

D. S. AMSTUTZ.
WAGON FOR BUTCHERS.

No. 360,642.

Patented Apr. 5, 1887.

Fig. 2.

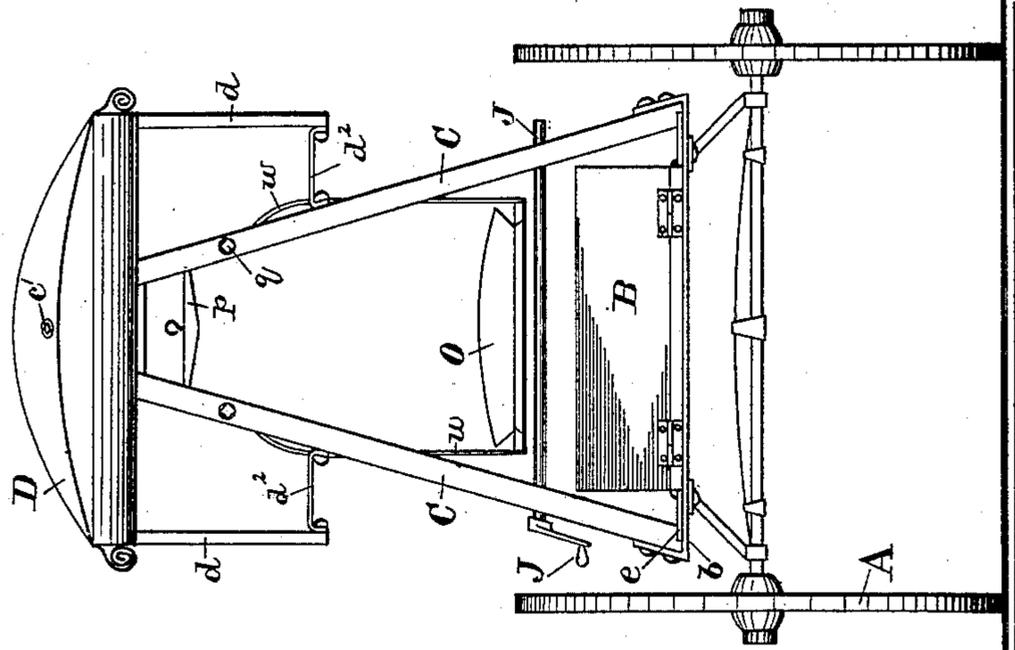
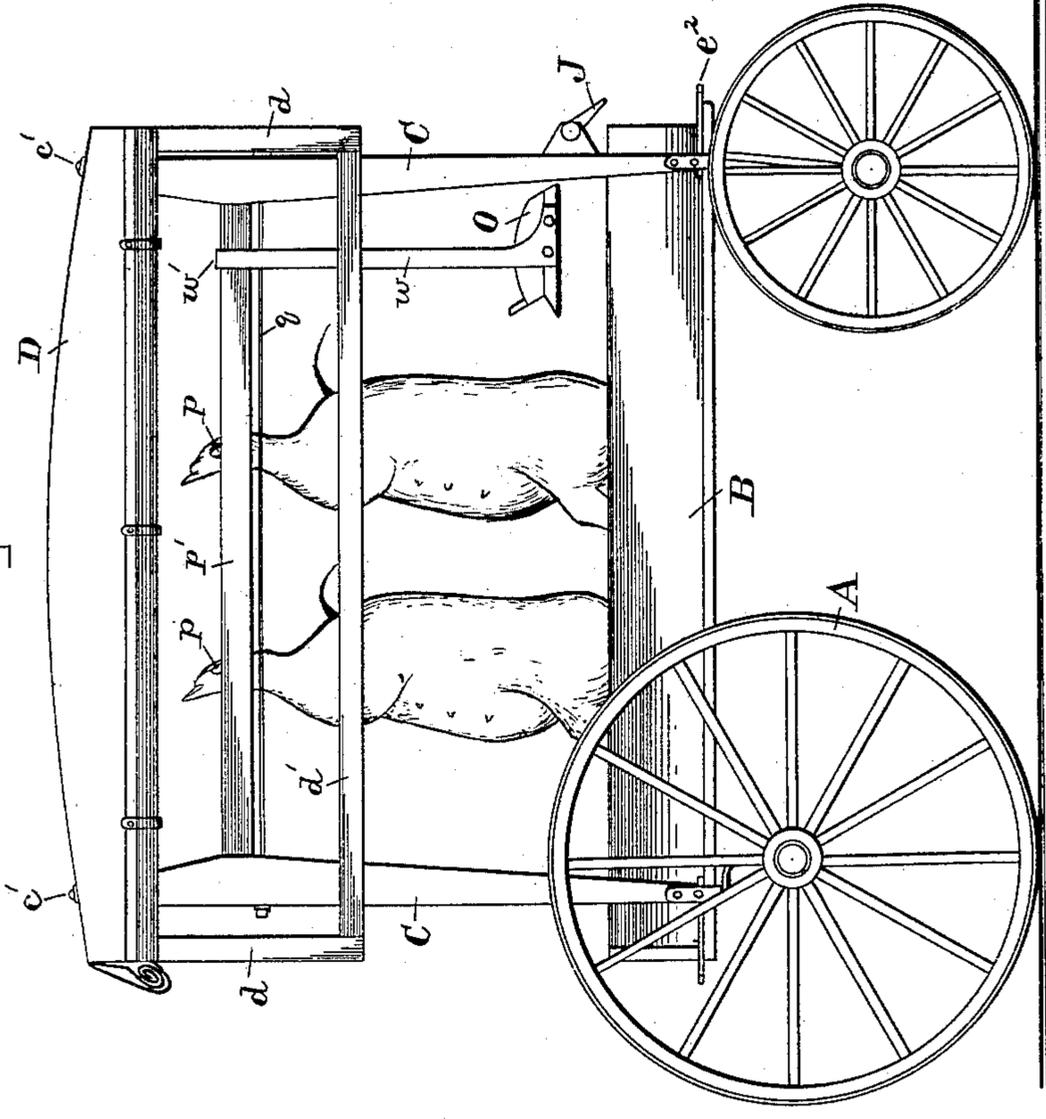


