

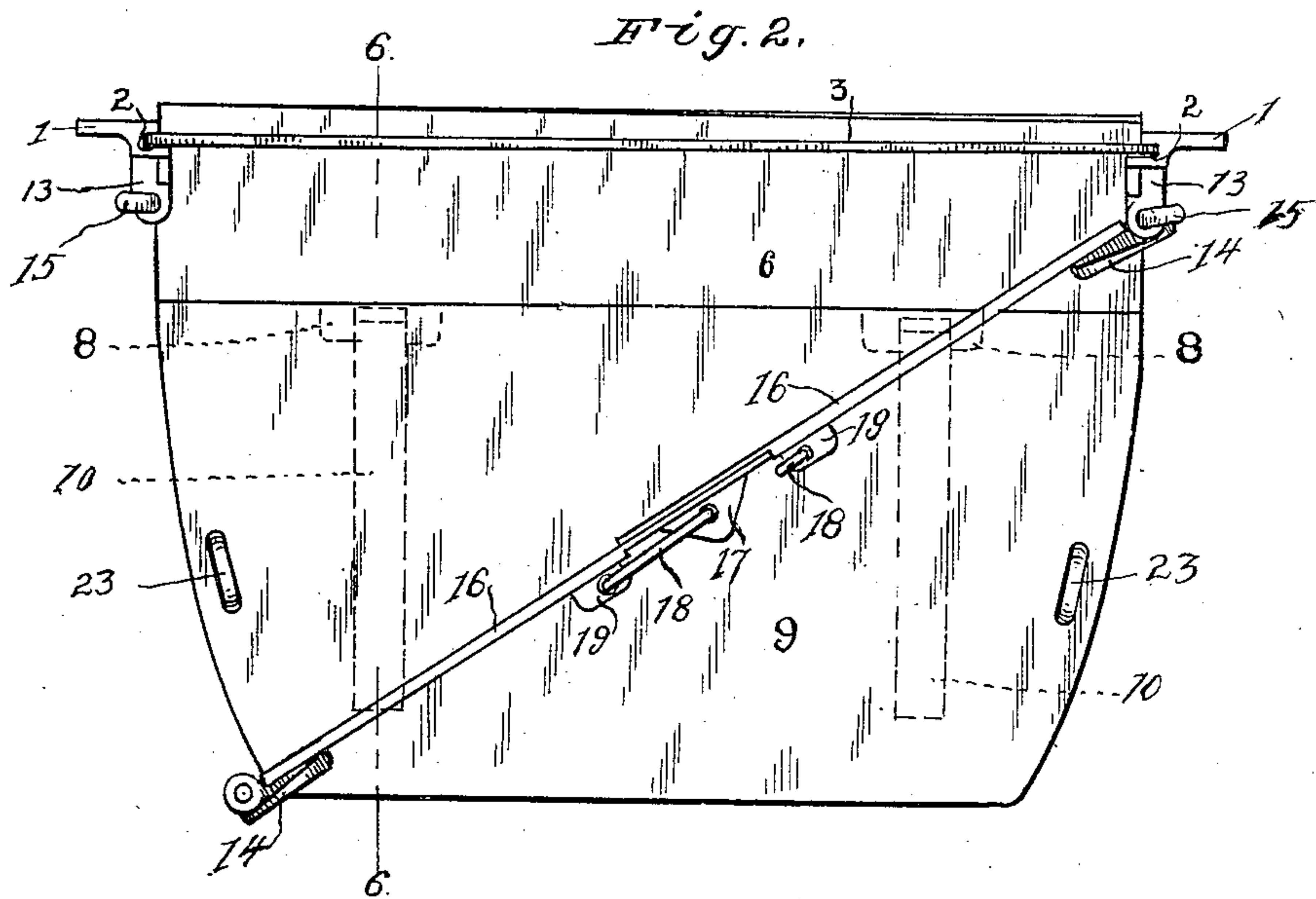
