

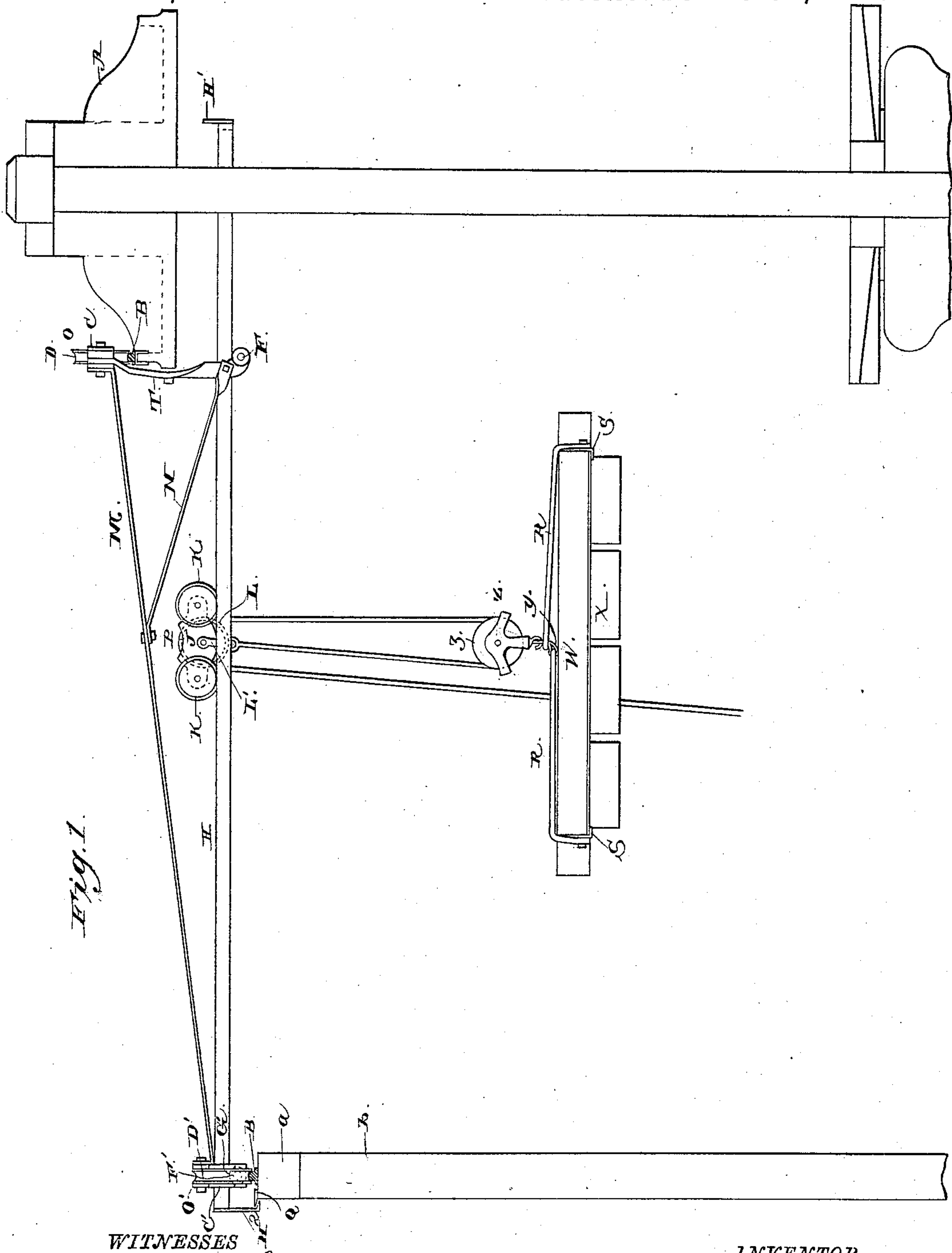
(No Model.)

2 Sheets—Sheet 1.

G. H. BRYANT.
HOISTING APPARATUS.

No. 321,004.

Patented June 30, 1885.



