

No. 704,450.

Patented July 8, 1902.

F. H. & C. H. EICHHORN & F. P. DERNELL.

ICE RUNWAY.

(Application filed Feb. 19, 1902.)

(No Model.)

Fig. 1.

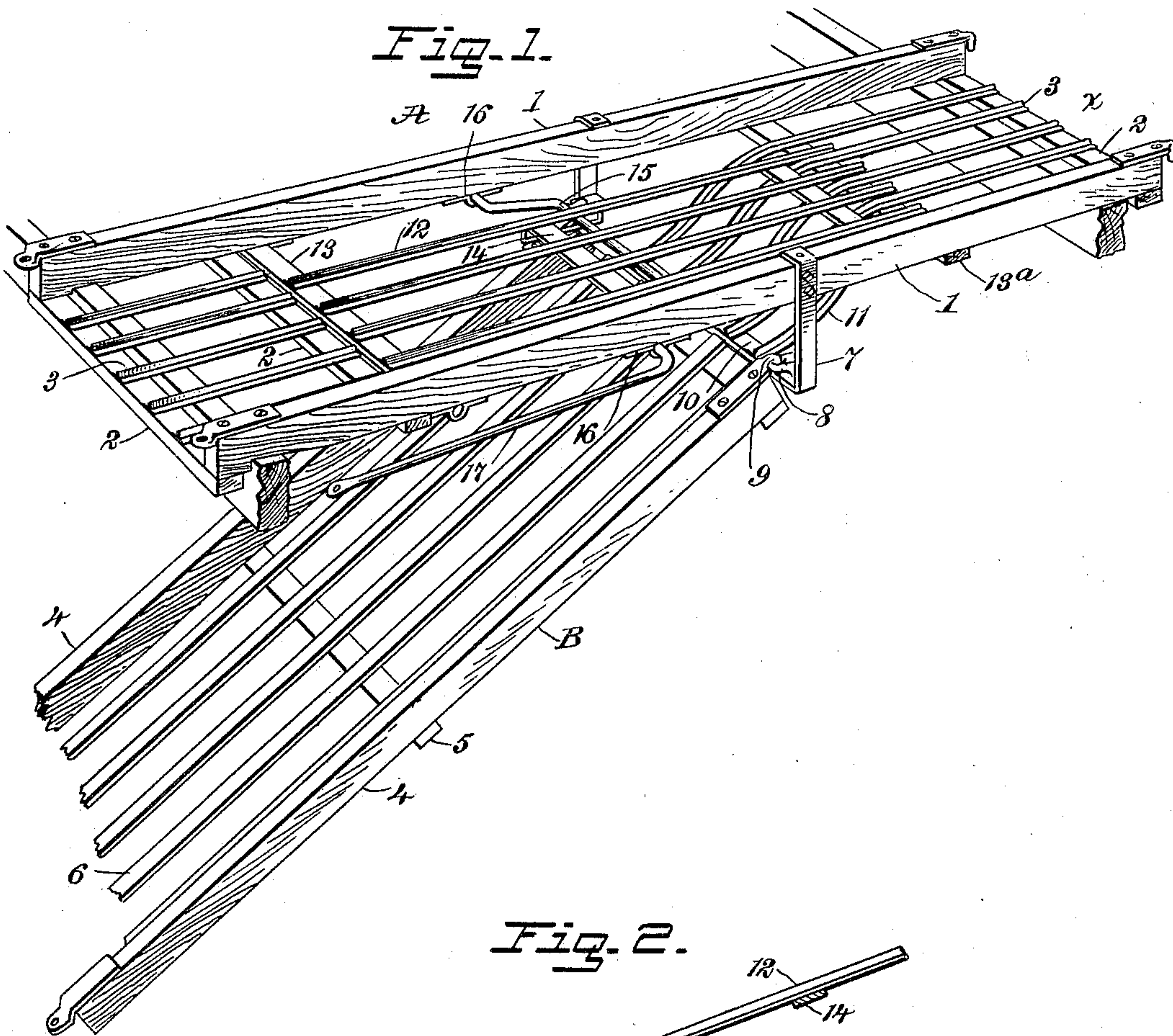
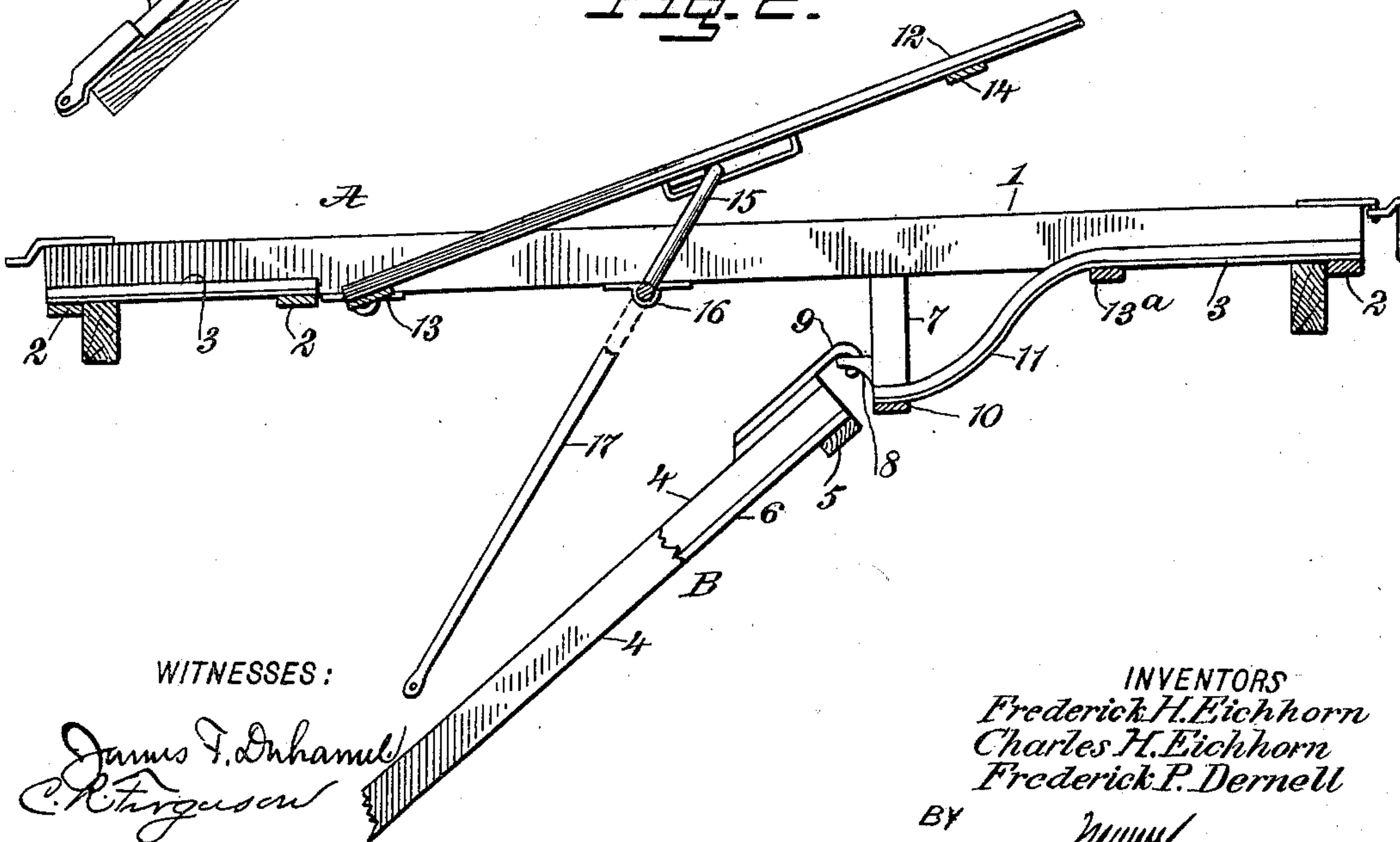


Fig. 2.