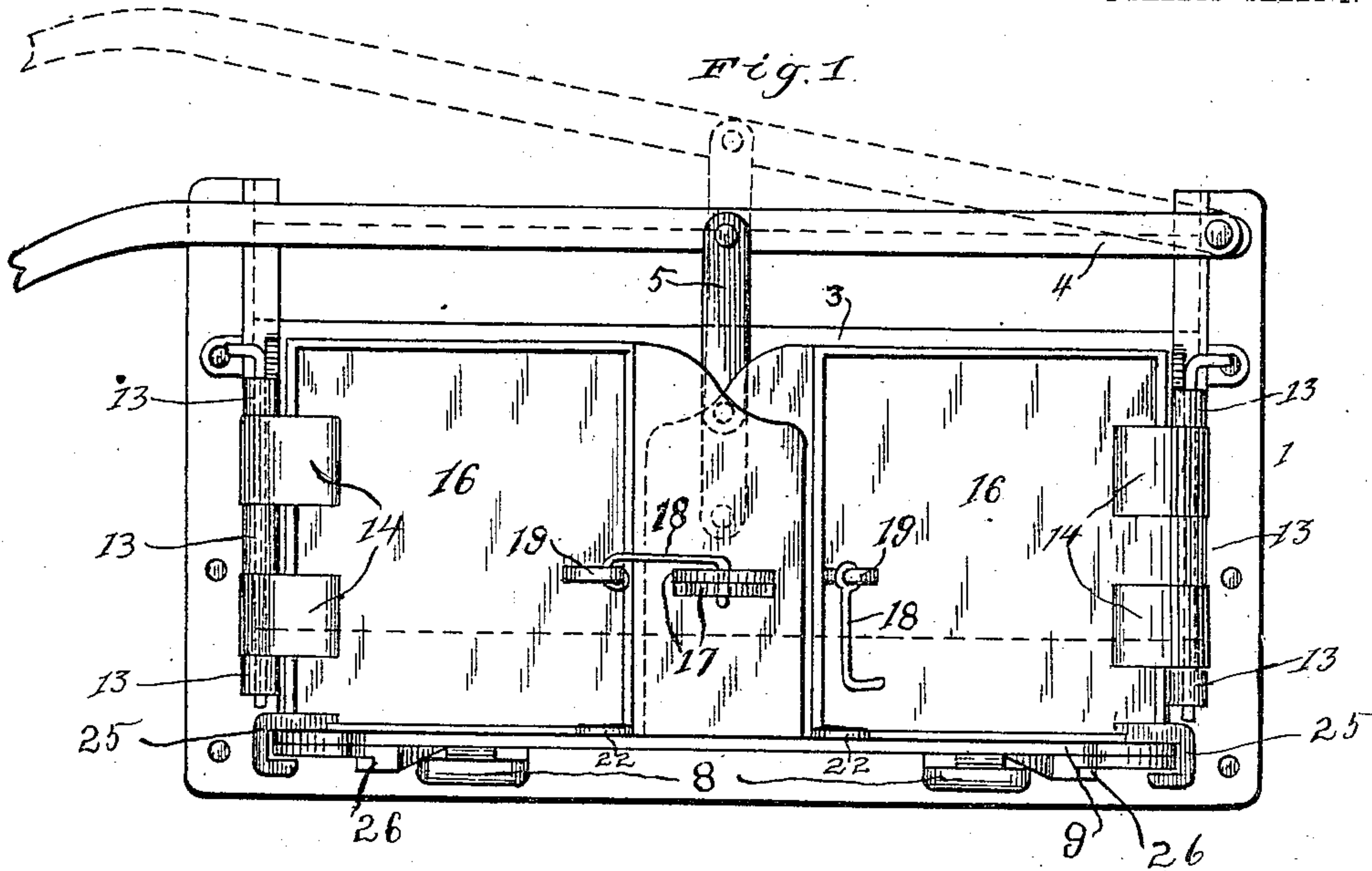
No. 868,278.

