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G. E. GANNON.
PORTABLE CONVEYER.
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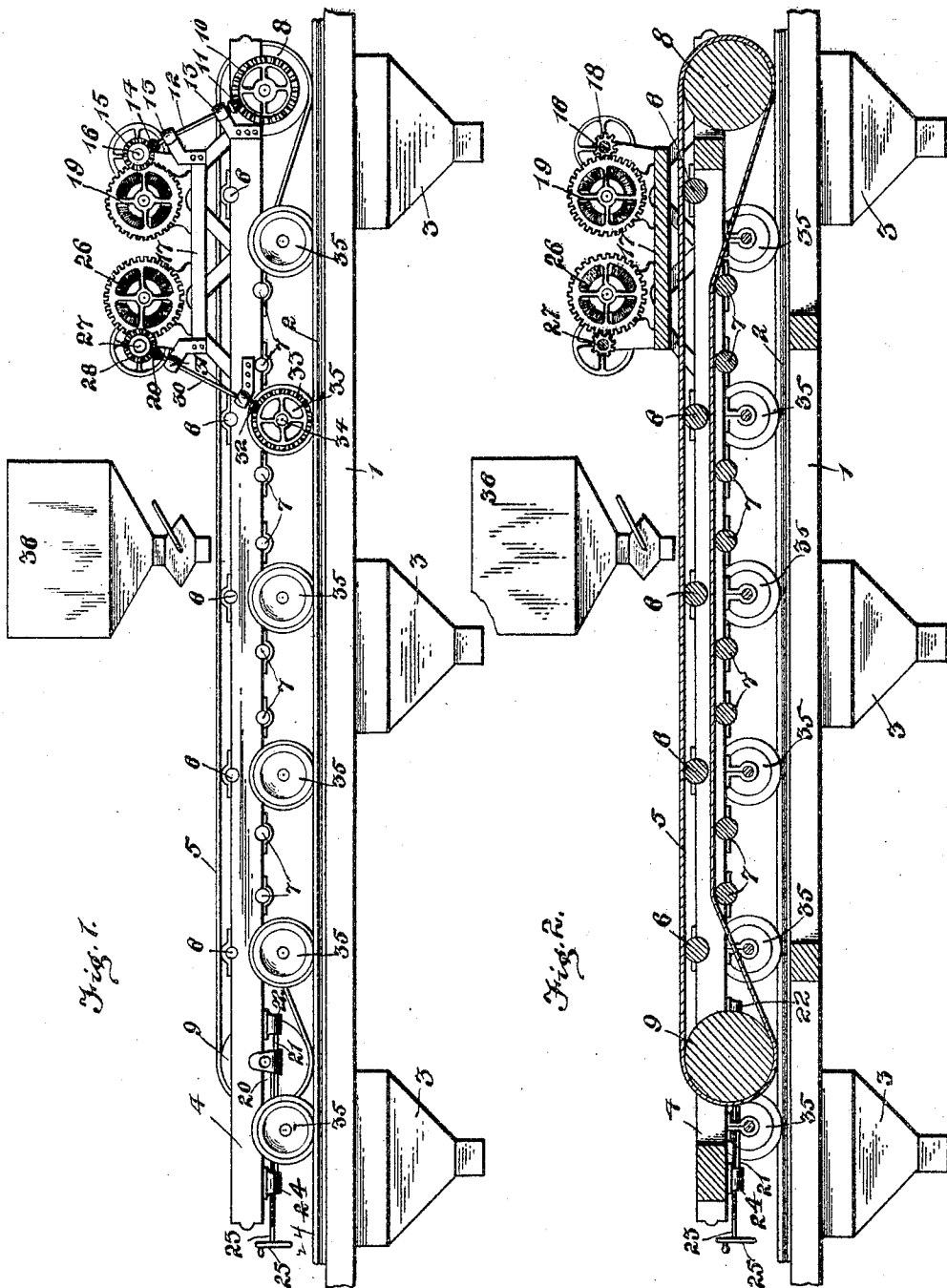


Fig. 1.

Fig. 2.

Witnesses
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UNITED STATES PATENT OFFICE.

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PORTABLE CONVEYER.

SPECIFICATION forming part of Letters Patent No. 794,604, dated July 11, 1905.

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To all whom it may concern:

Be it known that I, GEORGE EZRA GANNON, a citizen of the United States, residing at Colorado City, in the county of El Paso and State of Colorado, have invented certain new and useful Improvements in Portable Conveyers; and I do 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.

This invention relates to improvements in portable conveyers.

The object of the invention is to provide means whereby material may be received from a weighing-hopper or other supply and conveyed to and deposited into hoppers or receptacles located at different points.

