No. 852,204. PATENTED APR. 30, 1907.

J. H. SHAY, DEC'D.

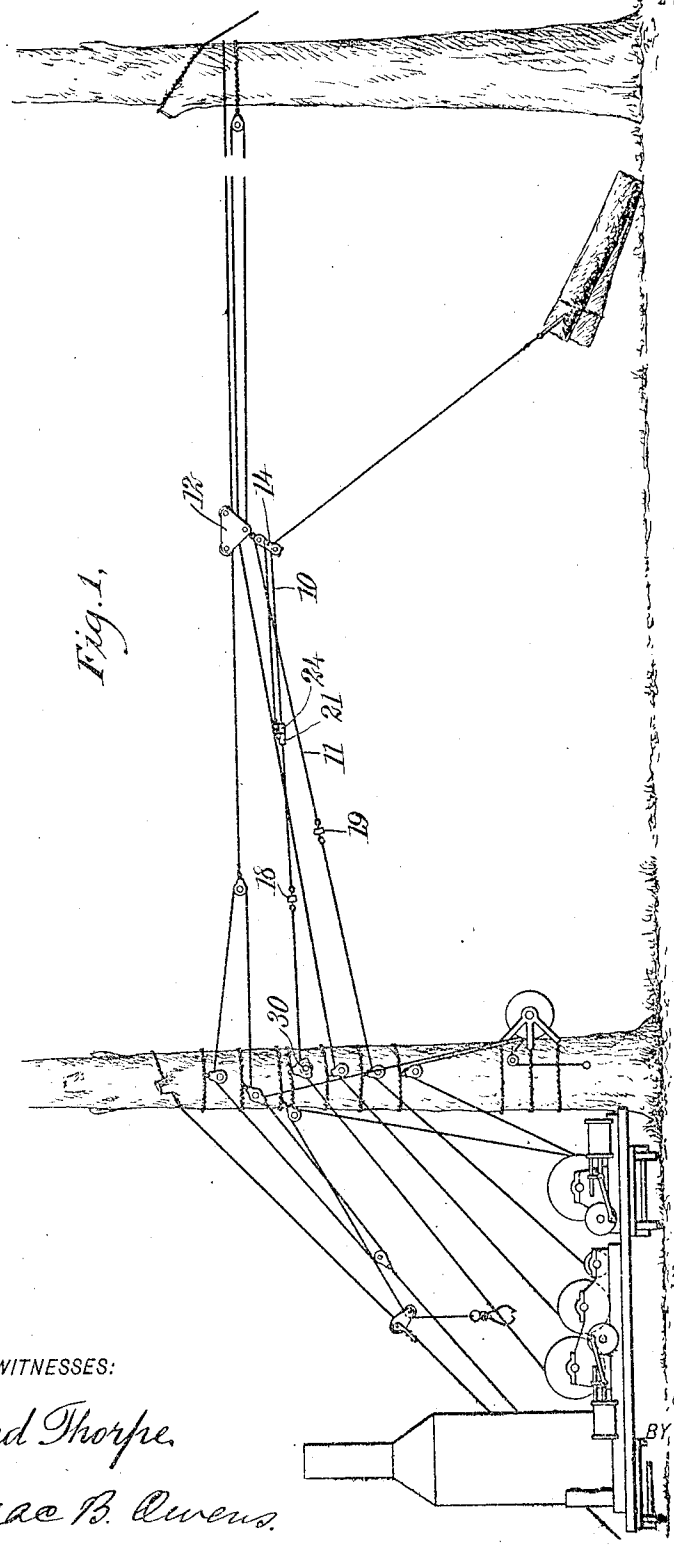
A. DUGUE, ADMINISTRATOR.

CONVEYER SYSTEM.

APPLICATION FILED JAN. 31, 1906.

2 SHEETS—SHEET 1.

Fig. 1.



WITNESSES:

Edward Thorpe.

Isaac B. Owens.

