(No Model.)

E. T. THOMAS.

ELECTRICALLY OPERATED SHIP CLEANING DEVICE.

No. 588,933. Patented Aug. 24, 1897.

Fig. 1.

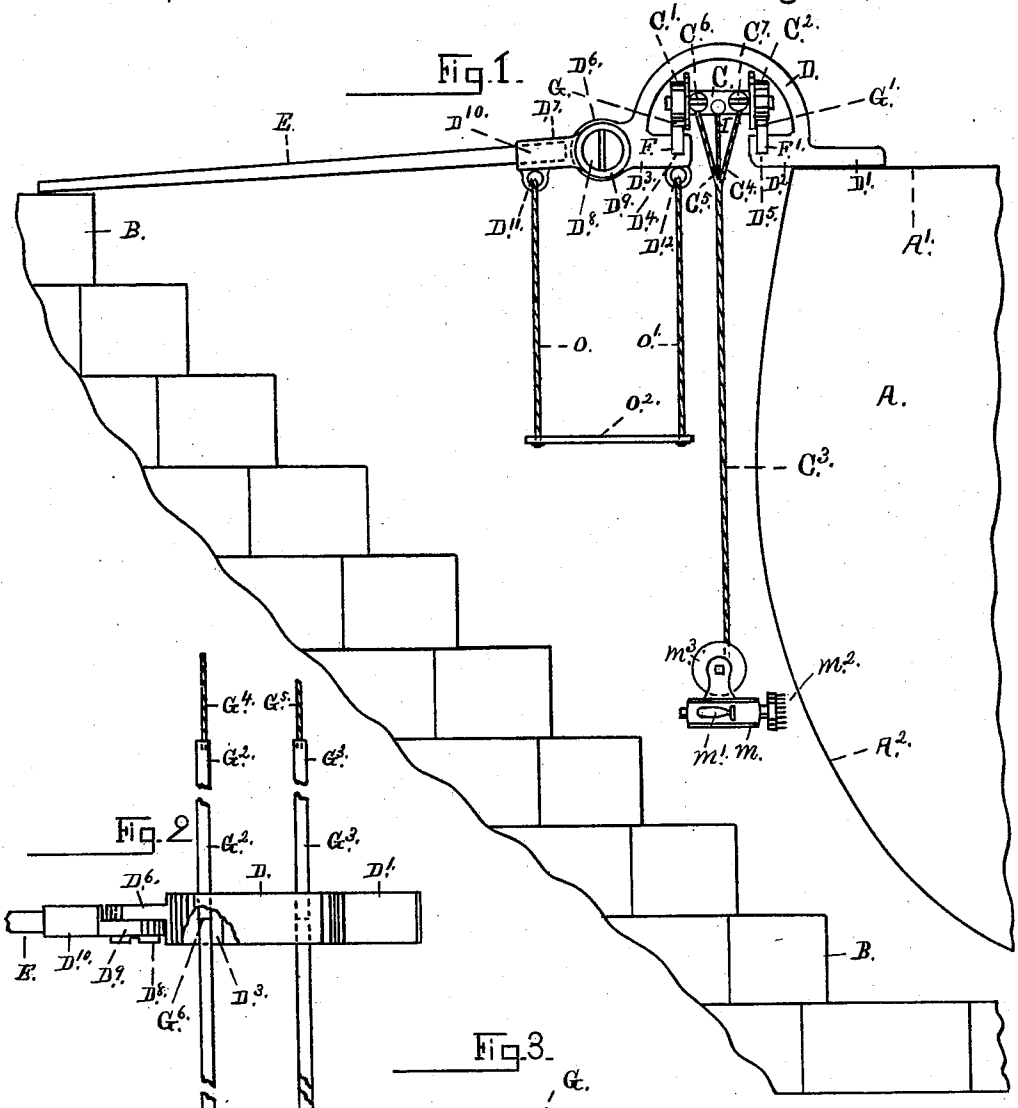
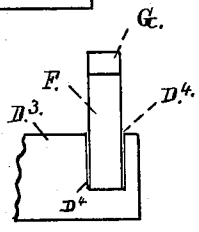


Fig. 2.

Fig. 3.



Witnesses:
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UNITED STATES PATENT OFFICE.

EDDY T. THOMAS, OF NEW YORK, N. Y.

ELECTRICALLY-OPERATED SHIP-CLEANING DEVICE.

SPECIFICATION forming part of Letters Patent No. 588,953, dated August 24, 1897.

Application filed April 21, 1896. Serial No. 588,486. (No model.)

To all whom it may concern:

Be it known that I, EDDY T. THOMAS, a citizen of the United States, residing at New York city, in the county of New York and State of New York, have invented certain new and useful Improvements in Trolley Brackets and Supports; and I do hereby 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.

The object of this invention is to facilitate the handling of portable electric motors for ship-cleaning and other purposes.

