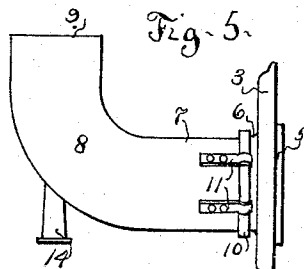
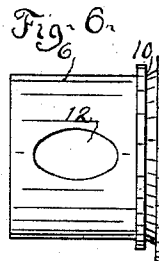
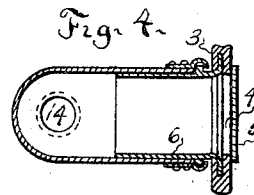
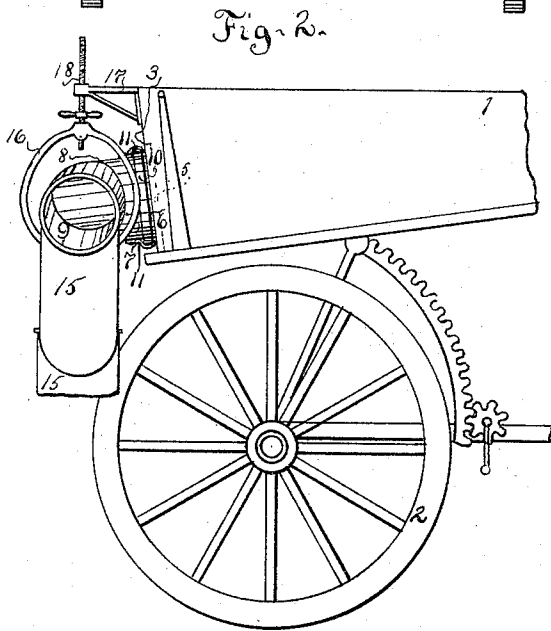
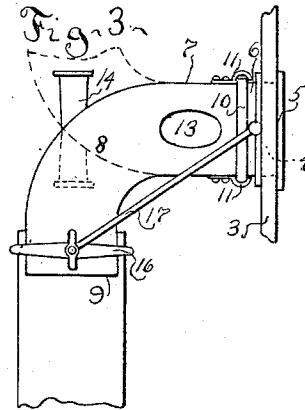
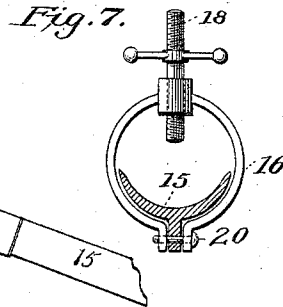
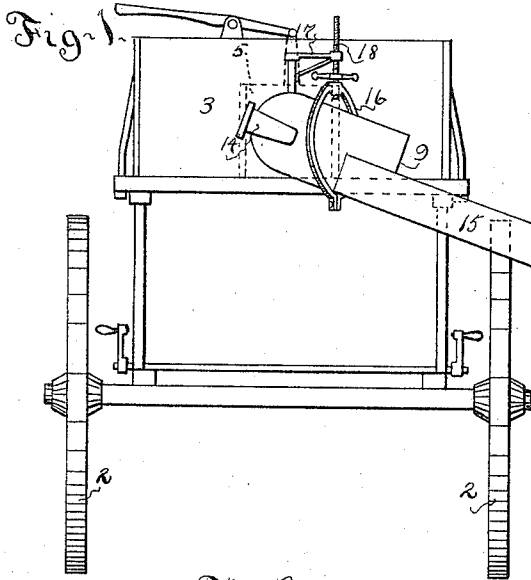


(No Model.)

R. A. PATTON.
CHUTE CART OR WAGON.

No. 537,711.

Patented Apr. 16, 1895.



WITNESSES:
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UNITED STATES PATENT OFFICE.

ROBERT A. PATTON, OF PHILADELPHIA, PENNSYLVANIA.

CHUTE CART OR WAGON.

SPECIFICATION forming part of Letters Patent No. 537,711, dated April 16, 1895.

Application filed May 11, 1894. Serial No. 510,935. (No model.)

To all whom it may concern:

Be it known that I, ROBERT A. PATTON, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Chute Carts or Wagons; and I do hereby declare the following to be a sufficiently full, clear, and exact description thereof as to enable others skilled in the art to make and use the said invention.

