

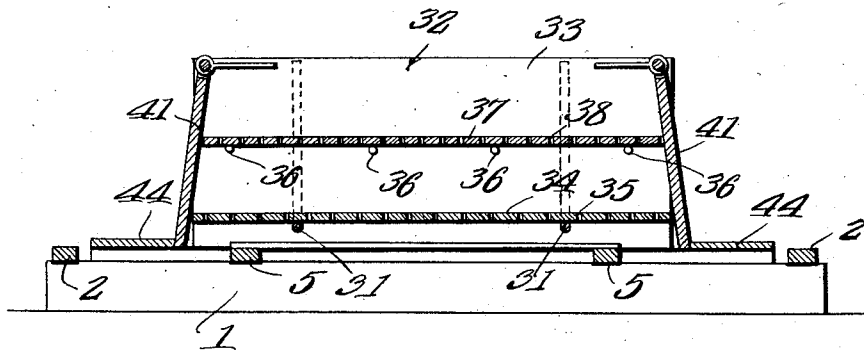
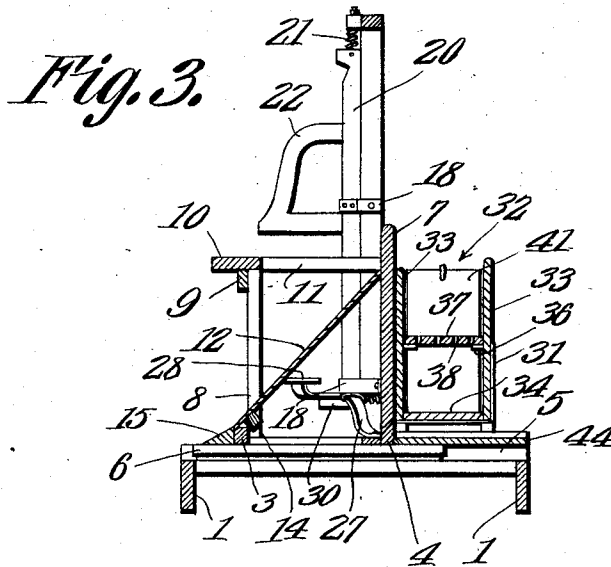


Fig. 4. James M. Caraway

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UNITED STATES PATENT OFFICE.

JAMES M. CARAWAY, OF LONGMONT, COLORADO.

BEET-TOPPER.

1,047,615.

Specification of Letters Patent.

Patented Dec. 17, 1912.

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To all whom it may concern:

Be it known that I, JAMES M. CARAWAY, a citizen of the United States, residing at Longmont, in the county of Boulder and State of Colorado, have invented a new and useful Beet-Topper, of which the following is a specification.

The device forming the subject matter of this application, is a vehicle-supported structure, adapted to be drawn through a field of beets, the device including means for cutting the tops from the beets, means for disposing of the tops, and means for receiving the beets from which the tops have been severed.

The objects of the invention are to provide novel means for holding the beet receptacle against movement when the vehicle is in motion, for holding the end gates of the receptacle closed, and for facilitating an endwise dumping of the receptacle.

With the foregoing and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of invention herein disclosed can be made within the scope of what is claimed without departing from the spirit of the invention.

In the accompanying drawings,—Figure 1 shows the invention in top plan; Fig. 2 is a side elevation; Fig. 3 is a transverse section on the line A—B of Fig. 2; Fig. 4 is a longitudinal section upon the line C—D of Fig. 1.

In carrying out the invention there is provided a vehicle, which may be of any desired form. In the present instance, although not necessarily, the vehicle is shown in the form of a mud-boat, comprising a pair of parallel runners 1, connected by transverse braces 2. The vehicle upholds the supporting structure, the same comprising a pair of parallel sills 3 and 4, connected by braces 5, a fifth wheel structure 6 serving to connect the supporting structure pivotally, in the vehicle, so that the supporting structure may be turned about, as may be desired.