The invention consists in a portable frame supporting a track, trolley-conductors, a track supporting a truck, current-wires, and motor, and an adjustable rest and platform.

Figure 1 represents a cross-section of a dry-dock, part of a ship's hull, and the side view of the supporting-frame and appliance. Fig. 2 shows the top of the trolley-conductors and supporting-frame, and Fig. 3 shows a partial view of the trolley-conductors and track-supporting frame and conductors.

A, Fig. 1, represents a part of a ship's hull to be cleaned and prepared for painting placed in the dry-dock B.

The dock B is of ordinary construction and therefore needs no description.

D, Figs. 1 and 2, represents a metal frame arched sufficiently to allow the truck C to pass, and it is provided with a horizontal flange D′, which rests on the deck A′ of the ship A; also, a vertical flange D′, to which the adjustable arm D^9 is secured by the screws D^8. D^7 is a hollow extension into which the pole E is secured, as at D^{10}, while the opposite end of the pole rests on the top of the dock B. By the aid of this adjustable arm D^9 the pole may be set at any angle, and in case of a floating dock being used it may be set at or near a vertical position.

D^2 and D^3 are flanges having recesses D^4 and D^5, in which the ends of the joists F and F′ are held, the flanges D^2 and D^3 being of a suitable width to receive both ends of the joists F and F′, (shown at G^6, Fig. 2.) By this plan several of the frames or brackets D and joists may be connected and used at the same time.

D^{11} and D^{12}, Fig. 1, are staples, through which the ropes O and O′ are passed to hold the scaffolding O^2 on which the operator stands while cleaning the ship with the brush M^2, driven by the electric motor M.

G and G′ in the several figures are current or trolley wires mounted on and fastened to the joists F and F′ and are secured in contact with the other conductors G^2 and G^3 at G^6.

G^4 and G^5 are current-wires leading to and from the generator. (Not shown.)

C, Fig. 1, is a truck-frame mounted on trolley-wheels $C'C^2$, to which the current-wires C^4 and C^5 are held by screws C^6 and C^7 and support the reel M^3 and motor M by aid of the united current-wires C^3.

The screws C^6 and C^7 may be dispensed with by allowing the wires C^4 and C^5 to come in contact with the wheels C′ and C^2.

The truck C rests on the trolley or conducting rods G and G′.

The operation is as follows: The frame D, truck C, and motor M are placed in position. The wires G^4 and G^5 from the generator are secured to the conductors G^2 and G^3, as shown at Fig. 2. The current is then turned on, which takes the course through the wires G^4 to the conductors G^2 or G, then to the trolley-wheels C′ to the screw C^6, which is in contact with the wheels C′, then down the wires C^4 to the electric motor M, and is then returned through the wire C^4 to the screw C^7, and then to the trolley-wheel C^2, conductors G′ or G^3, and wire G^5 to the generator. (Not shown.)

In cleaning houses the pole would be fastened to the top of the house and frame D extended over the side, and in shops or yards the frame D can be supported in any suitable way to form a track and support the electric motor.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The arched frame D, supporting the electric conductors G, and G′, in combination with the truck C, provided with the wheels C′, and C^2, for holding the portable suspended motor M, and tools operated by said motor as and for the purpose described.

2. The arched frame D, supporting the joist F, the electric conductors G and G′ forming a track for the truck C to run on, in combination with the truck C, provided with the

wheels C′, and C², for holding the portable suspended motor M, and tools operated by said motor as and for the purpose described.

3. The frame D, having adjustable arm D⁹, and supporting the electric conductors G, and G′, forming a track for the truck C, to run on, in combination with the truck C provided with the wheels C′, and C², for holding the portable suspended motor M, and tools operated by said motor as and for the purpose described.

4. The frame D, having adjustable arm D⁹, pole E, and electric conductors G, and G′ which form a track for the truck C, to run on, in combination with the truck C, provided with the wheels C′, and C², for holding the portable suspended motor M, and tools operated by said motor as and for the purpose described.

5. The frame D, having staples D¹¹, and D¹², to support the ropes O, O′, and scaffolding O², the electric conductors G, and G′ forming a track for the truck C, to run on, in combination with the truck C, provided with the wheels C′ and C², for holding the portable suspended motor M, and tools operated by said motor as and for the purpose described.

6. The frame D, supporting the electric conductors G, and G′, in combination with the truck C, provided with the electric conducting-wheels C′ and C², conducting-wires C⁴ and C⁵, and suspended portable motor M, and tools operated by said motor as and for the purpose described.

7. The frame D, supporting the electric conductors G, and G′, in combination with the truck C provided with the electric conducting-wheels C′ and C², conducting-wires C⁴, and C⁵, and portable motor M, and tools operated by said motor with reel M³, as and for the purpose described.

In testimony whereof I affix my signature, in presence of two witnesses, this 18th day of April, 1896.

EDDY T. THOMAS.

Witnesses:
S. A. TERRY,
C. L. MARSHALL.