(No Model.) 3 Sheets—Sheet 1.

G. H. HULETT.

COAL STORAGE CONVEYER.

No. 487,865. Patented Dec. 13, 1892.

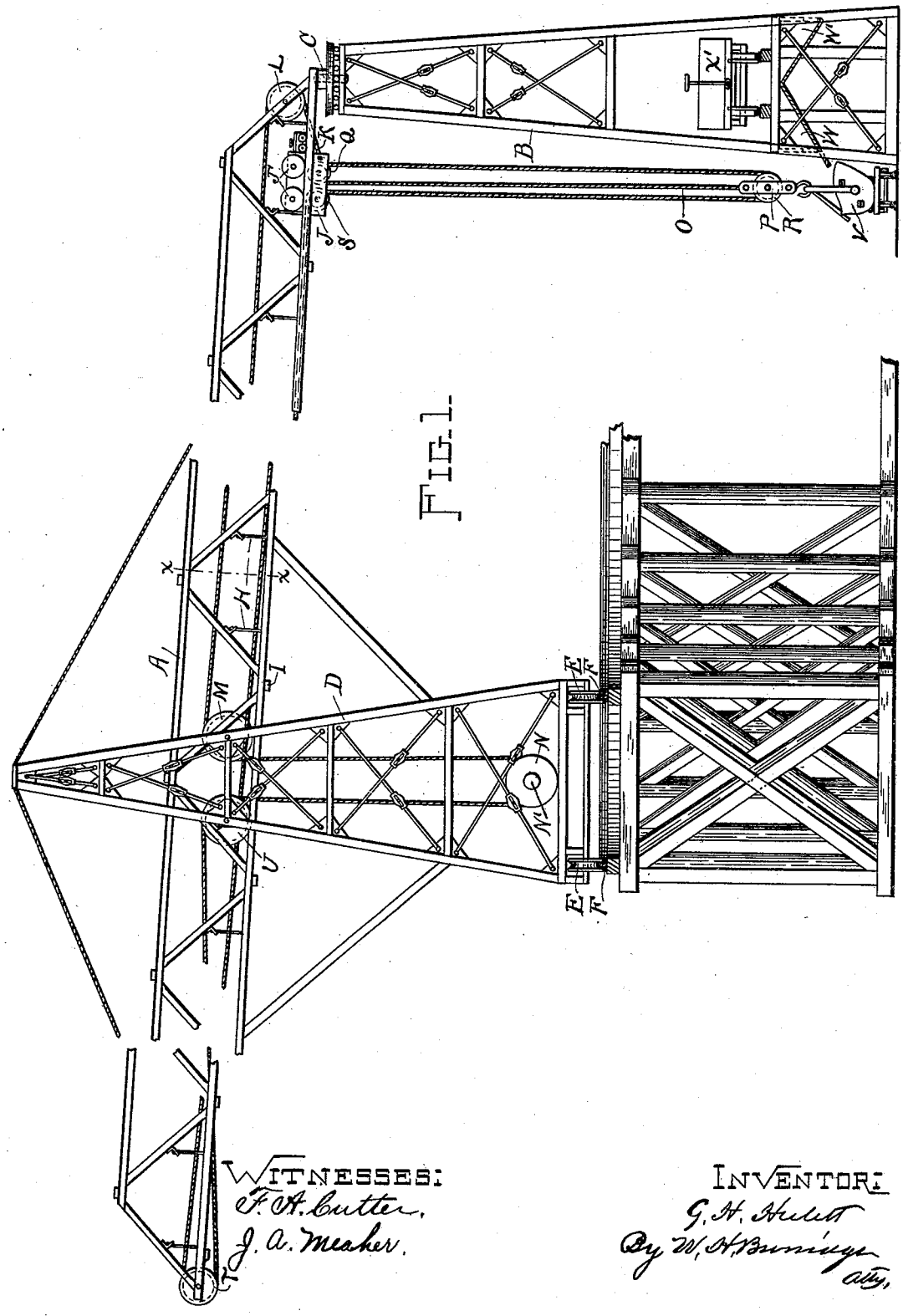

FIG. 1.