WITNESSES:

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FREDERICK H. EICHHORN, CHARLES H. EICHHORN, AND FREDERICK
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ICE-RUNWAY.

SPECIFICATION forming part of Letters Patent No. 704,450, dated July 8, 1902.

Application filed February 19, 1902. Serial No. 94,769. (No model.)

To all whom it may concern:

Be it known that we, FREDERICK H. EICHHORN, CHARLES H. EICHHORN, and FREDERICK P. DERNELL, citizens of the United States, and residents of Athens, in the county of Greene and State of New York, have invented a new and Improved Ice-Runway, of which the following is a full, clear, and exact description.

10 This invention relates to improvements in runways or chutes for transferring cakes of ice from an elevator or the like to an ice-house or to a vessel; and the object is to provide a runway so constructed that the ice cakes may
15 be directed at will to different compartments or rooms of an ice-house or to different parts of a transporting-barge or the like.

We will describe an ice-runway embodying our invention and then point out the novel
20 features in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in both figures.

25 Figure 1 is a perspective view of an ice-runway embodying our invention, and Fig. 2 is a longitudinal section thereof.

Referring to the drawings, A designates what may be termed a "section" of the main
30 runway, and B a section of a shunt-runway. The runway A consists of the side rails 1, connected by cross-strips 2, and extended longitudinally of the runway on these cross-strips 2 are the slats 3, consisting of metal or other
35 suitable material. The shunt-section B consists of the side rails 4, connected by cross-strips 5, on which are secured the longitudinally-disposed slats 6. The upper end of the section B has swinging connection with a
40 hanger 7, connected to the section A. As here shown, the hanger 7 is provided with eyes 8 to receive the hook 9 on the end of the section B, and arranged upon the horizontal portion 10 of the hanger are the curved portions
45 of the slats or strips 3.

Arranged in the section A is a trap consisting of slats 12, connected at the lower end to a cross-bar 13, which has hinged connection

with the side rails 1 of said section A. The opposite ends of these slats 12 rest when the
50 section A is in use upon a cross-piece 13^a, secured to the under sides of the side rails 1. The slats 12 are connected near the front by a cross-piece 14, and the trap-section is raised and lowered by means of a crank-shaft 15,
55 having bearings in boxes 16, secured to the side rails 1 of the section A. From one of the ends or journals of this crank-shaft an operating-handle 17 extends.

In operation, assuming that the ice is to be
60 slid along the chute 8 and its several other connections, it is placed from an elevator or the like on the upper end *x* of the chute. At this time, of course, the trap 12 will be closed. After discharging a number of cakes of ice
65 along the chute 8 it may be desired to discharge a number of cakes along the chute B to a different room or a different place of storage. Therefore the attendant by drawing
70 downward on the handle 7 will cause the trap 12 to be moved upward to the position indicated in Fig. 2, when of course the ice will pass down upon the section B of the runway. As the section B has hinge connection with
75 the other section it is obvious that said section B may be raised and lowered, as desired, or as the pile of ice increases in the ice-house.

Having thus described our invention, we claim as new and desire to secure by Letters
80 Patent—

1. An ice-runway comprising a main runway, a shunt-runway having swinging connection with the main runway, slat connections for directing ice from the inlet end of the main runway to the shunt-runway, a trap
85 mounted to swing in the main runway and normally forming a portion of the bottom thereof, and means for elevating said trap to permit the passage of ice from the main runway to the shunt-runway, substantially as
90 specified.

2. An ice-runway comprising a main runway, consisting of side rails and bottom slats, a hanger on said main runway, a shunt-runway having swinging connection with said
95 hanger, slat connections for directing ice from

the inlet end of the main runway to the shunt-runway, a trap mounted to swing in the main runway and normally forming a portion of the bottom thereof, a crank-shaft having
5 swinging connection with the main runway and engaging against the under side of the trap, and a handle on said crank-shaft, substantially as specified.

In testimony whereof we have signed our

names to this specification in the presence of two subscribing witnesses.

FREDERICK H. EICHHORN.
CHARLES H. EICHHORN.
FREDERICK P. DERNELL.

Witnesses:

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