INVENTOR

John H. Shay

BY Munn & Co

ATTORNEYS

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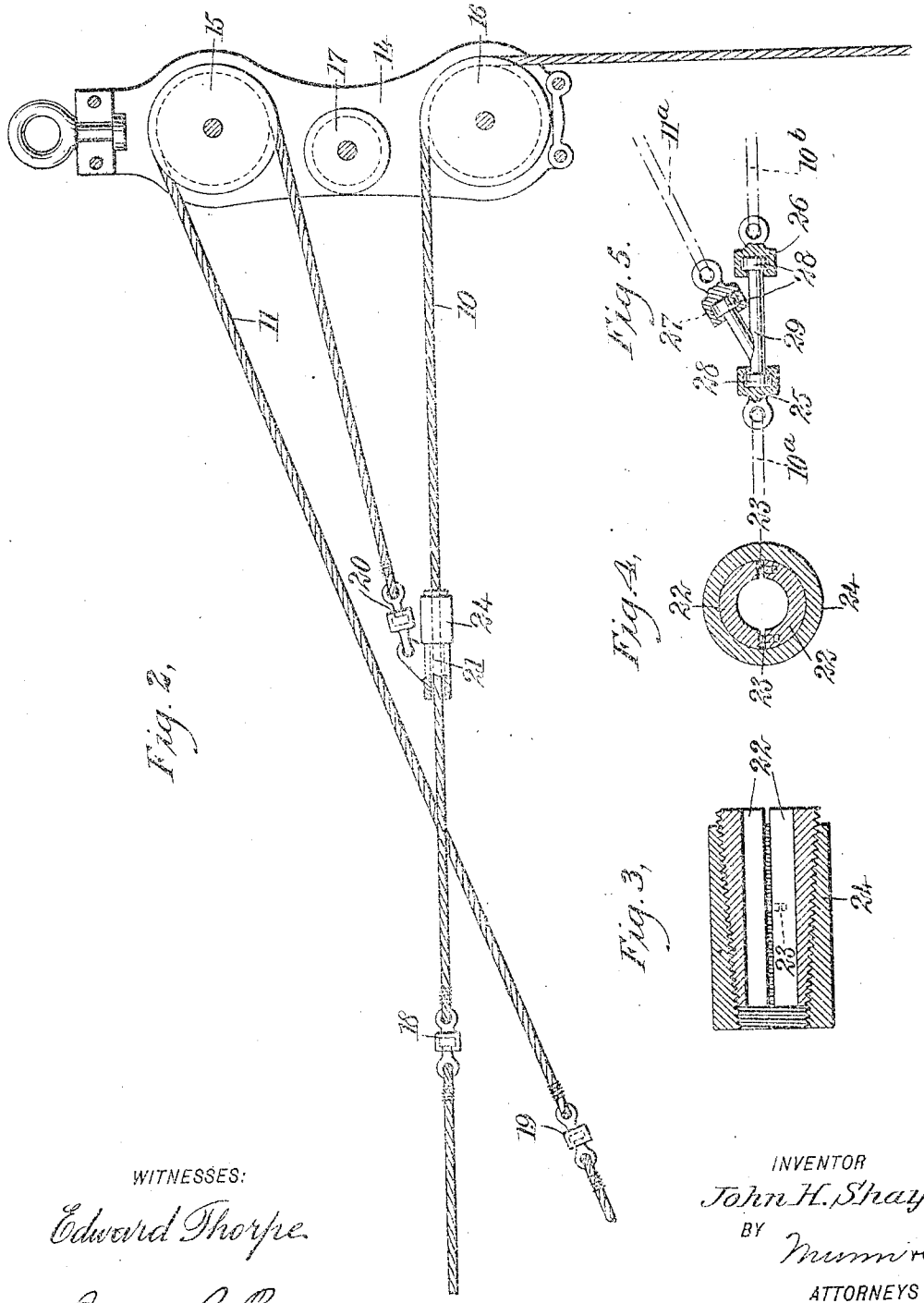


Fig. 2.

Fig. 5.

Fig. 4.

Fig. 3.