Fig. 1.



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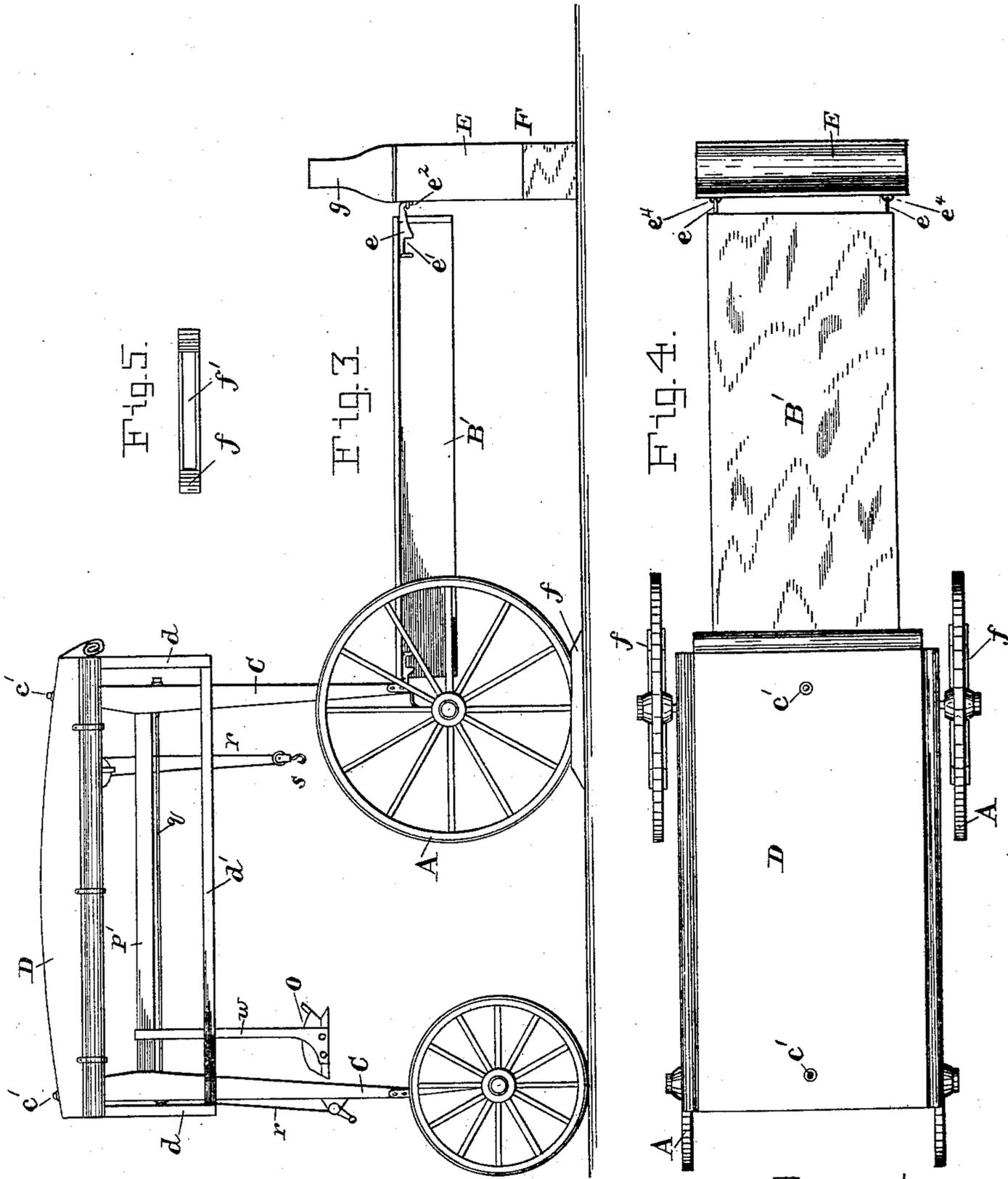
(No Model.)