This invention relates to chute carts and wagons such as are employed in the delivery of coal to consumers in cities, and has for its object the more convenient unloading of such vehicles with less obstruction to the highway. As usually constructed such vehicles must be placed across or obliquely to the line of travel of the highway, to enable the chute to reach the place of deposit, and thus frequently obstruct travel upon railway lines in such thoroughfares, and with the greater velocity of travel and increasing weight and consequent greater momentum of railway cars now coming into extensive use great risk of accident to the railway car and to the chute cart or wagon when across the thoroughfare becomes imminent. The nature of this invention to obviate such risk, consists in a peculiar construction of chute attachment, whereby the vehicle may, when standing parallel with the line of travel of the thoroughfare, discharge the coal through a chute at right angles thereto, and may do so without requiring any greater elevation of the wagon to effect the discharge.

The construction of this chute attachment is shown in the accompanying drawings, and is hereinafter fully described.

Referring to the drawings, Figure 1 shows a plan view of the rear portion of a chute wagon, as in position for emptying the load, with this invention applied; Fig. 2, a side elevation thereof; Fig. 3, an enlarged plan of the elbow, and immediately connected parts, in the position for delivering the coal; Fig. 4, an enlarged view of the same parts in section, in the plane indicated by the line x, x , in Fig. 3, Fig. 5, an enlarged elevation of the elbow when in position for traveling; Fig. 6, a detached plan view of the neck by which the elbow is secured to the vehicle body; and Fig.

7 is a detail, being a cross section showing the chute to the bridle.

1 represents the wagon body; 2, 2, the rear supporting wheels; 3, the rear end or tail board; 4, an aperture in the tail board through which coal is to be discharged; 5, a sliding gate for opening and closing the aperture 4.

6 is a short tube or neck secured to the tail board 3, at the aperture 4.

The tube 6 may be made either a cylinder or slightly conical. Over the neck 6 is fitted a sleeve 7, having attached thereto an elbow 8; and the sleeve 7 may be turned upon the tube 6, so as to present the mouth 9 of the elbow 8, either upward or obliquely downward upon either side as indicated in dotted lines in Fig. 3.

10 is a collar on the tube 4, upon which hooks 11, attached to the sleeve 7 hold the elbow 8 upon the tube 6, against the force of the coal passing through the elbow 8.

12 is an opening in the upper side of the tube 6, with which corresponding openings 13, in the sleeve 7 register when the elbow 8 is turned with the mouth 9 horizontally or slightly below the horizontal position on either side. The openings 12 and 13 are oblong in shape and afford access for inspecting the coal in its passage through the tube 6, and for freeing it when it becomes obstructed.

A tube 14 is placed tangentially in the elbow 8, so that any obstruction which may lodge in the bend of the elbow may be reached and forced out of the mouth 9.

A chute 15 of any of the usual construction is suspended pivotally from a bridle or open link 16 encircling the sleeve 7, and elbow 8, and swing from a suspending bracket 17 by a screw 18 having pivotal connection with the link 16, by which means it may be adjusted in height so that the chute 15 may be easily turned to either side as desired and when lowered slide under the vehicle in the usual manner.

The proportions of the tube 6, sleeve 7, and elbow 8, should be such that when the chute 15 is placed under the mouth 9 of the elbow 8 and at right angles on either side to the tube it shall clear the rear wheels 2.

Having described this invention and the operation thereof, what I claim is—

1. In a chute cart or wagon a tube 6 having

an opening 12 in the upper side thereof, in combination with an elbow 8 and an attached sleeve 7 having an opening 13 on each side thereof, adapted to alternatively register
5 either of said openings 13 with the opening 12, when the elbow is turned to either side, and close said opening 12 when turned in vertical position substantially as set forth.
2. In a chute cart or wagon a tube 6, sleeve
10 7 and connected elbow 8 in combination with the tube 14 inserted tangentially in the elbow 8 substantially as and for the purpose set forth.

3. In a chute cart or wagon the tube 6 having an aperture 12 therein in combination

with the sleeve 7 having an aperture 13 on each side thereof arranged to register alternatively with the aperture 12; a connected elbow 8, and the tube 14 inserted tangentially therein substantially as set forth.

20 4. In a chute cart or wagon the tube 6, sleeve 7, and elbow 8, in combination with the chute 15, screw 18, the bridle 16 pivotally attached to said screw and said chute 15 and bracket
25 17, all constructed and arranged to operate as set forth.

ROBERT A. PATTON.

Witnesses:

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