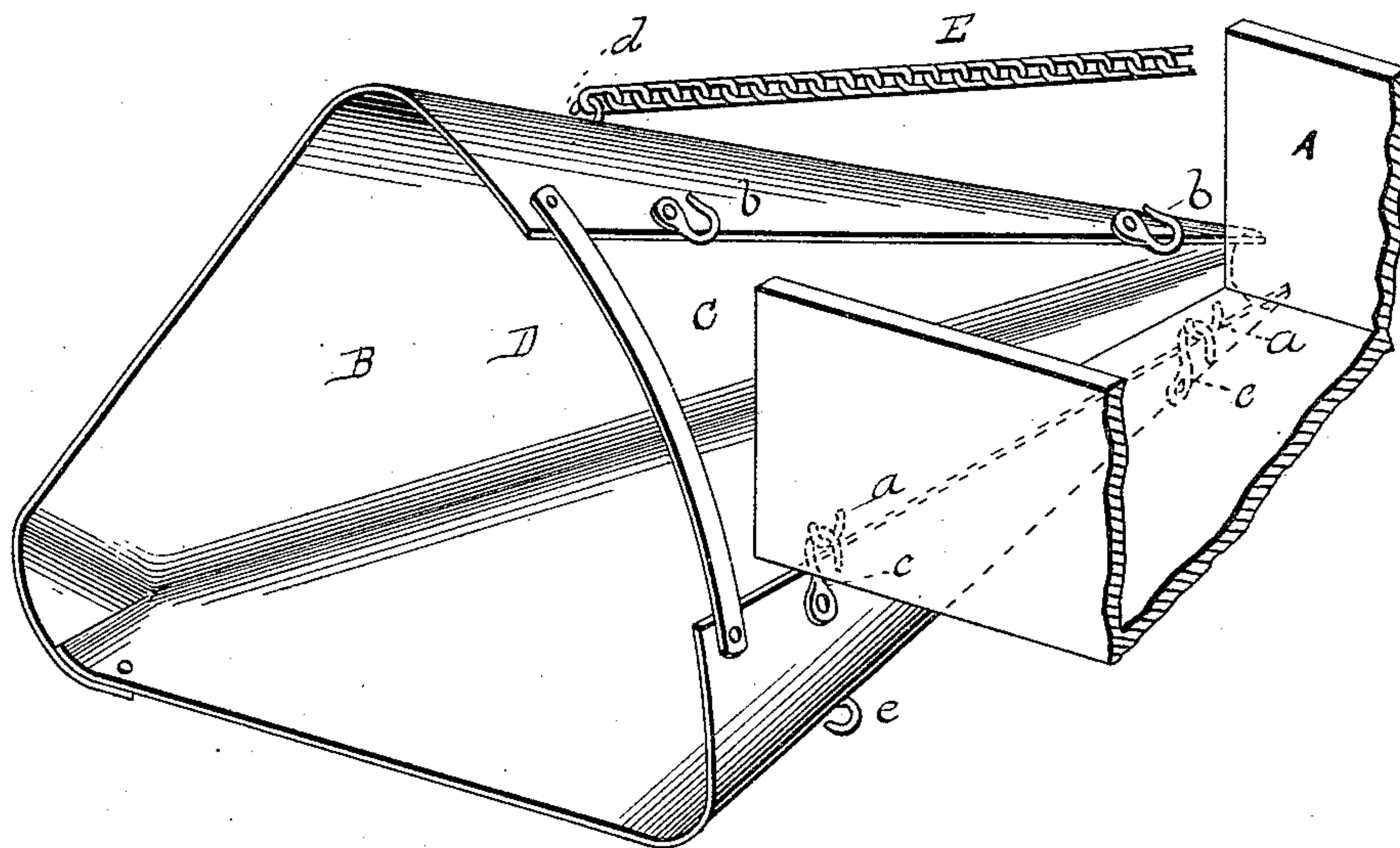


(No Model.)

W. CLAYPOOLE.
COAL CHUTE.

No. 429,840.

Patented June 10, 1890.



Witnesses:

George C. Claypoole
Harry S. Claypoole

Inventor:

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UNITED STATES PATENT OFFICE.