4 Sheets—Sheet 2.

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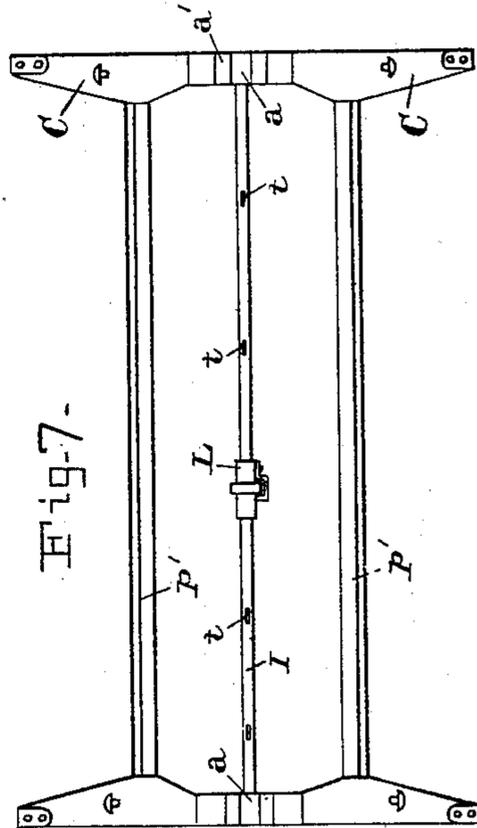
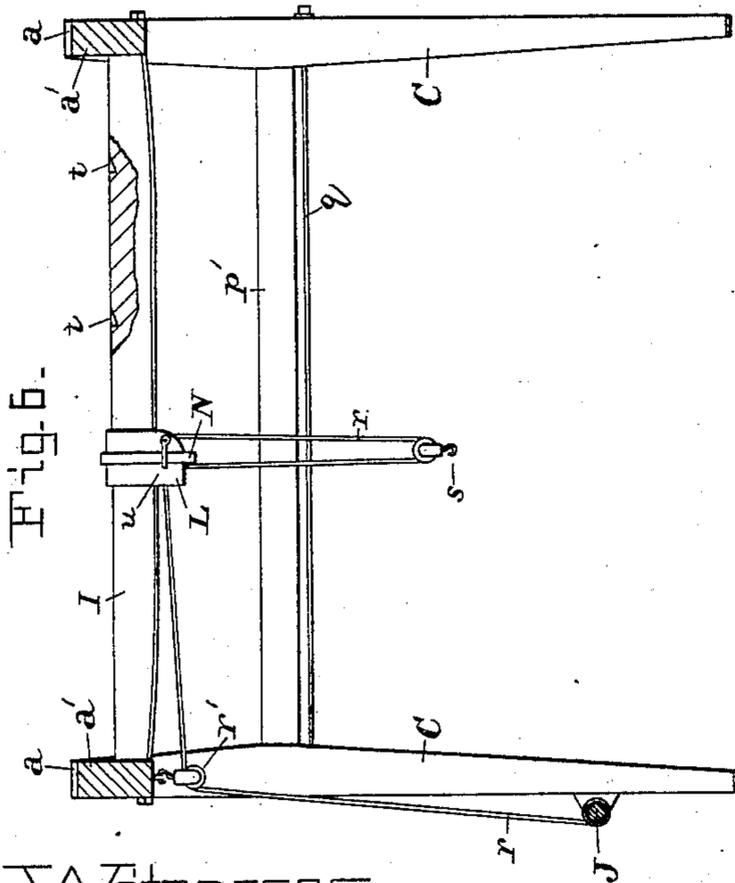
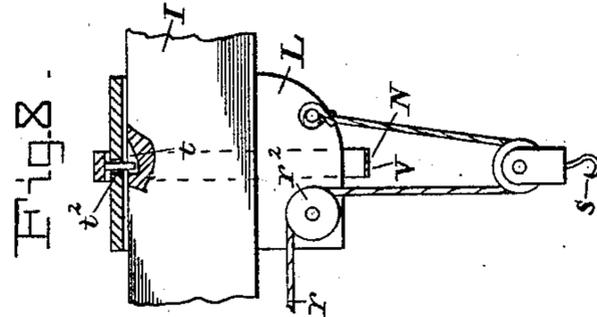
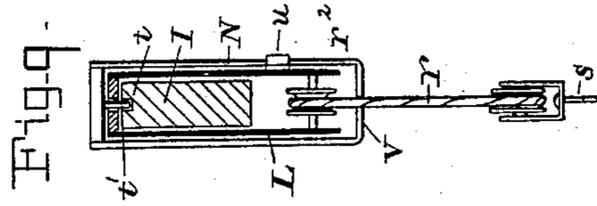
