(No Model.)

C. PETTIGREW.

BILLET CONVEYER.

No. 445,288. Patented Jan. 27, 1891.

Fig. 1.

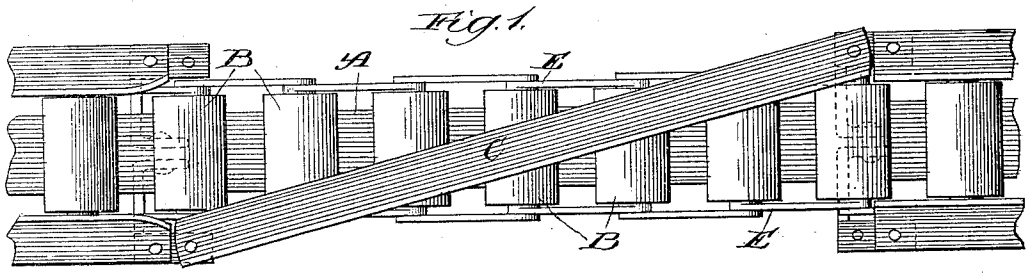


Fig. 2.

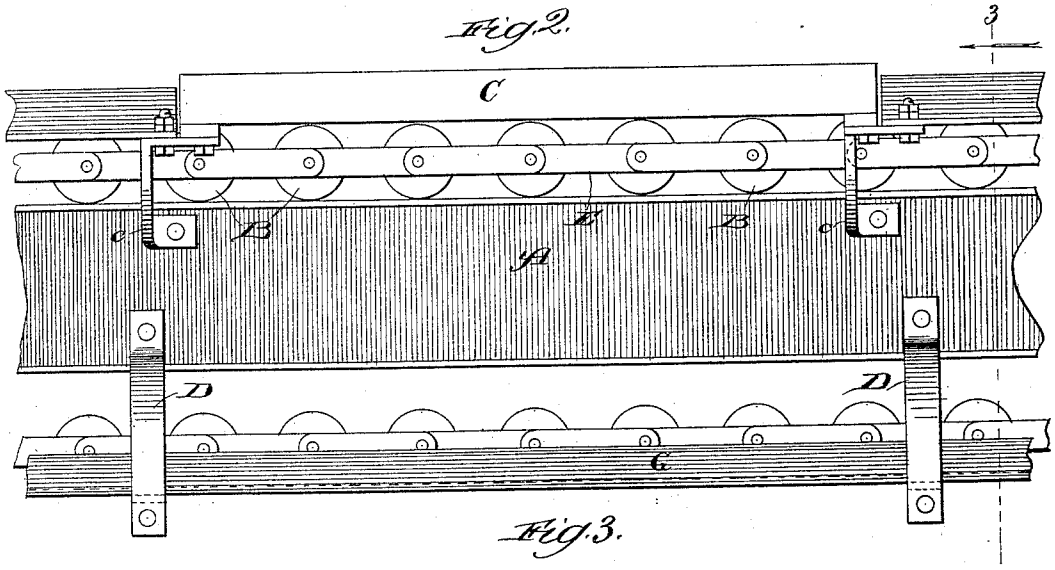
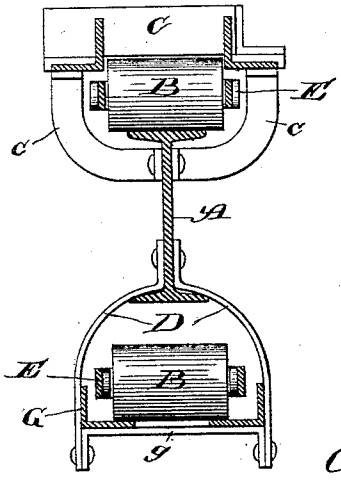


Fig. 3.



Witnesses:
Chas. E. Sanford.
Clifford H. White.

Inventor:
Charles Pettigrew,
By Banning & Banning & Payson,
Att'ys.

THE NORRIS PETERS CO., PHOTO-LITHO., WASHINGTON, D. C.

UNITED STATES PATENT OFFICE.

CHARLES PETTIGREW, OF JOLIET, ASSIGNOR TO THE ILLINOIS STEEL COMPANY, OF CHICAGO, ILLINOIS.

BILLET-CONVEYER.

SPECIFICATION forming part of Letters Patent No. 445,288, dated January 27, 1891.

Application filed August 16, 1890. Serial No. 362,169. (No model.)

To all whom it may concern:

Be it known that I, CHARLES PETTIGREW, of Joliet, Will county, Illinois, have invented a new and useful Improvement in Billet-Conveyers, of which the following is a specification.

The object of my invention, which is an improvement on the one described in the Smith, Treat, and Pettigrew application, filed July 18, 1890, Serial No. 359,152, is to provide for guides and switches on billet-conveyers having plain rollers; and the invention consists in the features and combinations hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a plan view of a billet-conveyer having plain rollers containing my improvements; Fig. 2, a side elevation of the same, and Fig. 3 a cross-section taken in line 3 of Fig. 2.

A is the conveyer; B, the plain rollers thereof; C, angle-irons forming guards, and also used for switching purposes; *c*, brackets supporting the same, and D hangers supporting the return-track of the conveyer.

For carrying billets from the shears to their place of delivery, an ordinary conveyer having a series of traveling rollers is generally used. To support the rollers which convey the billets to their place of delivery, I-beams are employed, the I-beams being supported from their webs by suitable frame-work. The upper side of the I-beams forms a continuous track, along which the rollers carrying the billets move. In my present form of conveyer these rollers are made plain—that is, without flanges at their ends—and to prevent the billets from running off at the ends I arrange a series of angle-irons along their ends, extending above their upper surfaces. These angle-irons are supported on suitable brackets, bolted or otherwise secured to the I-beams. (See Fig. 3.)

As the billets are to be delivered at different places along the track, usually commencing at the end farthest from their starting-point, I provide for switching them or diverting them from their course at any desired point, so that they will be moved to one side and drop off at such point. These switches are preferably formed of angle-irons similar to those above mentioned. In fact, the angle-irons used for guards may also be used for switching purposes, and this is the way in which I prefer to form the switch. In this case the angle-irons are so attached that they can be taken up and placed diagonally across the conveyer at any point desired, and thus the points for switching and dumping the billets can be varied at pleasure. When the angle-irons are thus used for switching purposes, they are arranged as shown in Fig. 1, so that the billets, as they are advanced forward by the traveling rollers, come into contact with the switch and are carried off or guided to one side, from which, of course, they fall to the ground. Of course it will be understood that the angle-irons may be arranged in such way as will be most convenient for switching purposes, and therefore I do not intend to limit myself to any particular form, location, or arrangement of switch, the only requirements in this respect being that the switch shall be capable of diverting the course of the billets and causing them to fall off or be dumped to the ground.

I claim—

1. In a billet-conveyer having plain rollers, angle-irons placed at the ends of the rollers along the track on which they travel and forming guides for the rollers, substantially as described.

2. In combination with a billet-conveyer having plain rollers, a switch extending diagonally across the track of the rollers to dump the billets, substantially as described.

3. In combination with a billet-conveyer having plain rollers, angle-irons at the sides of the track adjustable to form a switch to dump the billets, substantially as described.

CHARLES PETTIGREW.

Witnesses:
S. J. DREW,
G. K. ROBERTS.