WASHINGTON CLAYPOOLE, OF PHILADELPHIA, PENNSYLVANIA.

COAL-CHUTE.

SPECIFICATION forming part of Letters Patent No. 420,840, dated June 10, 1890.

Application filed February 18, 1890. Serial No. 340,843. (No model.)

To all whom it may concern:

Be it known that I, WASHINGTON CLAYPOOLE, 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 Chutes; 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 has relation to improvements in chutes or conveyers for unloading coal, grain, and the like, from coal carts, wagons, or cars; and it has for its object to obviate the objectionable necessity of backing the vehicle up to the sidewalk or other point of discharge by providing means whereby the coal or other commodity may be discharged laterally from the end of the vehicle, as will be fully understood from the following description and claims, taken in connection with the accompanying drawing, in which the figure is a perspective view of my improved chute or conveyer adjusted in an operative position upon the end of a wagon-body.

Referring to the said drawing by letter, A indicates a portion of wagon-body, which may be of any ordinary or approved construction, and which is provided at its end upon the under side of its bottom with two downwardly-directed staples or eyes *a* (illustrated in dotted lines) to receive the attaching hooks of the chute or conveyer, presently to be described.

B indicates my improved adjustable chute for receiving the coal from the end of the wagon-body and conveying it laterally therefrom. This chute B, which is illustrated as of an approximately funnel form, that being a preferable construction, is provided with a longitudinal opening C in its side to allow of the passage of coal from the wagon into the chute.

The chute or conveyer, which, as has been described, is of an approximately funnel or cone form, is preferably constructed of a sheet of metal bolted together, as illustrated in the accompanying drawing, and bent so as to form a discharge, which, although of approximate funnel or cone form, is provided with two flat sides at approximate right angles to each

other, to afford plane inclinations for the travel of the coal or other commodity when the chute is in operation. The longitudinal opening in the chute, previously described, is formed by leaving an acute angular space of sufficient dimensions between the ends of the bent blank-plate, the acute angle form of opening being obviously preferable in a conveyer of the form illustrated.

D indicates a metallic link or strap, which bridges the opening C at the wider end thereof, and is bolted to and connects the respective ends of the metal plate, thus furnishing a stable and durable device, and by its placement in no wise obstructing the flow of coal.

At points upon the chute adjacent to its ends and upon both sides of the opening C, I place hooks *b* and *c*, which are suitably secured to said chute, and are respectively directed toward the opening C and bent outwardly. These hooks, of which there are a number on each side of the opening C, to coincide with the number of eyes placed upon the bottom of the wagon-body, hook into said eyes and render a connection between the wagon-body and conveying-chute.

At points *d* and *e*, respectively, upon the outside of the chute B, I place auxiliary hooks, which are adapted to engage an eye upon the free end of a stay-chain E, which is secured at its other end to the seat or other portion of the vehicle, and serves to support or suspend the chute in position.

By the construction of the chute described, and by the placement of the hooks upon both sides of the opening C, it will be readily apparent that the chute may be reversed at will, and coal, &c., discharged upon either side of the vehicle.

It is obvious that the construction of the chute may be varied materially without departing from the spirit of my invention, and that it may be constructed of wood or may be cast, if desired. It is also obvious that connections other than the hooks and eyes upon the chute and wagon-body, respectively, may be employed to effect a connection between the same, and that means other than the chain E may be employed to support or suspend the chute in position.

In operation the end-gate of the vehicle is removed after the chute has been adjusted to

position, as described, when the coal, &c., is shoveled into the conveyer through the opening C and conveyed to the point of discharge.

Having described my invention, what I claim is—

1. The chute of approximately funnel shape, having a receiving-opening in one side throughout its length, and adapted to discharge at its larger end, said chute having attaching devices on opposite sides of the receiving-opening, whereby it may be attached to a vehicle, so as to discharge right or left, substantially as specified.

2. The chute of approximately funnel shape, having a receiving-opening in one of its side walls, and adapted to discharge at its larger end, in combination with the hooks for attaching the same to a vehicle, and the stay-chain also adapted to be secured to a vehicle, substantially as specified.

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

WASHINGTON CLAYPOOLE.

Witnesses:

GEO. C. CLAYPOOLE,
HARRY D. CLAYPOOLE.