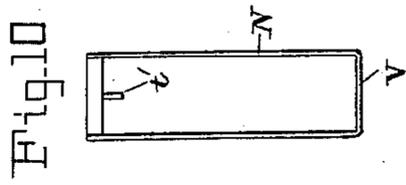
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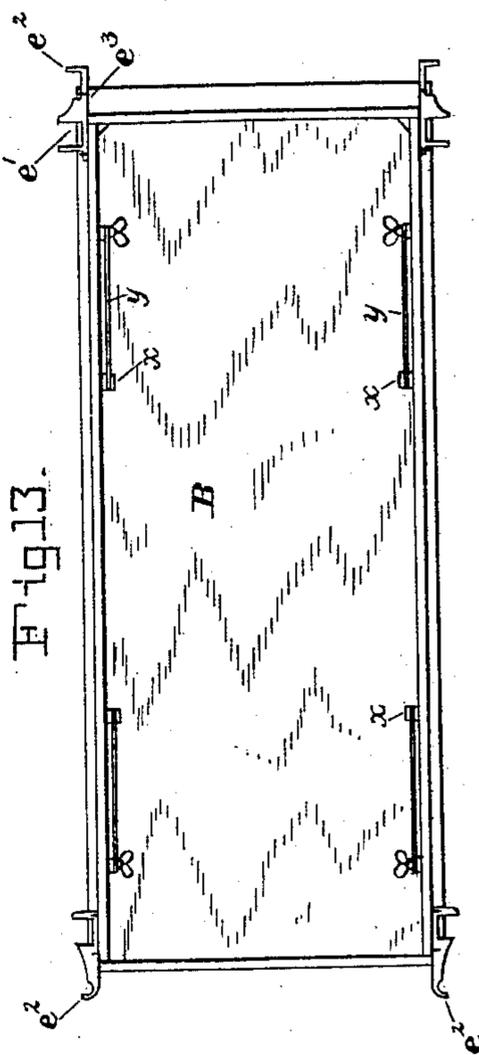
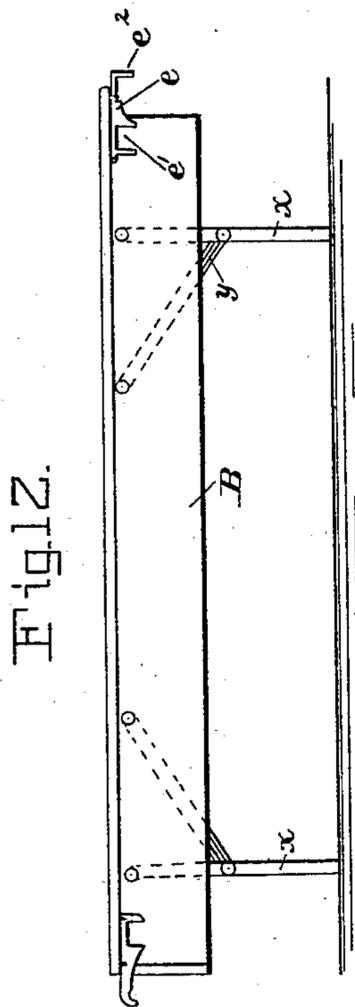
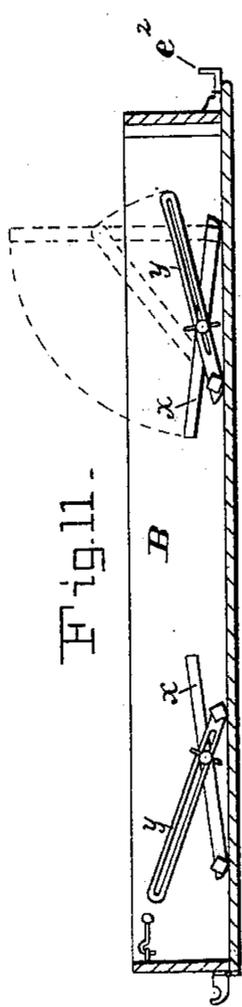