Fixed to and rising from the sill 4 of the supporting structure, is a back-board 7. Fixed to and rising from the sill 3, are spaced legs 8, connected by a cross bar 9, the cross bar and the back board 7 supporting a

horizontal table 10, having an opening 11, beneath which is positioned an inclined chute 12, sloping downwardly, transversely of the structure, the upper end of the chute 12 being engaged by the angle between the table 10 and the back-board 7, as clearly shown in Fig. 3, the lower end of the chute 12 being provided with a cleat 14 to engage behind the sill 3. A beveled strip 15 is applied to the outer face of the sill 3, to form a continuation of the chute 12. Plungers 20 are located upon opposite sides of the opening 11 in the table 10 and each carries a knife 22, adapted to reciprocate vertically and to cut off the tops of the beets. The plungers 20 are operated by crossed levers 27, provided at their free ends with foot plates 28 and engaged above arms 30 which outstand beyond the lower ends of the plungers.

Projecting outwardly from the back-board 7, in a direction opposite to the direction assumed by the table 10, is a U shaped bracket 31, supporting a receptacle, denoted generally in Fig. 1 by the numeral 32. The receptacle 32 is open at its ends, and comprises side walls 33, connected by a bottom 34, the bottom 34 being perforated, as shown at 35. Bracket members 36 project inwardly from the side walls 33, and serve to support a false bottom 37, perforated as shown at 38.

In the upper edges of the side walls 33 of the receptacle, adjacent the ends of the receptacle, there are notches 39, adapted to receive pins 40, projecting outwardly from the upper edges of end gates 41, the end gates 41 obviously constituting closures for the ends of the receptacle 32.

Pivotally connected with the sill 3, as shown at 42, are transverse platforms 43, provided with extensions 44, adapted to protrude around the ends of the back-board 7. These extensions 44 of the platforms 43, are adapted to engage the lower ends of the end gates 41, so as to hold the end gates in closed positions and to prevent the receptacle 32 from moving when the vehicle is drawn about.

The operation of the device is as follows: The receptacle 32 being in place, the platforms 43 are swung around, so as to engage with the end gates 41, to hold the same in closed positions. The operators take their stands upon the platforms 43, the beets which are to be topped, being thrown upon the table 10. If the foot of the operator

be placed upon the foot plate 28, the lever 27 is depressed, engaging the arm 30 of the plunger 20, causing a depression of the plunger, and a consequent depression of the corresponding knife 22, the knife shearing of the foliage from the body of the beet. The foliage which is sheared off the beet, will drop through the opening 11, in the table 10, and fall upon the chute 12, the foliage being thus projected laterally, beyond the vehicle. The beets, from which the tops have thus been sheared, are thrown into the receptacle 32. The end walls of the gates 41 may be set free by moving the platforms, and one end of the receptacle 32 may be elevated, projecting the beets in a heap upon the ground. Any loose material which may still be upon the beets, after the same are in the receptacle 32, will find its way through the perforations 35 and 38 to the ground. The false bottom 37 is employed when the beets are to be removed from the receptacle 32 and be placed in a wagon, the false bottom obviating an undue stooping, in order to pick up the beets. When the beets are simply to be dumped from the receptacle 32, upon the ground, the false bottom 37 is ordinarily dispensed with.

Having thus described the invention, what is claimed is:—

1. In a device of the class described, a vehicle; a receptacle mounted upon the vehicle; platforms pivoted to the vehicle and adapted to engage the ends of the receptacle

to prevent an endwise movement of the receptacle when the vehicle is drawn forward and backward, the platforms being movable and the vehicle being open below the ends of the receptacle, the platforms constituting stands for the operators of the vehicle, whereby the weight of the operators may be made effective as a means for holding the receptacle against endwise movement when the vehicle is moved.

2. In a device of the class described, a vehicle; a receptacle mounted upon the vehicle; end walls pivoted to the receptacle; platforms pivoted to the vehicle and adapted to engage the end walls of the receptacle, to maintain the end walls closed and to prevent an endwise movement of the receptacle when the vehicle is drawn about, the platforms being movable to free the end walls and to permit an endwise dumping of the receptacle; the platforms constituting stands for the operators of the vehicle, whereby the weight of the operators may be made effective to hold the end walls against opening movement, and to prevent an endwise movement of the receptacle when the vehicle is drawn about.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

JAMES M. CARAWAY.

Witnesses:

ROBERT SPRINGS,
G. W. ROSS.