A further object is to provide means whereby the conveyer may be run in either direction and means whereby the same may be shifted to permit the conveyer to discharge at any of a series of hoppers arranged for this purpose.

With these and other objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts, as will be hereinafter described and claimed.

In the accompanying drawings, Figure 1 is a side elevation of a portable conveyer constructed and arranged in accordance with the invention, and Fig. 2 is a longitudinal vertical sectional view of the same.

Referring more particularly to the drawings, 1 denotes an elevated trestle or support upon which are arranged tracks 2. Beneath the trestle 1 is arranged a series of hoppers 3, which communicate with suitable bins or receptacles. (Not shown.) On the tracks 2 is adapted to travel a car 4, on which is mounted an endless conveyer 5. The conveyer 5 may be of any suitable construction, the upper stretch or working portion of the same being supported at intervals upon rollers 6. The lower stretch of the conveyer is adapted to run over supporting-rollers 7, which are journaled on the under side of the car 4. The conveyers 5 pass over rolls 8 and 9, which are mounted in the opposite ends of the car 4. On one end of the shaft of the roll 8 is mount-

ed a beveled gear-wheel 10, with which is adapted to mesh a beveled gear-pinion 11, fixed on the lower end of an inclined shaft 12, which is journaled in suitably-mounted bearing-brackets 13. On the upper end of the shaft 12 is mounted a beveled gear-pinion 14, which meshes with a similar pinion 15 on the end of a horizontally-disposed shaft 16, which is journaled in a superstructure 17, arranged on this end of the car 4. On the shaft 16 is also mounted a gear 18, which is in engagement with and adapted to be driven by a suitable electric motor 19, arranged on the superstructure 17. The motion of the shaft 16 is transmitted to the shaft of the conveyer-roll 8 to the gear just described to cause said conveyer to be driven. Suitable means (not shown) may be employed for reversing the direction of movement of said driving mechanism, thereby enabling the conveyer to be run in either direction. Connected to the shaft of the conveyer-roll 9 is a suitable conveyer-tightening device 20, which is here shown as consisting in slidably mounting the journal-boxes of the shaft of said roll upon guide-rods 21, which are mounted in brackets 22 on the under side of the car 4. With the journal-boxes of the roll 9 are loosely connected the inner ends of the shifting-rods 23, which have a screw-threaded engagement with suitable brackets 24 and have screwed on their outer ends hand-wheels 25, whereby the same may be turned, thus shifting the journal-boxes of the roll 9 on the guide-rods 21, which will cause the conveyer 5 to be tightened. On the opposite end of the superstructure 17 is arranged a second electrical motor 26, which is geared with a shaft 27, on one end of which is mounted a beveled gear-wheel 28. With this beveled gear-wheel 28 is adapted to mesh a beveled gear-pinion 29, mounted on the upper end of an inclined shaft 30, journaled in brackets 31 and having on its lower end a beveled gear-pinion 32, which is adapted to mesh with a beveled gear-wheel 33, fixed on the end of the shaft 34 on one of the car-supporting wheels 35, whereby when said motor is operated motion will be imparted to said car-wheel to cause the car to be moved along the tracks 2. Suitable reversing mechanism (not shown) may be employed to reverse the

movement of said driving mechanism, thereby enabling the car to be run in either direction.

Above the car 4 is arranged a weighing-hopper 36, into which the material is placed and weighed and from which it is deposited upon the conveyer 5 and by the same is conveyed and deposited into any one of the series of hoppers 3, arranged beneath the tracks 2. By constructing and arranging the conveyer so that the same may be run in either direction the material deposited thereon may be readily deposited into any of the hoppers 3, the discharging end of the conveyer being brought into position above said hopper by shifting the car in one direction or the other along the tracks 2.

While I have shown and described the conveyer in the form of an endless belt or apron, it is obvious that the same may be constructed in the form of buckets or in any other manner for accomplishing the same purpose.

The device may be used for distributing any material, but is primarily designed for weighing and distributing ores, coal, or other heavy coarse material.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

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

The herein-described portable conveyer, consisting of a trestle, a series of hoppers arranged below the same, tracks arranged on said trestle, a car adapted to run on said tracks, an endless conveyer arranged on said car, and passing around large end rolls and over small supporting-rolls, a motor carried by the car, means whereby said motor is connected to said conveyer to drive the same in either direction, a conveyer-tightening mechanism, a second motor carried by said car, means whereby the same is connected with the running-gear of said car to propel the same in either direction and a weighing supply-hopper arranged above said conveyer, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

GEORGE EZRA GANNON.

Witnesses:

WILLIAM MUNROE,
V. G. HARVEY.