PATENTED OCT. 15, 1907.

F. M. KRASMER.
CHUTE WAGON.

APPLICATION FILED JUNE 13, 1907.

2 SHEETS—SHEET 1.



Witnesses

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2 SHEETS—SHEET 2.

Fig. 3.

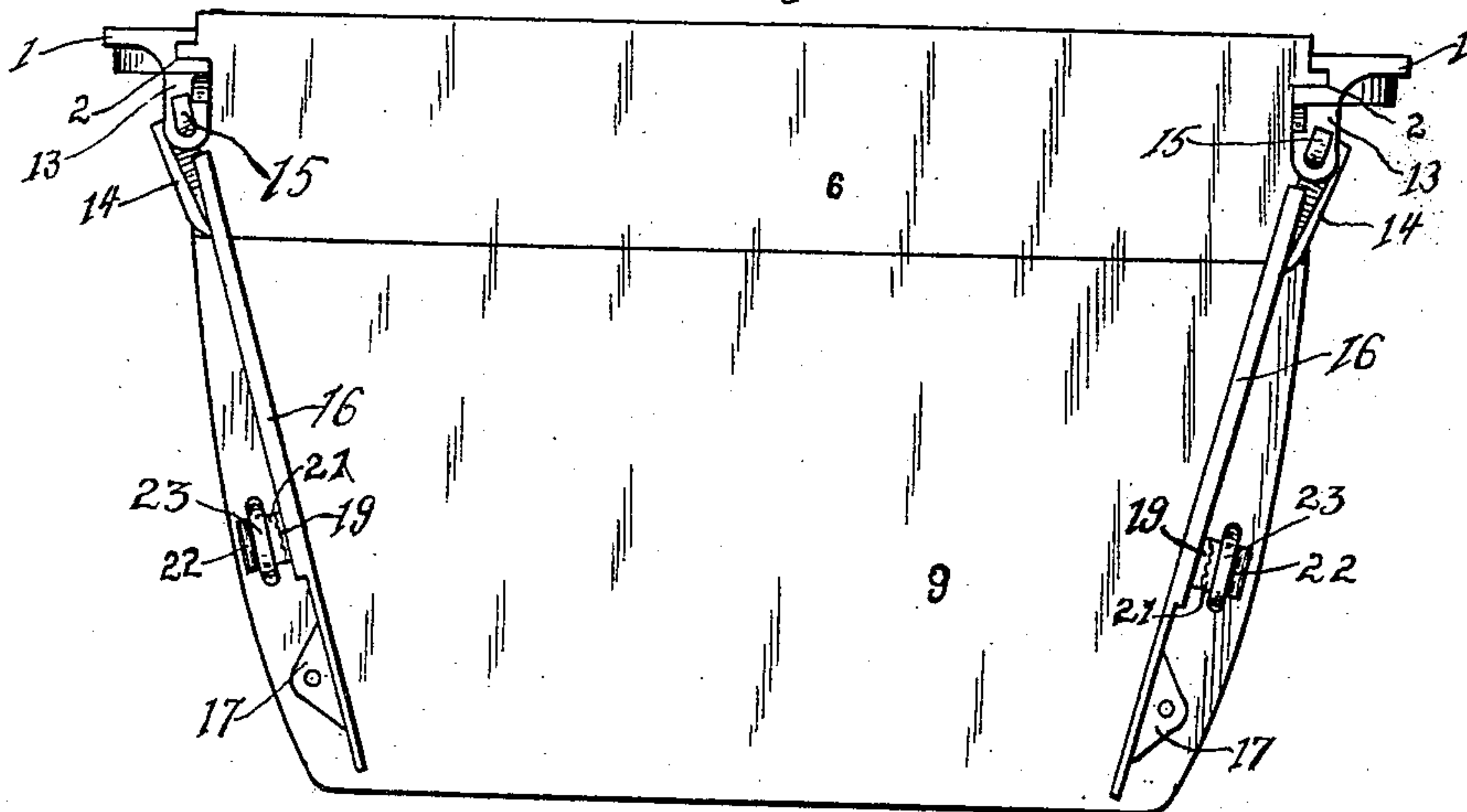


Fig. 4.