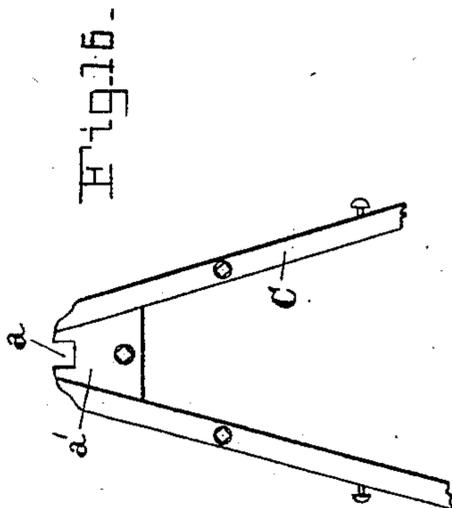
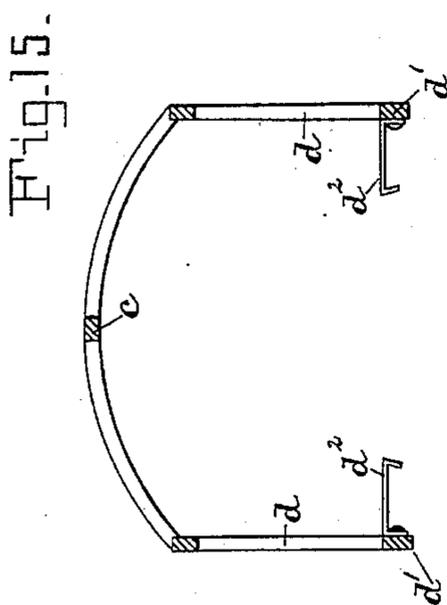
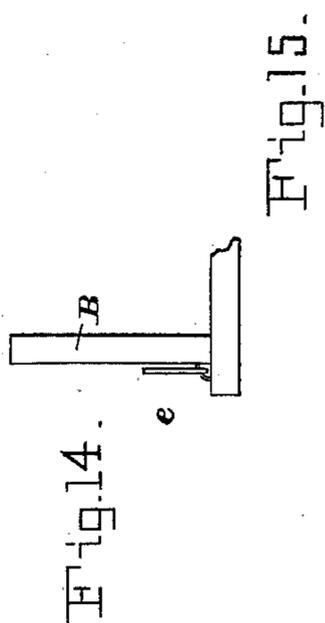
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UNITED STATES PATENT OFFICE.