WITNESSES:
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UNITED STATES PATENT OFFICE.

JOHN H. SHAY, OF WALLACE, LOUISIANA, ASSIGNOR OF ONE-HALF TO DAVID J. McKAY, OF NEW ORLEANS, LOUISIANA; ADOLFO DUGUE ADMINISTRATOR OF SAID JOHN H. SHAY, DECEASED.

CONVEYER SYSTEM.

No. 852,204. Specification of Letters Patent. Patented April 30, 1907.

Application filed January 31, 1906. Serial No. 298,801.

To all whom it may concern:

Be it known that I, JOHN H. SHAY, a citizen of the United States, and a resident of Wallace, in the parish of Saint John the Baptist and State of Louisiana, have invented a new and improved Conveyer System, of which the following is a full, clear, and exact description.

The present invention relates to certain improvements in the prior patent to J. F. and D. J. McKay for overhead conveyer systems, dated September 5, 1905, Serial Number 798,822, which patent involves a peculiar log skidding arrangement and skidding line outhaul.

An essential object of my present invention is to prevent the twisting and consequent interference between the skidding and outhaul lines.

A further object is to so construct the double block of the carriage through which these lines run as to prevent the lines chafing against each other.

Still a further object is to avoid the necessity of splicing the skidding line outhaul into the skidding line.

Briefly stated, I attain these objects by providing the double block with a peculiarly arranged idler sheave which is located between the two sheaves of the block and separates the skidding and outhaul lines. I also provide a peculiar swivel connection between the two lines and I interpose swivels into sections of the lines in certain peculiar positions so as to prevent disadvantage from the twisting or turning of the lines.

The invention involves various other features of major or minor importance, all of which will be fully set forth hereinafter and particularly pointed out in the claims.

Reference is to be had to the accompanying drawings which illustrate as an example the preferred embodiment of my invention, in which drawings

Figure 1 is a side elevation of the frame as a whole; Fig. 2 is an enlarged view showing the double block and portions of the skidding line and skidding line outhaul; Fig. 3 is a longitudinal section of the peculiar clamp employed on the skidding line; Fig. 4 is a cross section of the same; and Fig. 5 is a sectional view of a modified form of the swivel.

10 indicates a skidding line, and 11 the skidding line outhaul, which are the same in general arrangement and function as in the prior patent to McKay above referred to. The double block to which these lines run is attached to the carriage 12, and comprises a shell 14, with the skidding outhaul sheave 15 and the skidding line sheave 16. Intermediate said sheaves is an idler sheave 17 which is smaller than the sheaves 15 and 16 and which serves to prevent interference between the two lines when said lines are slack. It has been found in the operation of the cableway that the twisting or turning of the cables tend to kink the same and prevent proper coaction of the parts. To remedy this defect I have interposed between the sections of the skidding line and skidding line outhaul swivels 18 and 19 which enable one section to turn or twist without imparting a corresponding turn to the other section.

The skidding line outhaul instead of being spliced into the skidding line is connected therewith by peculiar devices which will now be described:

20 indicates a swivel attached to the end of the outhaul and connected to a sleeve or collar 21 which slides loosely on the skidding line. This sleeve or collar is adapted to fetch up against the clamp which is fastened to the skidding line, and which, as shown, in Figs. 3 and 4, comprises two half cylindric sections 22 connected to move freely toward and from each other, but to be incapable of independent longitudinal movement by means of pins 23 on one section fitting loosely in openings in the other section. The sections 22 are externally tapered and threaded and are adapted to screw into a correspondingly interiorly tapered and threaded thimble 24. The sections 22 embrace the skidding line and the thimble 24 is screwed up over the sections, clamping them firmly to the skidding line at the point where it is desired to connect the outhaul. It will be seen that this construction allows free outward movement of the skidding line, and should this outward movement of the skidding line be insufficient, the line may be hauled out as desired by drawing on the skidding line outhaul 11, causing the collar 21 to strike the clamp on the skidding line, as shown in Fig. 2, and advance the skidding line in the manner fully set forth in the prior patent to Mc-

Kay. In order to allow the swivel 18, and if desired the collar 21 and clamp 24, to run through the supporting block at the head tree of the system, I construct said block, the position of which is illustrated at 30 in Fig. 1, with a sheave having an abnormally wide face and a shell correspondingly arranged so as to accommodate the attachment to the skidding line, and enable them to be drawn readily through the block.