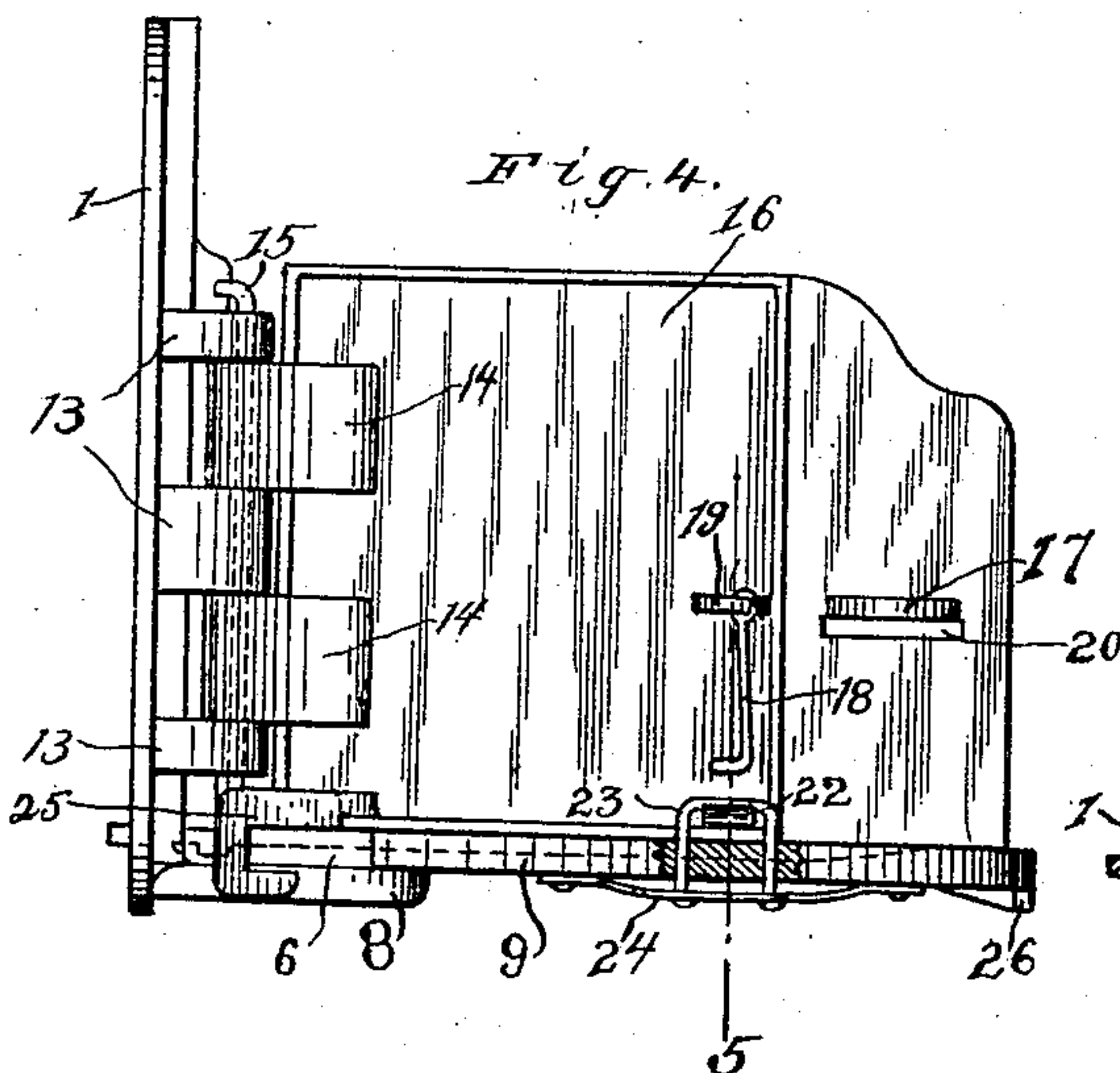


Fig. 5.