WITNESSES:
F. A. Cutter.
J. A. Meaker.

INVENTOR:
G. H. Hulett
By W. A. Bunnings
Atty.

(No Model.) 3 Sheets—Sheet 2.

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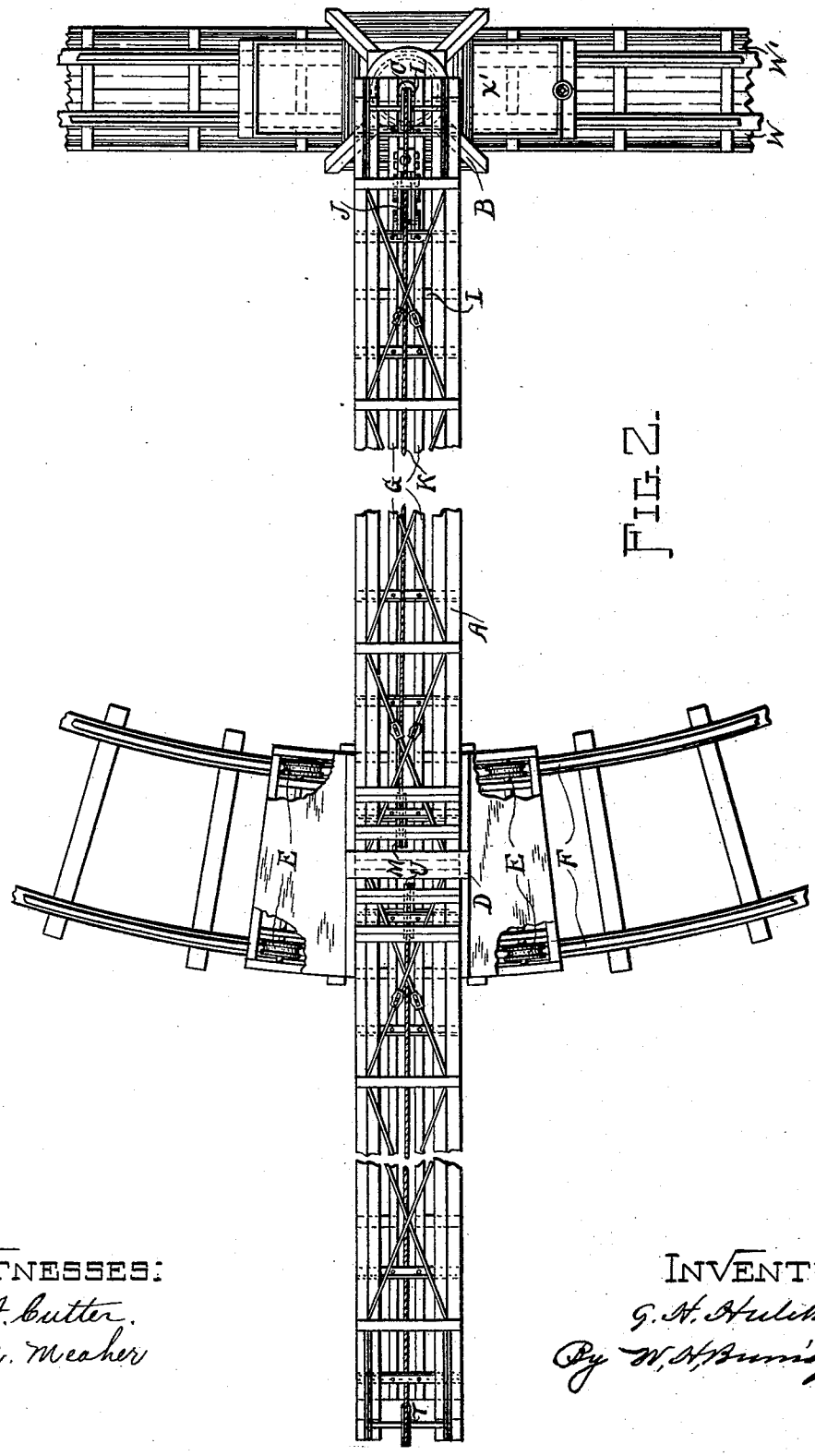

FIG. 2.

