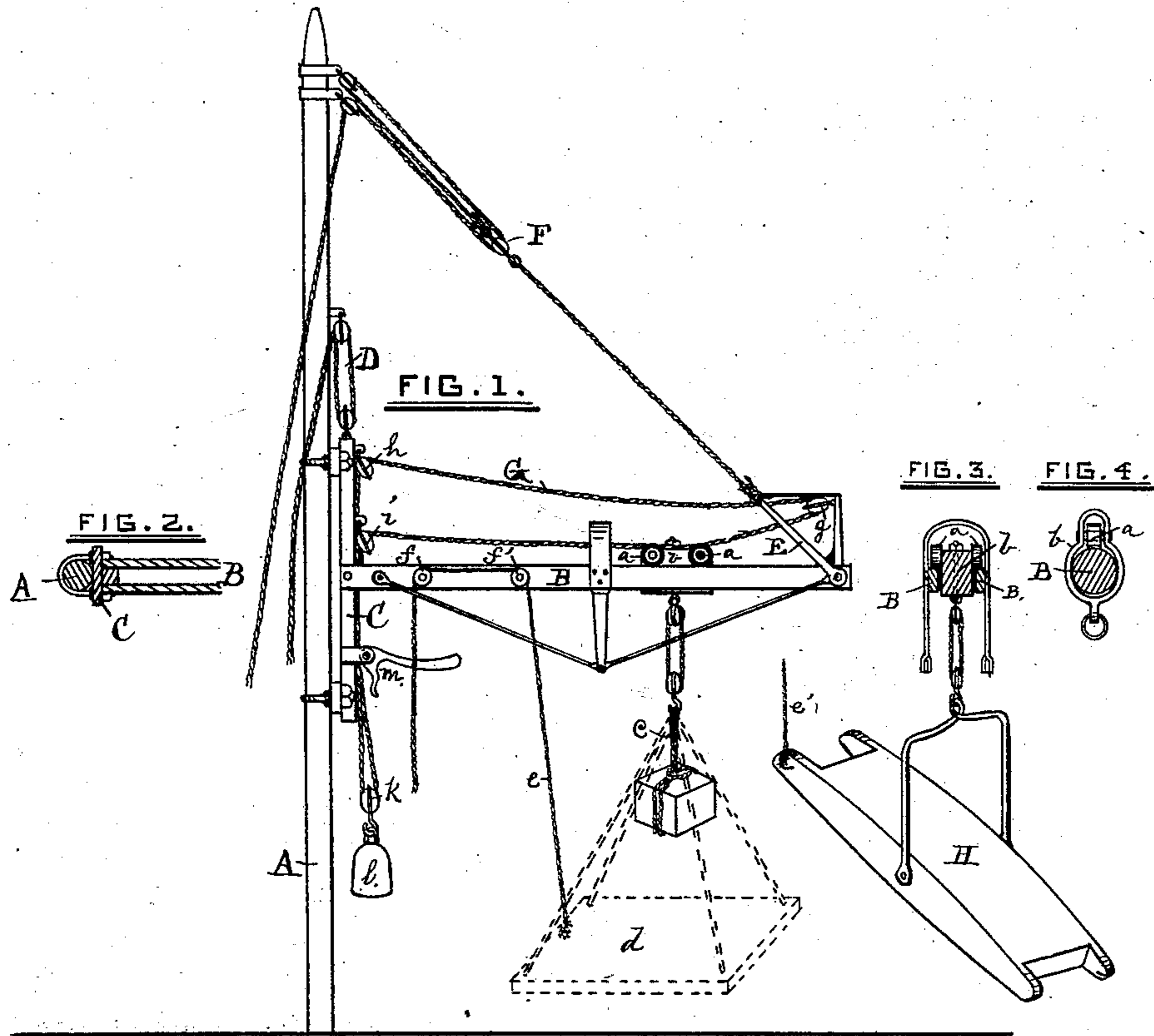


(No Model.)

I. S. REEVES
DERRICK.

No. 256,371.

Patented Apr. 11, 1882.



WITNESSES.
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ISRAEL S. REEVES, OF NEW ORLEANS, LOUISIANA.

DERRICK.

SPECIFICATION forming part of Letters Patent No. 256,371, dated April 11, 1882.

Application filed July 9, 1881. (No model.)

To all whom it may concern:

Be it known that I, ISRAEL S. REEVES, a resident of the city of New Orleans, parish of Orleans, and State of Louisiana, have invented a certain new and useful Improvement in Cranes and Derricks; and I do hereby declare the following to be a full, clear, and correct description of the same, reference being had to the annexed drawings, making a part of this specification.

Figure 1 represents a side elevation of my invention; Fig. 2, a cross-section of the mast, slide, and a part of a double boom; Fig. 3, a vertical cross-section of the aforesaid boom and traveler with stage-plank suspended from the latter; and Fig. 4 is a similar view of a single boom with suitable traveler.

This invention relates to improvements in cranes or derricks, and has for its object the employment of an upright standard and projecting boom, the latter connected with the former by means of block and tackle or endless chains, or by any other means whereby either end may be raised or lowered to produce an incline plane over which the wheels or rollers of a car may by gravity automatically operate. The movement of the car is controlled by means of a friction-brake, as hereinafter fully described; but the nature of my invention will be more readily understood by referring to the drawings, whereon—

A is the mast or standard, and B the horizontal beam or boom. The inner end of the latter is pivoted to a vertical carriage or slide, C, which is suspended from the mast by block and tackle, as at D, or by any other means which will admit of the raising or lowering thereof.

The outer end of the boom is suspended from the mast-head by means of block and tackle F and a yoke, E, so that the said end may be raised and lowered whenever desired.

The boom may be made single or double, and its upper edge or edges faced with metal, so as to resist wear by the wheels *a* of a car or traveler, *b*. This boom is suitably braced by the truss I, as shown.

The article to be moved is suspended from the under side of the car in a sling, as shown at *c*, or on a platform, as shown in dotted lines at *d*. To facilitate the unloading of the platform, one end of a trip-line, *e*, is secured thereto and the other end passed over sheaves *f f'*, attached to one side of the horizontal boom or beam. The pulling of the free end of this line causes the platform to be tilted, and thus relieved of its load.

If this invention is employed on steam or other boats, the "stage-planks" thereof may be suspended from the car, as shown at H in Fig. 3, and a trip-line, *e'*, be secured to one end thereof, so as to guide or tilt the same.

To the car are attached the opposite ends of a rope, G, which is rove through blocks *g h i k*, the latter provided with a weight, *l*, which serves to keep the rope taut. From the blocks *h i* the rope is suspended directly in front of the carriage C, against which it is securely clamped whenever desired by means of a friction or other brake, *m*.

In case of fire or alarm or accident of any kind this invention will be found an excellent medium for transferring the passengers of a boat to the shore or other place of safety, and also is applicable to the loading and unloading of boats, as well as the making of levees and other purposes.

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

The crane or derrick composed of the following organization: a standard, a vertical slide with block and tackle, horizontal beam with block and tackle, a traveling car or carriage with block and tackle, and a friction-brake, substantially as described.

In testimony whereof I have hereunto signed my name.

I. S. REEVES.

In presence of—

J. C. HUBBELL,
THOS. D. ROGERS.