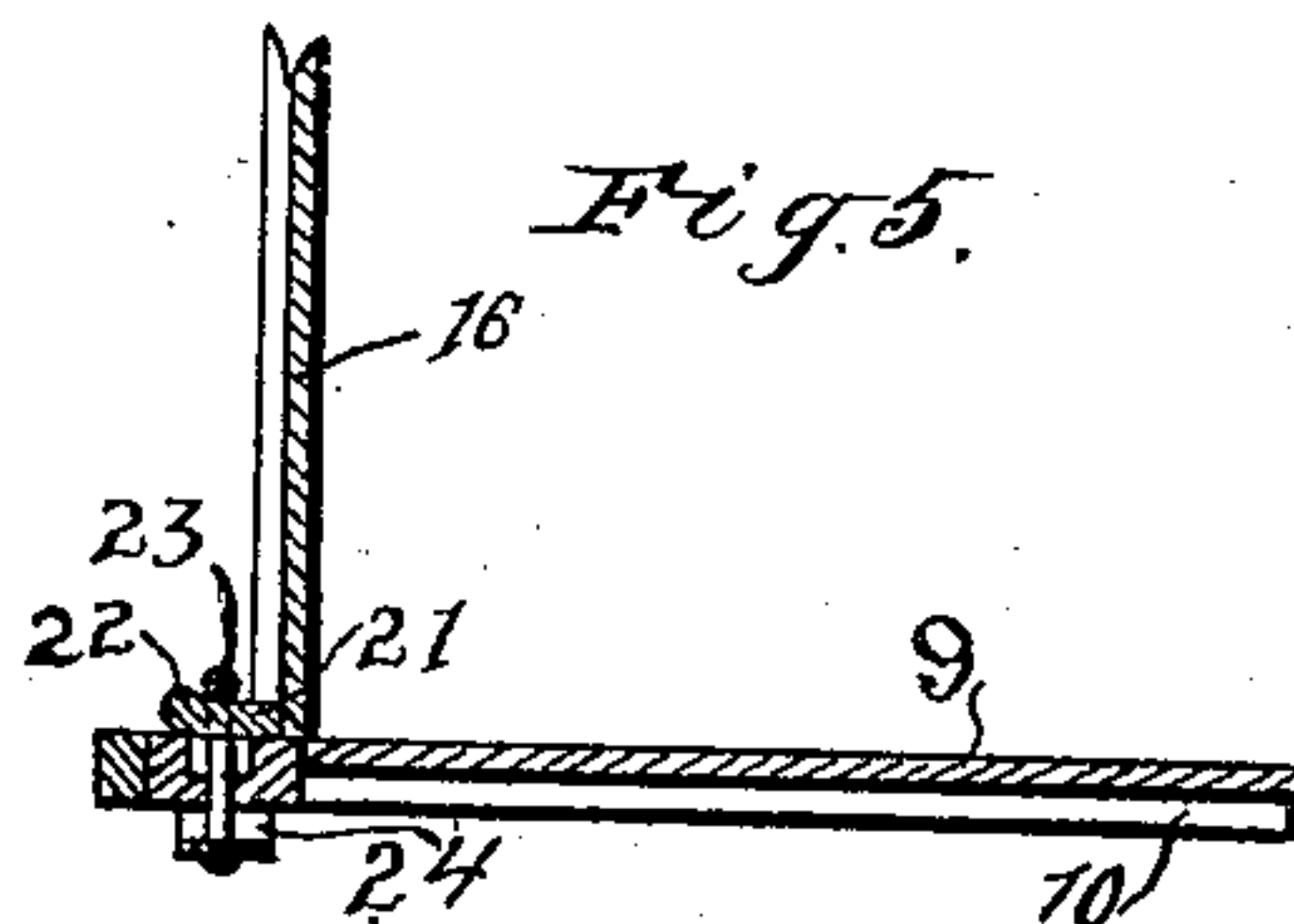
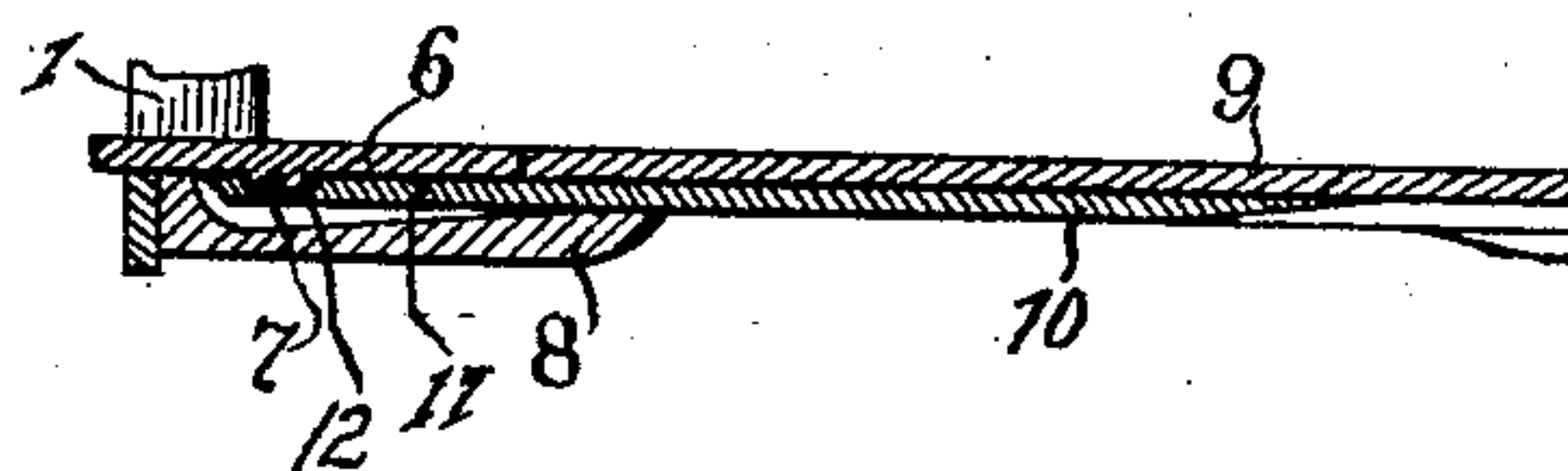


