No. 758,426. PATENTED APR. 26, 1904.

W. DAWSON.

STOCK LOADING DEVICE.

APPLICATION FILED DEC. 15, 1903.

NO MODEL. 2 SHEETS—SHEET 1.

Fig. 1.

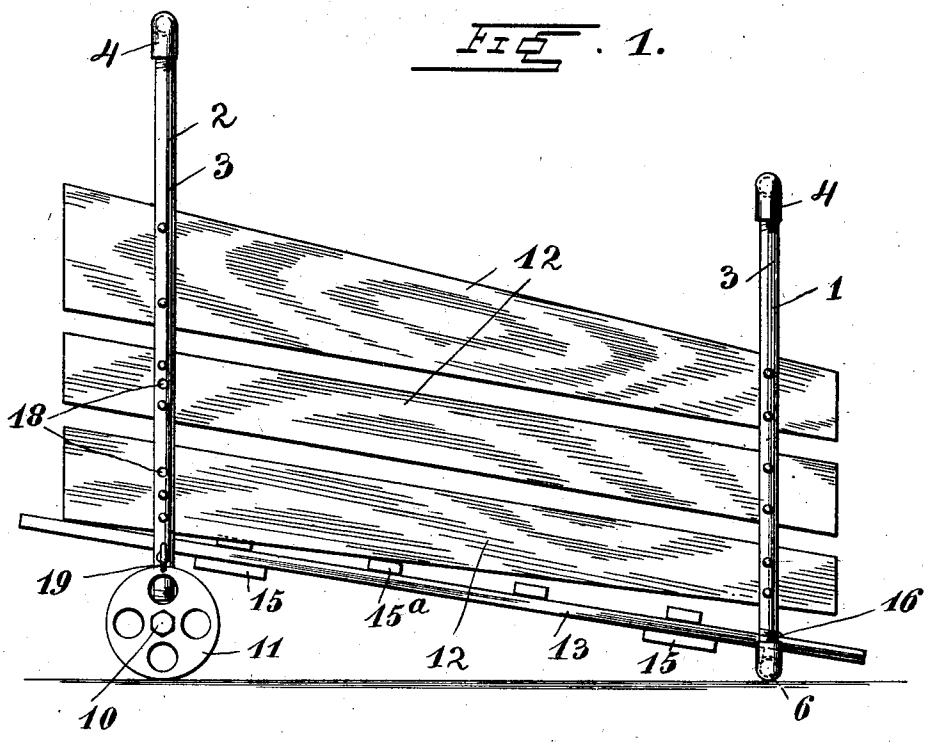
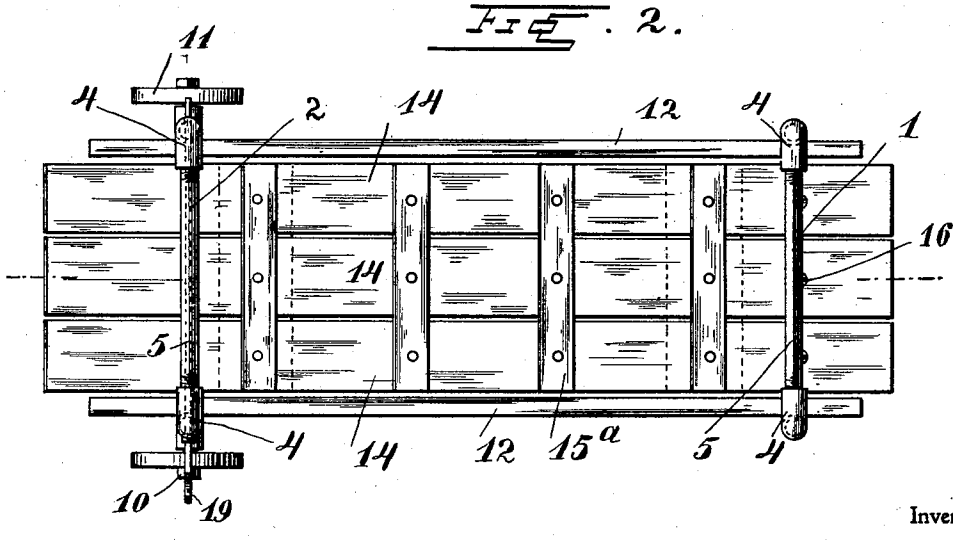


Fig. 2.



Witnesses

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NO MODEL. 2 SHEETS—SHEET 2.

Fig. 3.