Fig. 5 shows a peculiar swivel which not only may be used in place of the collar 21 and clamp 24, but which also performs the function of the swivel 18 on the skidding line. This peculiar swivel shown in Fig. 5 comprises a socket piece 25 connected with the inner section 10^a of the skidding line, a socket piece 26 connected with the outer section 10^b of the said line, and a socket piece 27 connected with the end 11^a of the skidding line out-haul. Within said socket sections 25, 26 and 27 are respectively engaged three heads 28 on a bifurcated connecting member 29. This arrangement not only joins the ends of the skidding line outhaul to the skidding line intermediate the ends of the latter line, but also allows free turning of the skidding line and free turning movement of the two sections of the outhaul line. These improvements avoid tangling and confusion of the two lines referred to, and allow free twisting. They further avoid weakening the skidding line by splicing the outhaul line thereinto and by the employment of the collar and clamp the point of connection between the outhaul line and the skidding line can be changed easily and frequently without in any way injuring the cables. The strength of a steel cable is decreased about one-seventh by splicing a section thereinto, and when the splice is taken out a decidedly weak section is left, which condition practically makes it impossible to change the point of connection between the two lines should such change be desired. My improvements also avoid chafing and confusion of the skidding line and skidding line outhaul during the time they are slack, the peculiarly arranged sheave 17 of the double block separating the two lines, as explained.

Having thus described the preferred form of my invention, what I claim as new and desire to secure by Letters Patent is:

1. A conveyer system having a skidding line, a skidding line out-haul, and a double block, the sheaves of which are adapted respectively to carry the skidding line and skidding line outhaul, said block having an idler sheave interposed between the two active sheaves of the block to prevent confusion of the said skidding line and skidding line outhaul.

2. A cable-way having a skidding line, a skidding line out-haul, a block with two sheaves located at different points along the length of the block, and adapted respectively to carry the skidding line and skidding line outhaul, and an idler sheave located intermediate the two first named sheaves, for the purpose specified.

3. A cable-way having a skidding line in two sections, a swivel connection between the two sections, a skidding line out-haul, and a swivel connection between the two lines.

4. A cable-way having a skidding line outhaul in two sections, and a swivel connection between said sections, for the purpose specified.

5. A cable-way having a skidding line, a stop thereon, a skidding line outhaul, and means establishing sliding connection between the outhaul and skidding line, said means being adapted to fetch up against the stop.

6. A cable-way having a skidding line, a stop clamp adjustably fastened thereto, a skidding line outhaul, and means establishing sliding connection between the outhaul and skidding lines, said means being adapted to fetch up against said stop clamp.

7. A cable-way having a skidding line, a stop thereon, a skidding line outhaul, and means establishing sliding connection between the outhaul and skidding line, said means being adapted to fetch up against the stop, and said means including a swivel at the end of the skidding line outhaul.

8. A cable-way having a skidding line, a stop clamp adjustably fastened thereto, a skidding line outhaul, and means establishing sliding connection between the outhaul and skidding lines, said means being adapted to fetch up against the said stop clamp, and said means including a swivel at the end of the skidding line outhaul.

9. A cable-way having a skidding line, a clamp adjustably secured thereon, a collar sliding loose on the skidding line and adapted to fetch up against the clamp, a skidding line outhaul, and means connecting the outhaul with the collar.

10. A cable-way having a skidding line, a clamp adjustably fastened thereon, a collar sliding on the skidding line and adapted to strike the clamp, a skidding line outhaul, and a swivel connecting the end of the outhaul with the collar.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN H. SHAY.

Witnesses:
HENRY L. SARPY,
F. R. DUPLANTIER.