DANIEL S. AMSTUTZ, OF ORRVILLE, OHIO.

WAGON FOR BUTCHERS.

SPECIFICATION forming part of Letters Patent No. 360,642, dated April 5, 1887.

Application filed August 3, 1886. Serial No. 209,844. (No model.)

To all whom it may concern:

Be it known that I, DANIEL S. AMSTUTZ, a citizen of the United States, residing at Orrville, in the county of Wayne and State of Ohio, have invented certain new and useful Improvements in Wagons for Butchers, of which the following is a specification.

My invention relates to a wagon for butchers, and is designed to facilitate the operations of butchering, hauling dressed carcasses, and cutting the same up.

The invention is illustrated in the accompanying drawings, (four sheets,) in which—

Figure 1 is a side view of the wagon ready for the road. Fig. 2 is a rear end view of the same. Fig. 3 is a side view of the wagon, showing the wagon-body removed and inverted and connected with a scalding-trough, whereby the wagon-body serves as a platform onto which the animal may be drawn from the scalding-trough, cleaned and dressed, and the carcass then hung up on the wagon-trestle. Fig. 4 is a top view of the same parts. Fig. 5 is a top view of one of the slotted wheel-chucks. Figs. 6 and 7 show, respectively, a vertical section and top view of the trestle removed from the wagon running-gear. Figs. 8, 9, and 10 are views of the carrier-trip by which the carcass is drawn into the wagon and hung up on the trestle. Figs. 11, 12, and 13 are views of the wagon-body removed, and showing how the legs with which it is provided serve to convert it into a cutting-up table. Fig. 14 is an end view of one corner of the wagon-body, showing the fastening-iron *e*. Fig. 15 is a cross-section of the wagon-top. Fig. 16 is an end elevation of the trestle, and this view, with Fig. 15 shows how the wagon-top is secured to the trestle.