WITNESSES

M. E. Fowler
E. G. Liggers

INVENTOR
Geo. H. Bryant
By C. A. Snow & Co.
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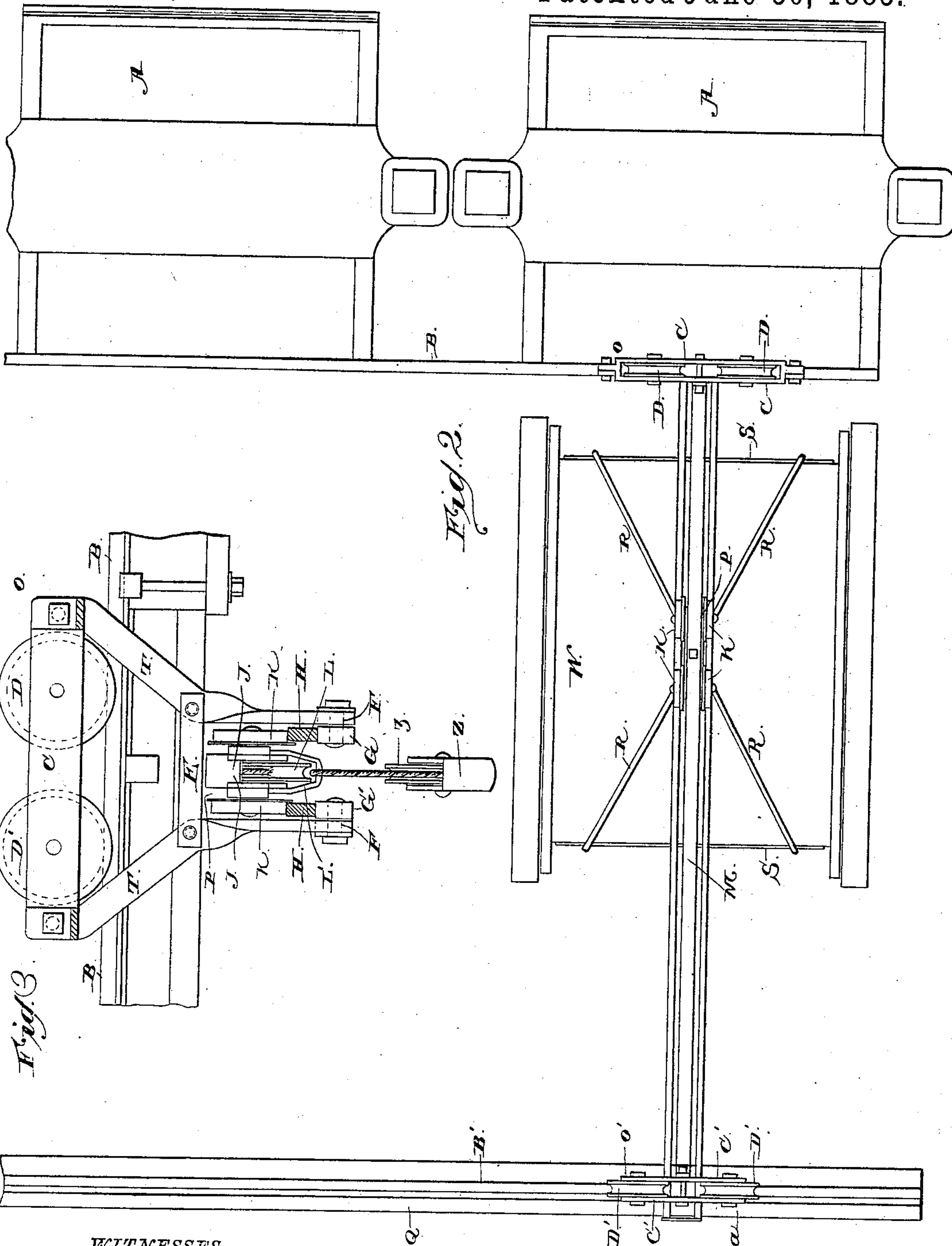
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UNITED STATES PATENT OFFICE.

GEORGE HOLMES BRYANT, OF WINSTON, NORTH CAROLINA.

HOISTING APPARATUS.

SPECIFICATION forming part of Letters Patent No. 321,004, dated June 30, 1885.

Application filed May 7, 1885. (No model.)

To all whom it may concern:

Be it known that I, GEORGE H. BRYANT, a citizen of the United States, residing at Winston, in the county of Forsyth and State of North Carolina, have invented a new and useful Improvement in Hoisting Apparatus for Tobacco-Presses, of which the following is a specification, reference being had to the accompanying drawings.

