

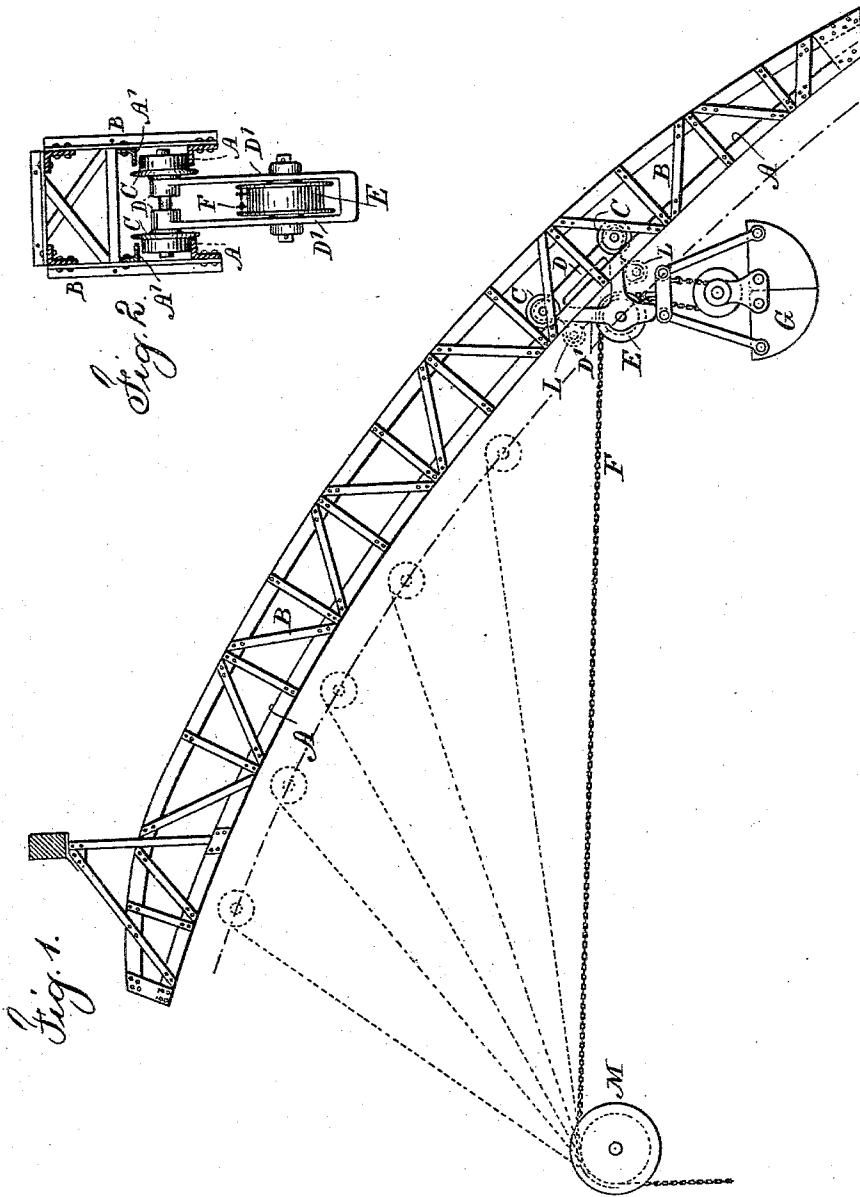
(No Model.)

C. W. HUNT.

ELEVATING APPARATUS FOR COAL, ORES, &c.

No. 553,118.

Patented Jan. 14, 1896.



Witnesses

Chas. H. Smith
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UNITED STATES PATENT OFFICE.

CHARLES W. HUNT, OF WEST NEW BRIGHTON, NEW YORK.

ELEVATING APPARATUS FOR COAL, ORES, &c.

SPECIFICATION forming part of Letters Patent No. 553,118, dated January 14, 1896.

Application filed July 22, 1893. Serial No. 481,175. (No model.)

To all whom it may concern:

Be it known that I, CHARLES W. HUNT, a citizen of the United States, residing at West New Brighton, in the county of Richmond and State of New York, have invented an Improvement in Elevating Apparatus for Coal, Ores, &c., of which the following is a specification.

In my Patent No. 527,496, granted October 16, 1894, a curved or parabolic boom is represented.

In my present invention the boom is formed of upper and lower members connected together, the lower members being formed of angle-irons projecting toward each other and forming track-rails on which the truck-wheels run, and the truck extends down below the track and is provided with a sheave for the hoisting rope or chain, and there are means for preventing the truck being tipped as it is drawn up or down the track.

In the drawings, Figure 1 is an elevation representing the present improvement. Fig. 2 is a cross-section in larger size, showing the tracks of the boom.

The tracks A of the boom are preferably made of angle-iron projecting toward each other, and the boom is advantageously made of iron-work with braces B connecting the upper and lower members of the boom, and my present improvements are preferably used with a boom having a curved or parabolic track at an inclination. The two sides of the boom having upper and lower members, as aforesaid, are connected together at their upper portions by cross-braces, as seen in Fig. 2.

The truck has rolls or wheels C C with axles mounted in suitable bearings in the frame D, and the sheave or pulley E receives the hoisting rope or chain F that passes over such sheave to any suitable bucket or hoisting device represented at G.

If the sheave E were directly supported by the frame D and between the wheels C C, as has heretofore been usual, the bucket G would be liable to come in contact with the tracks A of the boom if the bucket were hoisted until the upper end thereof were arrested by the truck. To prevent this difficulty the sheave E is supported by the frame pieces or connections D' at some distance within and be-

low the track A, so that when the bucket G is drawn up the upper part thereof may be arrested and the bucket remain away from the boom, and the further pull upon the rope or chain F will cause the truck to roll bodily up the inclined tracks A to the place of delivery, and latches and other holding devices are dispensed with.

Guard-rails A' may be applied above the wheels C, as shown in Fig. 2, to prevent the frame D D' tipping or becoming displaced by the action of the weight and the hoisting rope or chain in drawing the truck up the inclined tracks A A, such guard-rails A' being adjacent to the top surfaces of the wheels C C; or rollers may be applied below the rails A for the same object, as shown by dotted lines at L, Fig. 1.

I am aware that overhead tracks have been provided with suspending devices extending down below the track. In my present improvement the sheave E being supported by the truck upon the inclined track, in the manner heretofore described, allows the bucket to be raised vertically until its movement is arrested without coming into contact with the boom, and then the further pull upon the hoisting-rope causes the truck to move along upon the track without any latching devices, and the hoisting drum or pulley M over which the hoisting rope or chain passes being located below the inclined or curved track allows such track to be at a less inclination than heretofore required.

I claim as my invention—

The combination in a boom, of upper and lower members connected together, the lower members being formed of angle irons projecting toward each other and forming track rails, a truck with wheels running upon such tracks the truck projecting downwardly below the rails and having a sheave over which the hoisting chain passes and means for preventing the truck tipping as it is pulled up the tracks upon the boom, substantially as set forth.

Signed by me this 23d day of June, 1893.

CHAS. W. HUNT.

Witnesses:

GEO. T. PINCKNEY,
A. M. OLIVER.