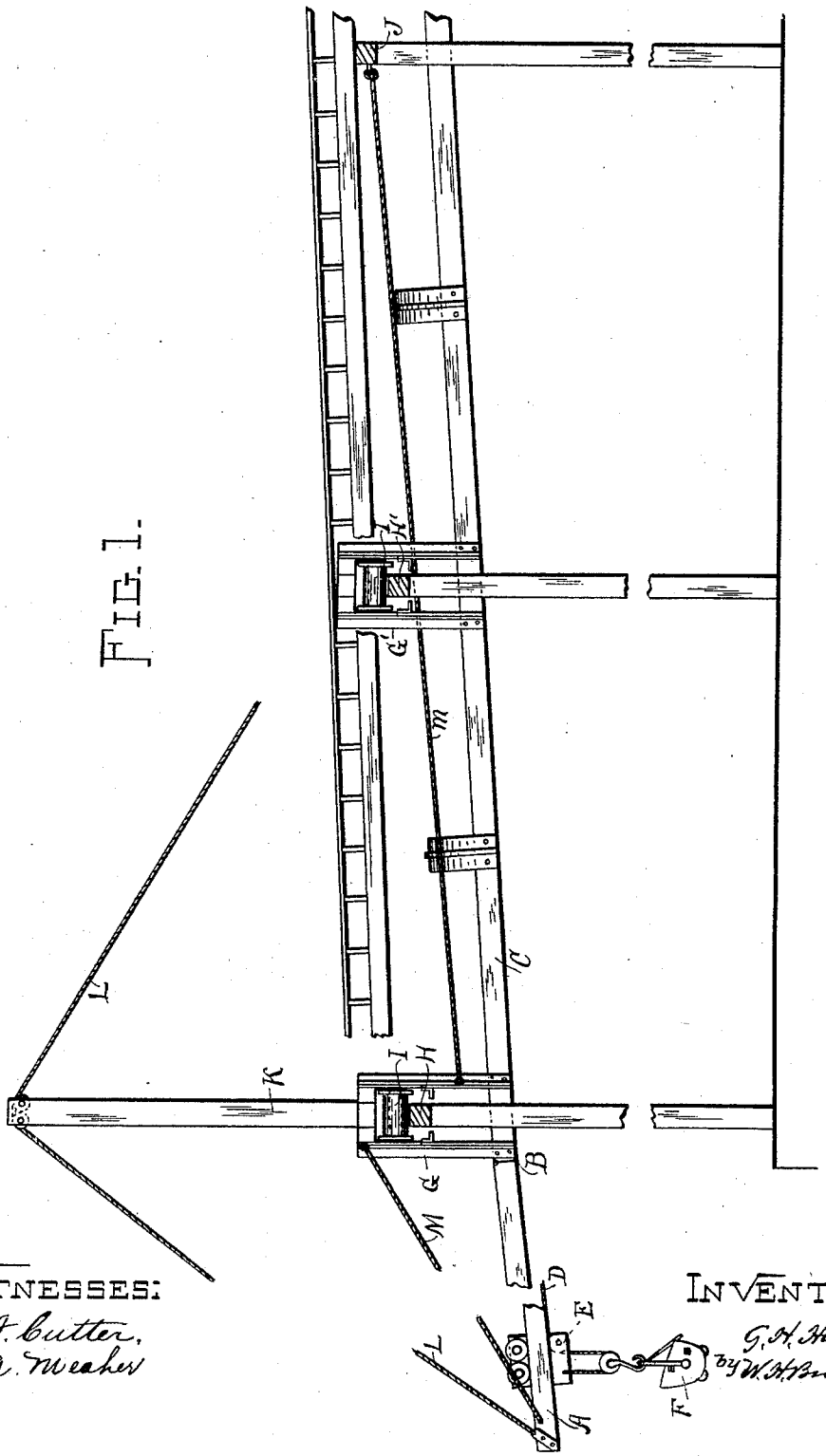
(No Model.) 3 Sheets—Sheet 1.

G. H. HULETT.

HOISTING AND CONVEYING APPARATUS.

No. 483,558. Patented Oct. 4, 1892.

FIG. 1.



WITNESSES:
F. A. Cutter,
J. A. Weaver

INVENTOR.
G. H. Hulett
by W. H. Bunnings
Atty.