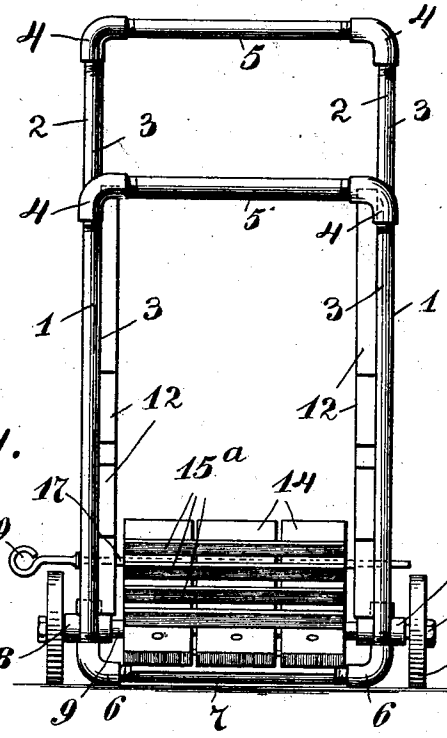
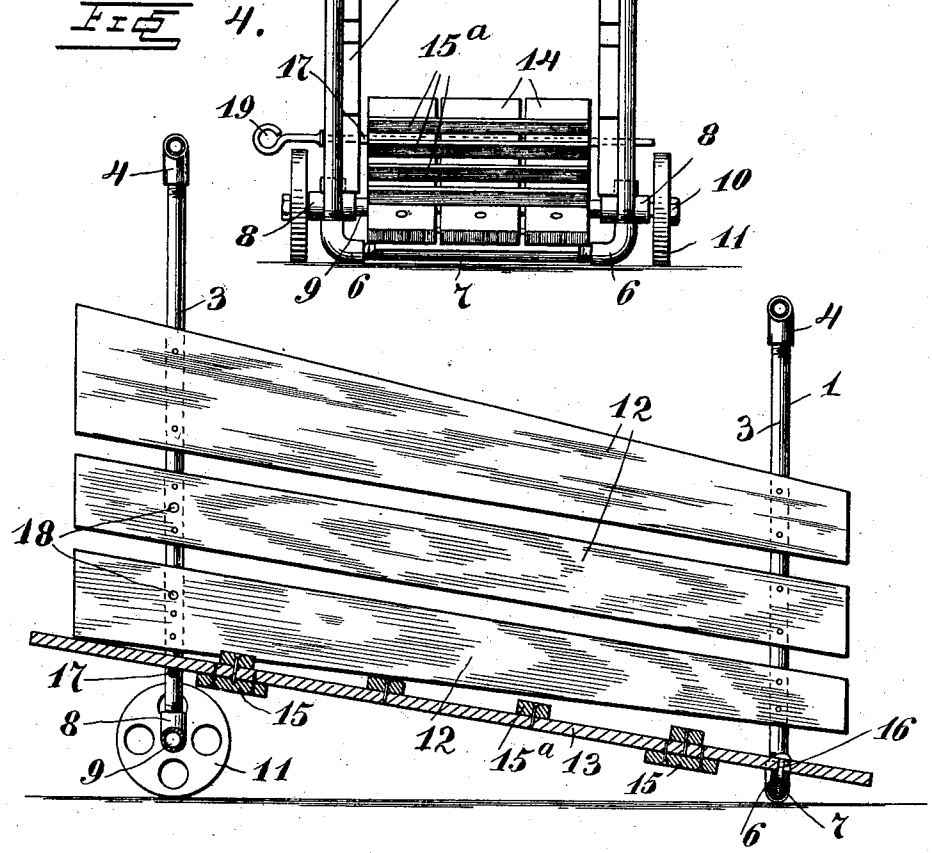


Fig. 4.



Witnesses

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UNITED STATES PATENT OFFICE.

WILLIAM DAWSON, OF UNION COUNTY, SOUTH DAKOTA.

STOCK-LOADING DEVICE.

SPECIFICATION forming part of Letters Patent No. 758,426, dated April 26, 1904.

Application filed December 15, 1903. Serial No. 185,273. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM DAWSON, a citizen of the United States, residing in the county of Union, State of South Dakota, have invented certain new and useful Improvements in Stock-Loading Devices; 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.

My invention relates to improvements in devices for loading live stock upon railway-cars, wagons, or other vehicles; and it consists in a portable chute having an adjustable bottom or gangway.

The object of my invention is to provide a device of this character which will be simple in construction, durable in use, well adapted for the purpose intended, and comparatively inexpensive to produce.

With this and other objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts, as will be more fully described, and particularly pointed out in the appended claims.