The letter A designates the front and rear wheels of the wagon; *b*, a bolster above each axle, on which the body B is supported. A trestle, C, has four legs, two of which are attached to the front bolster and two to the rear bolster. In this way the trestle serves, as shown in Fig. 3, to connect the front wheels and axle with the rear wheels and axle. An ordinary-shaped wagon-top, D, is so secured to the trestle C as to be readily removed therefrom. This is done by means of a notch, *a*, formed in each of the two cross-bars, *a'*, at the top of the trestle. These notches are occupied

by a central longitudinal bar, *c*, on the top D, and a screw or bolt, *c'*, passes through the top at each end, the bar *c*, and into the cross-bar *a'*. The top D has at each side the downward-projecting ends *d* of two bows, and a longitudinal bar, *d'*, connects the said two ends *d*. Two stay-arms, *d''*, are attached to each longitudinal bar *d'*, and these irons project laterally and bear against the trestle-legs and are suitably secured thereto. By withdrawing the two screws or bolts *c'* the top may be removed.

The wagon-body B has at each corner a pivoted fastening-iron, *e*. These irons have a notch, *e'*, which takes about one of the legs of the trestle C, and also has a hook end, *e''*, which projects beyond the end of the wagon-body. This iron has a straight edge, *e'''*, and at this edge is pivoted to the wagon-body, whereby when the body is resting on the bolsters *b* the irons *e* may be turned down, as in Figs. 10 and 13, so that the notch and hook will project away from the side of the body. When the body is inverted and used as a cleaning-platform, as in Figs. 3 and 4, the irons may be turned the other way, and in this case the hooks *e''* of the irons at one end of the body will take over the rear bolster, *b*, while those at the other end will engage with eyes *e'''* on the scalding-trough E.

When the body B' is used as a cleaning-platform, as in Figs. 3 and 4, the wheels of the wagon should be prevented from moving by the wheel-chucks *f*, which are blocks with beveled ends, having slots *f'* to receive the wheels.

The scalding-trough E is mounted above the furnace F, as also is a hot-water reservoir, G, this latter being at one end of the scalding-trough. The scalding-trough is removable, and, being made of metal, permits of the water being heated in it. At each end of the furnace is a standard, *g*.

The carcass, having been dressed and cleaned, has a gambrel-stick, *p*, applied to its legs in the usual way, and is then hung upon the trestle C at any point by means of the windlass, carrier, and stop, and automatic trip to release the carrier. As already stated, the trestle is composed of four legs, the two at each end being connected by a cross-bar, *a'*, and giving them an inverted-V-shaped form. The two V-shaped legs are connected by three horizontal beams. One of these, which is the

top or carrier beam, I, extends between the two cross-bars a' , and the other two, which are the gambrel-stick beams p' , extend between one front and one rear leg. These two beams are to receive and support the gambrel-stick by which carcasses are suspended. One end of the gambrel-stick rests on each beam. Metal truss-rods q below each beam connect the two sets of V-shaped legs. The front legs are provided with a windlass, J, and the top beam, I, with a sliding carrier, L. A cord, r , has one end attached to the windlass, passes over a pulley, r' , at the top and front end of the trestle, and also over a pulley, r'' , on the carrier, and has the other end attached to the sliding carrier. A lifting-hook, s , is suspended in the cord-loop which depends from the carrier L.

In transferring a carcass from the cleaning-platform B' to the beams p' it is necessary that the carrier L should be placed in position at or near the rear end of the trestle, and that the lifting-hook s , depending therefrom, should hang near the rear end, to be in convenient reach from the platform B', as seen in Fig. 3. To this end the carrier-beam I on the trestle is provided on top with a series of holes or notches, t , and the carrier L, which slides on the said beam, has a stop-pin, t' , which enters the holes, and an automatic trip to release the stop-pin from the holes. This automatic trip consists of a yoke or four-sided frame, N, having the stop-pin t' attached to its upper side and depending downward therefrom. The yoke N loosely surrounds the carrier L, and has up-and-down play thereon. It is confined only by a guide or keeper, u , on the side. The stop-pin t' passes freely through a hole, t'' , in the top plate of the carrier, and is in position to enter any one of the holes or notches t in the beam I. When the carrier slides along the beam, the stop-pin, by the gravity of the yoke, will enter the first hole t in the beam. The lower side, v , of the yoke is far enough below the bottom of the carrier to allow the yoke to have up movement, and thereby release the pin t' from the hole t in the beam.