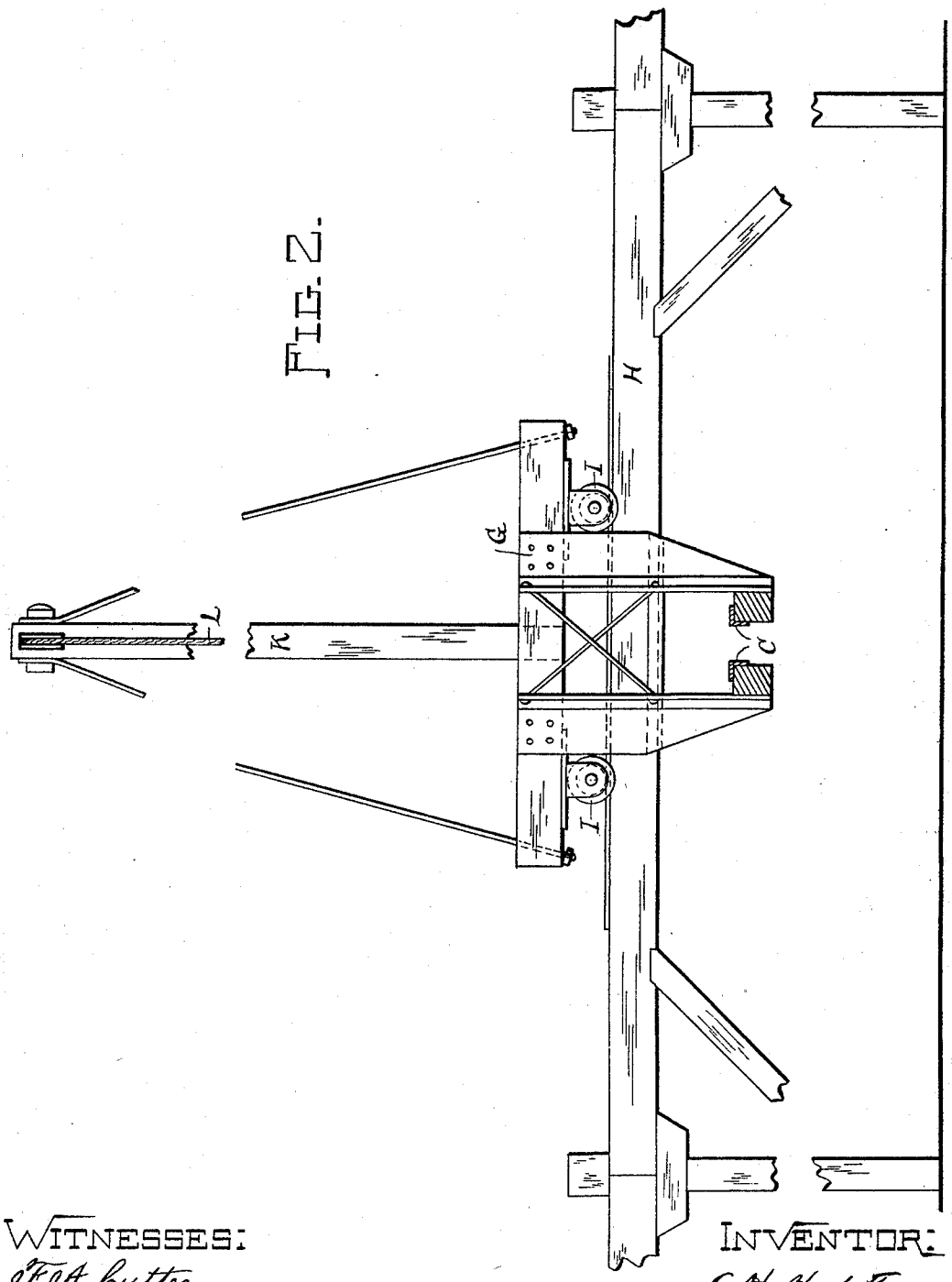
(No Model.) 3 Sheets—Sheet 2.

G. H. HULETT.

HOISTING AND CONVEYING APPARATUS.

No. 483,558. Patented Oct. 4, 1892.

FIG. 2.



WITNESSES:
F. A. Cutter.
J. A. Weaver

INVENTOR:
G. H. Hulett
by W. H. Burridge
atty.