My invention is an improved hoisting apparatus for tobacco-presses; and it consists in the peculiar construction and combination of devices, that will be more fully set forth hereinafter, and particularly pointed out in the claims.

In the accompanying drawings, Figure 1 is a side elevation of a hoisting apparatus embodying my invention as applied to a series of hydraulic tobacco-presses. Fig. 2 is a top plan view of the same. Fig. 3 is an enlarged detailed view.

A represents a series of hydraulic tobacco-presses, which are secured together in a line. On the rear ledges of the tops of these presses, and running along the whole line thereof, is secured a rail, B. B' represents a similar rail, that is parallel to the rail B, and rests upon a horizontal beam, *a*, that is supported by the uprights *b*.

O O' represent carriages, which are composed of the frames C C', in which are journaled grooved wheels D D', that run on the rails B B'.

Fastened to the frame C are two hangers, T, which depend therefrom and form supports for the front ends of the rails H. These hangers are connected by the brace E, and their lower ends are enlarged, twisted, and bent forward to bring the point of support directly under the rail B. A transverse shaft or axle, F, connects the lower ends of the hangers, and on this axle are journaled anti-friction rollers G. The frame C' of the carriage O' has a transverse shaft or axle, F', on which are journaled the anti-friction rollers G'. The rollers G G' support the parallel horizontal rails H, upon which run the grooved wheels K of the carriage P. In the frame J of this carriage is journaled a sheave, L, and from the projecting ends of the axle of this sheave depends a bail, L'. The carriages O and O' are connected by the rods

M, which are braced by the brace-rods N. By this construction it will be readily understood that the carriages O and O' are adapted to travel back and forth on the rails B B' behind the presses, and so bring the carriage P in line with either of the series of presses at will. The rails H are joined together at their front ends by a plate, H', which also serves as a stop, against which the carriage P runs, and the rear ends of said rails are joined by a bent plate, H'', the lower forwardly-projecting portion of which bears against the under rearwardly-projecting portion of the plate or bar Q, that is secured on the upper side of the beam *a*. This construction prevents the weight of the carriage P, when it is run forward under one of the presses, from tipping up the rear ends of the rails H.

R represents rods that are bent to form radial arms, which extend from above the center of the "shapes" W and X. The outer ends of these arms are bent downward, and to them are riveted bars of angle-iron S, which engage under the projecting ends of the shape W. A loop, Y, connects the inner bent portions of the rods R, and to this loop is hooked a block, Z, having a sheave, *z*. An elevating-rope is fastened to the bail L', passes under the sheave *z*, up over the sheave L, and its free end reaches the ground.

By means of a hoisting apparatus thus described it will be readily understood that the tobacco that is to be pressed may be readily elevated and run into any of the series of presses.

Having thus described my invention, I claim—

1. The combination, with the presses A and the beam *a*, having the rails B B', of the carriages O O', connected together and having the grooved wheels running on the rails, the rails H, supported by the carriages O O' at right angles to the rails B B', and the carriage P, adapted to travel on the rails H, and a hoisting-tackle, substantially as described.

2. The combination, with the presses A and the beam *a*, having the rails B B', of the carriages O O', connected together and having the grooved wheels running on the rails, the carriage O having the hangers T and the rollers G, the carriage O' having the rollers G', the

rails H on the rollers G G', the carriage P, having the wheels K, running on the rails H, and a hoisting-tackle, substantially as described.

3. The combination, with the shapes, of the
5 bent bars R, having the hooks S, the loop Y, uniting the bars, and a hoisting-tackle attached to the loop, substantially as described.

4. The combination, with the presses A and the beam *a*, having the rails B B', of the car-
10 riages O O', connected together and having the grooved wheels running on the rails, the carriage O having the hangers T and the rollers G, the carriage O' having the rollers G', the rails H on the rollers G G', and having the

connecting-plate H' at one end and the bent 15 plate H² at the opposite end, the plate or bar Q on the beam *a*, with which the plate H² engages, the carriage P, having the wheels K, running on the rails H, and a hoisting-tackle depending from the carriage P, substantially 20 as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

GEORGE HOLMES BRYANT.

Witnesses:

G. B. HARRIS,
WM. N. MOORE.