Fig. 6.



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CHUTE-WAGON.

No. 868,278.

Specification of Letters Patent.

Patented Oct. 15, 1907.

Application filed June 13, 1907. Serial No. 378,816.

To all whom it may concern:

Be it known that I, FRANK M. KRASMER, a citizen of the United States of America, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Chute-Wagons, of which the following is a specification.

This invention relates to new and useful improvements in chute wagons and has primarily for its object to provide a chute which will readily permit the contents of a wagon body to be discharged straight or to either side as the requirements of practice may necessitate.

It is a further object of this invention to provide a novel device of this kind which can be readily applied to any desired structure of wagon.

Furthermore, an object of this invention is to produce a device of the character noted which will be simple in construction, efficient in practice, and comparatively inexpensive to manufacture.

With the foregoing and other objects in view, the invention consists in the details of construction and in the arrangement and combination of parts to be hereinafter more fully set forth and claimed.

In describing the invention in detail, reference will be had to the accompanying drawings forming part of this specification wherein like characters denote corresponding parts in the several views, in which—

Figure 1, is a view in elevation of the invention in applied position, the same being shown inoperative. Fig. 2, is a top plan view of the invention showing it in position to discharge to the right. Fig. 3, is a top plan view illustrating the invention in position for a straight discharge, parts being broken away. Fig. 4, is a view partly in side elevation and partly in section illustrating certain features of the invention. Fig. 5, is a view on the line 5, of Fig. 4. Fig. 6, is a view taken on the line 6—6 of Fig. 2.