(No Model.) 3 Sheets—Sheet 3.

G. H. HULETT.

HOISTING AND CONVEYING APPARATUS.

No. 483,558. Patented Oct. 4, 1892.

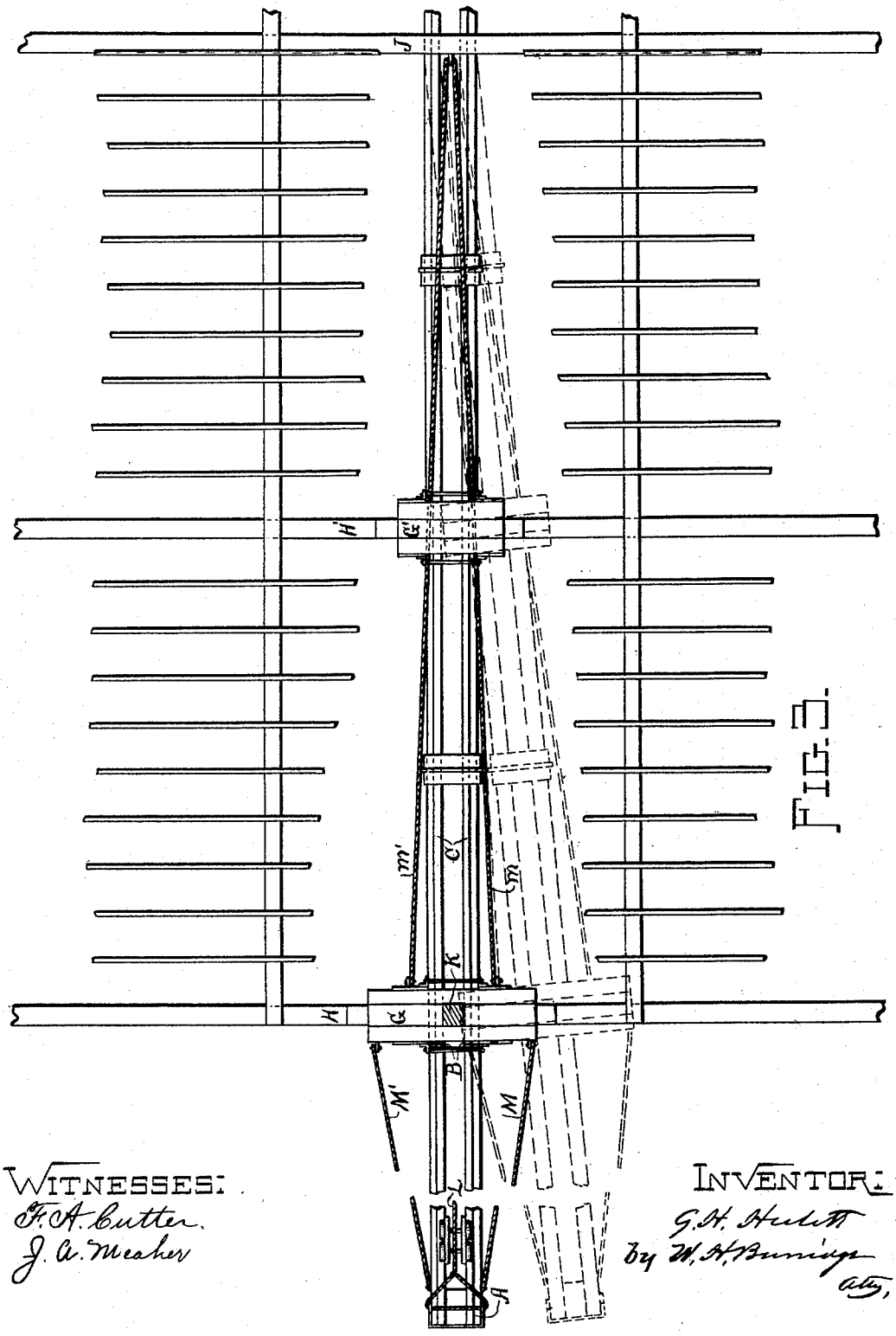


FIG. 3.

WITNESSES:
F. A. Cutter.
J. A. Meaher

INVENTOR:
G. H. Hulett
by W. H. Burnings
Atty.

UNITED STATES PATENT OFFICE.

GEORGE H. HULETT, OF CLEVELAND, OHIO.