In the accompanying drawings, Figure 1 is a side elevation of my improved stock or cattle chute. Fig. 2 is a top plan view of the same. Fig. 3 is an end elevation. Fig. 4 is a vertical longitudinal sectional view.

In the embodiment of my invention as illustrated in the drawings the numerals 1 and 2 denote two vertically-disposed end frames, preferably rectangular in form and constructed of pipe-sections united by couplings. Each frame comprises vertical side pipe-sections 3, the upper ends of which are connected by elbow-couplings 4 to upper horizontal pipe-sections 5. The lower ends of the pipe-sections 3 of the frame 2 are connected, by means of elbow-couplings 6, to the ends of a lower horizontal pipe-section 7, which is adapted to rest upon the ground to support one end of the chute and which has a slight rotary or oscillatory movement, owing to its screw-threaded engagement with the elbow-couplings 6. The lower ends of the pipe-sections 3 of the frame 1 are screwed into T-shaped couplings 8, which are connected by a lower horizontal pipe-section 9. In the outer ends of the T-shaped couplings are screwed stub-axles 10, upon which supporting-wheels 11 are mounted to support the opposite end of the chute and to permit the latter to be readily transported from place to place. The pipe-sections 3 upon the same side of each of the frames 1 and 2 are connected by longitudinal side bars or rails 12, which are bolted or otherwise secured to form the sides of the chute. The gangway or bottom 13 of the chute comprises a series of longitudinally-disposed boards or planks 14, united upon their under sides by cross-bars 15 and provided upon their upper sides with cleats or treads 15^a to prevent the live stock from slipping as they are driven up or down the chute. The lower end of the gangway is bolted or otherwise secured, as at 16, to the lower horizontal pipe-section 7, which owing to its oscillatory movement will permit the upper end of said gangway to have a swinging movement to adjust the chute to vehicles of various heights into which the stock is to be directed. The upper end of the gangway is held in any adjusted position by resting upon a transverse or cross rod 17, which is passed through one of a series of openings 18, formed in each of the vertical pipe-sections 3 of the frame 2. Said rod is formed with a handle 19 upon one of its ends, by means of which it may be readily inserted and removed from the openings 18, as will be seen upon reference to Fig. 3 of the drawings.

The operation and advantages of my invention will be readily understood from the foregoing description, taken in connection with the accompanying drawings. It will be seen that by elevating the frame 1 from the ground the device may be easily wheeled to any desired point, and when again lowered it will hold the device firmly in position. The upper end of the gangway is then adjusted by means of the cross-rod 17 to the height of the wagon, car, or other vehicle upon which it is desired to load the live stock.

It will be seen that the device is of simple, strong, and durable construction and well adapted to the purpose intended.

Various changes in the form, proportion, and the minor details of construction may be

resorted to without departing from the principle or sacrificing any of the advantages of this invention.

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

1. A portable live-stock chute, comprising two end frames composed of pipe-sections and couplings, the lower cross-piece of one of said end frames having oscillatory movement, side bars connecting said end frames, a swinging gangway pivotally mounted upon said oscillatory cross-piece, and a transverse rod adjustably mounted in the other of said end frames for supporting said gangway.

2. A portable live-stock chute, comprising end frames composed of pipe-sections, each frame comprising vertical side pipe-sections, an upper horizontal top pipe-section connecting the upper ends of said side pipe-sections, a bottom horizontal pipe-section connecting the lower ends of the side pipe-sections, the bottom pipe-section of one end frame having oscillatory movement, T-shaped couplings connecting the ends of the bottom pipe-section of the other end frame to the lower ends of the vertical side pipe-sections of said frame, stub-axles fitted upon said couplings, supporting-wheels mounted upon said stub-axles, side rails connecting the side pipe-sections of the frames, a rod or bar vertically adjustable upon the wheel-supported end frame above said T-couplings, and a swinging gangway connected at one end to said oscillatory bottom pipe-section of one frame and adapted to rest at its opposite end upon said adjustable rod or bar, substantially as described.

3. In a device of the class described, a frame member composed of vertical side pipe-sections suitably connected at their upper ends, T-couplings upon the lower ends of said pipe-sections, said couplings having the sockets of their cross-piece respectively inwardly and outwardly directed, a bottom transverse pipe-section fitted in the inwardly-directed sockets of the couplings, stub-axles fitted in the outwardly-directed sockets of the couplings, and supporting-wheels upon said axles, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

WILLIAM DAWSON.

Witnesses:
F. E. WATKINS,
A. D. HORTON.