WITNESSES:
F. A. Butler.
J. A. Meaher

INVENTOR:
G. H. Hulett
By W. A. Bunnage
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(No Model.) 3 Sheets—Sheet 3.

G. H. HULETT.

COAL STORAGE CONVEYER.

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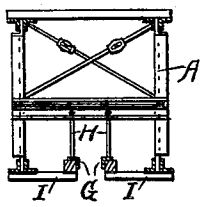

FIG. 4.

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.

COAL-STORAGE CONVEYER.

SPECIFICATION forming part of Letters Patent No. 487,865, dated December 13, 1892.

Application filed April 4, 1892. Serial No. 427,773. (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 new and useful Coal-Storage Conveyer, of which the following is a description.

My invention relates to an improved coal-storage conveyer in which a bridge is provided with tracks upon which a wagon is made to travel with the bucket suspended therefrom, operated by suitable ropes, and is pivoted at one end to a tower, while another tower, mounted on wheels which travel over a circular track, supports the rear portion of said bridge.

The object of my improvement is to provide the greatest amount of storage on a given area with one machine and to so arrange the machine that any desired variety of coal may be stored by the same, which can be done by building suitable bins. I attain this object by the means illustrated in the accompanying drawings and set forth in the following specification, in which—

Figure 1 is a side view of my device; Fig. 2, a top view; Fig. 3, an enlarged view of the pivotal tower with the end of the bridge resting thereon; and Fig. 4, an enlarged section of the bridge on line *x x*, Fig. 1, illustrating the method of supporting the tracks.

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

The bridge A rests at one end upon the tower B, Figs. 1, 2, and 3, to which it is pivoted at C. The movable tower D, Figs. 1 and 2, supports the rear portion of the bridge A, and is provided at its base with the wheels E, Figs. 1 and 2, which serve as the medium for conveying the tower D along the circular or segmental tracks F, Figs. 1 and 2. It will readily be seen that with the pivotal point C of the bridge A on the fixed tower B the remaining portion of the bridge, resting upon the movable tower D, may be made to describe a complete circle, provided the tracks F, Figs. 1 and 2, are continued until they meet on such part of the circle as may be desired.

The tracks G, Figs. 2, 3, and 4, are attached to the bridge A by the rods H, Figs. 1, 3, and 4, and the braces I, Figs. 1, 2, and 4. Along the tracks G the wagon J, Figs. 1, 2, and 3, is caused to travel upon the wheels J′, actuated by the rope K, Figs. 1 and 2, attached at one end to the wagon J and passing over the guide-sheaves L and M to the drum N in the tower D, by which it is operated, and the rope O, attached at one end to the hoisting-block P, from which it passes over the differential pulleys or sheaves Q R S, Fig. 1, and the sheaves T and U to a drum similar to the drum N, and by this second drum the rope O is operated. The sheaves Q and S are attached to the wagon J, Fig. 1. By rotating both the drums the bucket V, having been first loaded with coal from the chutes W or W′, Figs. 1 and 3, said chutes receiving their supply by dumping from the bottom of the car X′, Figs. 1 and 3, is hoisted and conveyed along the tracks G toward the rear end of the bridge A to the point where it is desired to dump the coal, and after doing which the drums are reversed and the bucket V returned for another load. Coal may also be hoisted from a stock-pile, conveyed to, and reloaded into the car X′, if desired.

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

In a conveying apparatus, a stationary tower B, a bridge structure A, revolubly supported at one end by the tower, a laterally-movable tower interposed intermediate of the length of the bridge, operating-drums located in the tower, a carrier traversing the bridge structure, a propelling-cord K, connected to the carrier at one end, running over pulleys to the movable tower, where it is deflected to one operating-drum, and a rope O, passing upwardly from the other operating-drum over pulleys to the end of the bridge structure and from thence over pulleys on the carrier to the hoisting-block, and stay-cords between the movable tower and bridge structure, 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.