In the drawings 1, indicates an approximately U-shaped frame which is intended to be positioned around the discharge opening of a wagon body. The vertical sides of this frame are of such length as to extend above the discharge opening when in their applied position, and the opposed edges of the vertical sides are grooved as at 2, to act as guide-ways for the sliding gate 3, which may be operated by any suitable mechanism, but preferably as shown in the drawings wherein a hand lever 4, is pivoted adjacent the top of one of the vertical members and is connected with the gate by the link 5, which is pivoted centrally to the gate and to the lever.

Formed with the base of the frame is the flooring 6, which is intended to extend within the discharge opening. The under surface of this flooring adjacent each side and near the frame 1, is provided with the depending lug 7 (Fig. 6) and projecting from the frame beneath the lug 7, is the arm 8. The flooring 6, is provided

with an extension 9, which has formed on its under surface the ribs 10, which project beyond an edge of the extension. Each of these projections pass between an arm 8, and the flooring 6. To hold this extension 9, against displacement each projecting portion 11, is provided with a recess 12, in which a lug 7, rests. It is to be observed that the upper surface of the arm 8, is so arranged or formed as to permit the ready assemblage of the extension 9.

Formed with each of the vertical members of the frame 1, are the knuckles 13, between which fit the knuckles 14, formed with the wings 16. The knuckles 13, and 14, are engaged by the removable pintle 15. When the wings 16, are in a closed or inoperative position, they overlap and the overlapping portions are provided with the perforated lugs 17, which are intended to be positioned one above the other and a locking medium 18, passes through the perforations of the lugs as is more particularly shown in Fig. 1. While any form of locking medium may be employed, the hook shown in the drawings has been found most efficient. This hook is pivotally held by a lug 19, projecting from each of the sections at a point free of the overlapping portions. In order that the lugs 17, may assume the position one with relation to the other as hereinbefore referred to, the openings 20, are provided adjacent the lugs, the opening in one of the wings being beneath the lug, while the opening in the second wing is above the lug, as will, it is thought, be understood. Beneath the lugs 19, on each of the wings 16, adjacent the lower edge, there is a second lug 21, which has its outer end enlarged as at 22. This lug is intended to pass beneath a U-shaped catch 23. The stems of this catch pass loosely through the extension 9, and have their free edges engaged by the spring 24. It is the object of these lugs 21, and catches 23, to hold the wings 16, in position when opened for a straight discharge as illustrated in Fig. 3.

When it is desired to discharge to the right, the wings are overlapped with the right wing to the outside of the left wing, and the right pintle 15, is removed and the wings 16, are swung as a unit on the left pintle to the position shown in Fig. 2. The wings are held in this position by an approximately U-shaped lug 25, formed at the lower corner of the right wing which surrounds the free or outer edge of the flooring 6, and extension 9. It is to be observed that these edges are rounded to conform to the travel of the outer edge of the wing. The second wing is provided with a similar lug 25. In order that the horizontal movement of the wings will be limited the lugs 25, contact with or abut the stops 26, on the under surface of the extension 9, adjacent the forward or free edge thereof.

Should it be desired to discharge to the left, the operation just described is reversed, attention being directed to the fact that the left wing will overlap the right wing.

While this may not seem of importance, it is most essential as by this arrangement no obstruction whatever will be afforded the discharge of fuel.

What I claim is:

- 5 1. In combination, a chute comprising a frame, wings removably engaging the frame, and means for securing the wings one to the other.
2. In combination, a chute comprising a frame, wings removably secured thereto, said wings overlapping, and
- 10 means for securing the overlapping portions of the wings one to the other.
3. In combination, a chute comprising a frame, wings hinged to the frame, the pintles of the hinges being removable, and means for securing the wings one to the other.

4. In combination, a chute comprising a frame having 15 a base, wings removably engaging the frame, means for securing the wings one to the other and means for holding the wings against movement angular to the base of the frame.

5. In combination, a chute comprising a frame having 20 a base, wings hingedly engaging the frame, means for securing the wings one to the other, and means for limiting the movement of the wings.

In testimony whereof I affix my signature in the presence of two witnesses this 12th day of June, 1907.

FRANK M. KRASMER.

Witnesses:

JOHN KRASMER,
JOHN A. BOYD.