HOISTING AND CONVEYING APPARATUS.

SPECIFICATION forming part of Letters Patent No. 483,558, dated October 4, 1892.

Application filed April 4, 1892. Serial No. 427,772. (No model.)

To all whom it may concern:

Be it known that I, GEORGE H. HULETT, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and State of Ohio, have invented a certain new and useful Hoisting and Conveying Apparatus, of which the following is a description.

My invention relates to improvements in a hoist and conveyer combined, in which the rear portion of a track is rigidly attached to the supporting-frame and the forward portion back of the boom rests upon the frame by means of a suitable support, which permits the forward part of said track, together with the boom and mast, to be drawn to one side or the other as far as the flexibility of the material of which the track is composed will permit.

In a machine designed to hoist and convey material from a boat to a shed or trestle and having a track suspended from the frame of the same it is necessary to provide some way to move the boom radially on a horizontal plane to adjust it to the different hatches where two or more conveyers are unloading one and the same boat. The distance from the center of one hatch to the center of another ranges from twelve feet to thirty feet in some boats and on different boats, so that if the booms are fixed at a given point they are not often in the right place over the centers of the hatches where two or more are used, and it is the object of my invention to overcome this difficulty. I attain this object by the means illustrated in the accompanying drawings and described in the following specification, in which—

Figure 1 is a side view of my device; Fig. 2, an enlarged end view of the same, and Fig. 3 a top view.

Similar letters refer to similar parts throughout the drawings and specification.

The boom A, Figs. 1 and 3, is hinged at B to the track C, so that it may be raised to a perpendicular position when not in use. The wagon E, Figs. 1 and 3, with the load F suspended therefrom, is caused to travel, drawn by the rope D, running to any suitable winding-drum along the boom A and track C. To the forward portion of the track C are fixed the supports G G', which are designed to move on the frame H H' through the medium of the rollers I, Figs. 1 and 2, said rollers constituting a part of the supports G G'. To the frame J, Figs. 1 and 3, and to all supports back of same, the track C is rigidly connected, and since the track C is securely attached to the supports G G' it will be readily seen that any movement of the supports will also move that portion of the track C forward of the frame J.

The mast K, attached to the center of the support G, has the guy-line L, Figs. 1 and 2, by means of which the boom A is raised or lowered and when lowered supported at its front end by said guy-line. The guy-lines M M', Figs. 1 and 3, are attached to opposite ends of the support G and the sides of the boom A, for the purpose of preventing any swaying or lateral motion of the boom A.

In operation the boom A is lowered over the boat and the track C suspended from the supports G G', the whole supported by the rollers I, and is drawn along the frame H H' until the boom A is vertically over the hatch of the boat to be unloaded, as illustrated by the dotted lines in Fig. 3. The load F is then raised and drawn along the boom A on the track C by means of the rope D. Since the track is rigidly attached to the framework J and to all supports back of same, it will readily be seen that when said track is moved radially at the point or support G it will take the form of an arc of a circle, around which the wagon E will travel to the rear of the shed, where the track C is yielding enough to allow of this bending, which is very slight. The mast K, being attached to the support G, will necessarily travel with the same and therefore the guy-line L must always be taut. The support G, to which the guy-lines M M' from the sides of the boom A are attached, being at right angle to the track C, and since the boom moves with the track, the guy-lines M M' must remain taut, thereby steadying the boom and keeping it always at right angle to the support G.

The guy-lines *m m'* radiating from a common center on the frame J to be attached to opposite sides of the support G, must always be taut and supplement the guy-lines M M', supporting the boom A.

What I do claim as my invention, and desire to secure by Letters Patent, is—

1. In a hoisting and conveying apparatus, a

track C, a pivoted boom A, forming an extension of the track, suspending-supports G for the track, lateral ways, rollers I, extending across between the uprights G and resting on the ways, a mast K, carried by the supports G, and operating means from the mast to the boom, substantially as described.

2. In a hoisting and conveying apparatus, a laterally-movable track C, a pivoted extension A, a supporting structure from which the track is suspended, consisting of uprights G and cross-rollers I, lateral ways, guy-lines between the supporting structure and the pivoted boom, a mast, and operating connections from the mast to the boom, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE H. HULETT.

Witnesses:
F. A. CUTTER,
W. H. BURRIDGE.