In hoisting a carcass from the cleaning platform B' to the trestle, first set the carrier L on the beam I near the rear end, so that the stop-pin t' will enter a hole near the end. Then engage the lifting-hook s with the gambrel-stick. By now turning the windlass-crank J the carcass will be hoisted, and when the lifting-hook pulley s rises against the lower side, v , of the yoke N the latter will thereby be forced upward and the pin t' will be released from the hole t in the beam. If, now, the turning of the windlass-crank be continued, the carrier L will be drawn or caused to slide along the beam to its forward end, carrying the carcass with it, and then by a back turn of the windlass-crank the gambrel-stick p will be left supported on the two beams p' , and the lifting-hook may then be disengaged. The carrier L may then again be slid to the rear to hoist another carcass in like manner.

It will be seen that the manner of suspending the carcass (to wit, the gambrel-stick being inserted through both legs and each end of the stick supported on a separate beam) prevents it from swinging sidewise, and while hanging permits of the removal of any part, from one pound to seven eighths of the entire weight, without liability of the remainder slipping off or swinging to one side.

The driver's seat O has at each end an upright or hanger bar, w . Each bar is provided at its upper end with a hook, w' , which takes over the top of one of the gambrel-stick beams. It will thus be seen the seat hangs or is suspended from the said two beams.

The wagon-body is provided with legs, and thereby when removed from the bolsters is adapted to be used as a cutting-up table, as shown in Fig. 12. The sides of the body are provided with legs x , each of which is pivoted and has a brace, y . This construction allows the legs to be folded down out of the way, as seen in Fig. 11, and also when the wagon-body is inverted permits of their use as legs.

Having described my invention, I claim and desire to secure by Letters Patent of the United States—

1. A wagon having in combination the front and rear axles, a trestle comprising four legs, two of which are supported above the front axle and two above the rear, and the front legs connected with the rear legs by a top or carrier beam and two gambrel-stick beams, a carrier to slide on the top beam, a windlass, and a cord attached to the sliding carrier and windlass and provided with a lifting-hook, as set forth.

2. A wagon having in combination a trestle comprising four legs, two in front having the form of an inverted V and two at the rear of the same form, and a top, D, supported on the said trestle, as set forth.

3. A wagon having in combination a trestle comprising four legs, two in front having the form of an inverted V and two at the rear of the same form, and the said front and rear legs at the top connected by cross-bars a' , each of which is provided with a top notch, a , and a top, D, having a central longitudinal bar which occupies the notches of the said top cross-bars, as set forth.

4. A wagon having in combination the axles and bolsters, uprights attached at each end of the bolsters, and a body supported on the bolsters and provided at each corner with a pivoted fastening-iron having at its side a notch, e' , to take about the said upright, and at its end a hook, e'' , as set forth.

5. The combination of a wagon having the axles and bolsters, uprights attached at each end of the bolsters, a body supported on the bolsters and provided at each corner with a pivoted fastening-iron having at its side a notch, e' , to take about the said upright, and at its end a hook, e'' , and a scalding-trough, E, provided with eyes e^4 for the engagement of the hook ends, as set forth.

6. The combination, with the wagon-body B, of legs pivoted to the body, whereby when the body is removed and inverted it will be supported on the legs as a table, as set forth.

5 7. In a wagon, the combination of a trestle having a carrier-beam provided on top with holes or notches *t*, a carrier having a top part which rests and slides upon the beam, a yoke loosely attached to the carrier having up-and-
10 down play thereon, and at the top provided

with a stop-pin to enter any one of the holes or notches in the beam, a windlass, and a cord attached to the sliding carrier and windlass and provided with a lifting-hook, as set forth.

In testimony whereof I affix my signature in 15 the presence of two witnesses.

DANIEL S. AMSTUTZ.

Witnesses:

FRITZ REICHENBACH,
BENJAMIN F. ZELL.