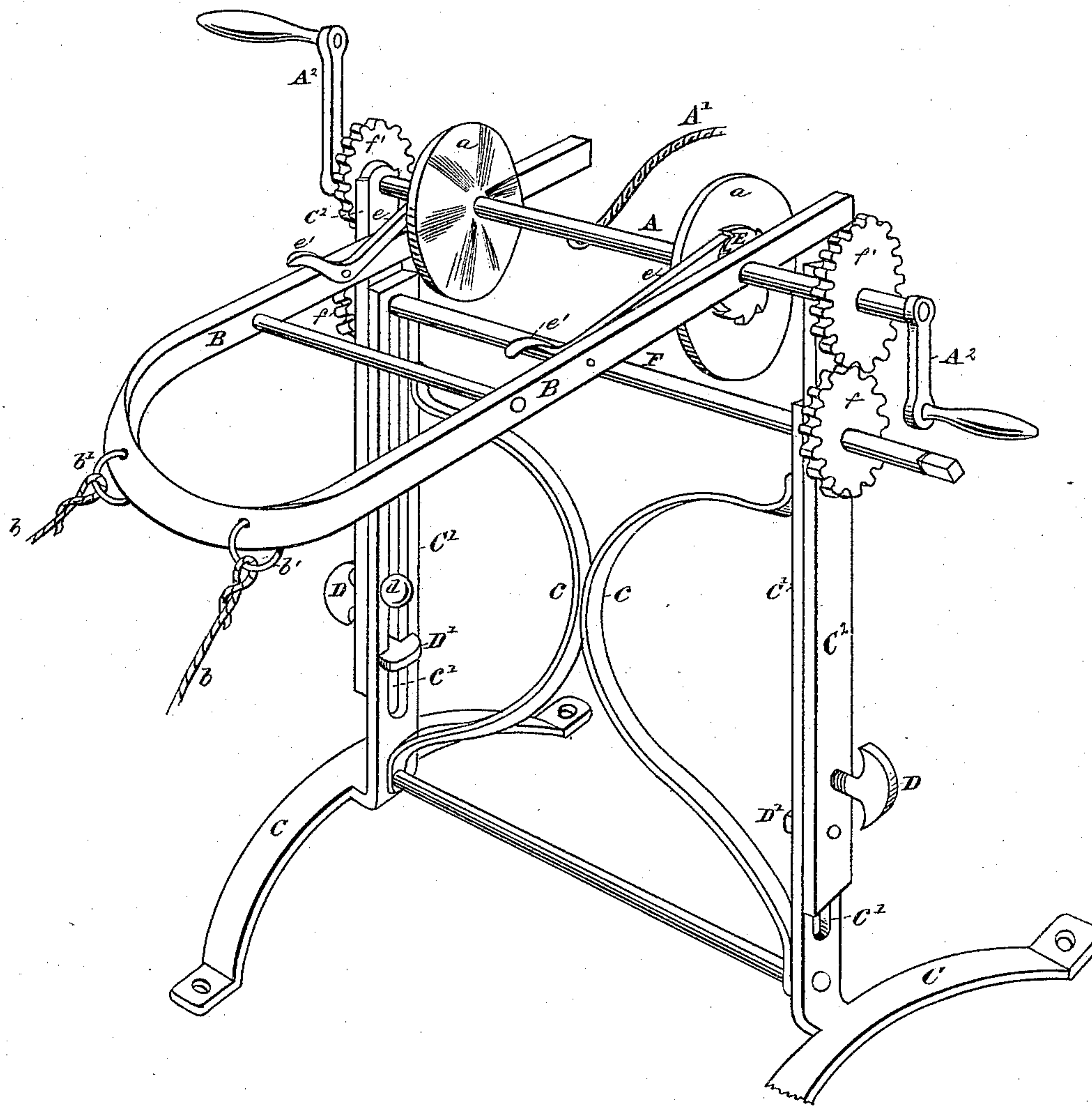


(No Model.)

M. F. C. O'BRIEN.
FREIGHT HANDLING MACHINE.

No. 443,054.

Patented Dec. 16, 1890.



WITNESSES.

Frank Tardou,
Mo B. Lilford

INVENTOR.

Michael F. C. O'Brien
per R. M. Kelly
attorney

UNITED STATES PATENT OFFICE.

MICHAEL F. C. O'BRIEN, OF LOUISVILLE, KENTUCKY.

FREIGHT-HANDLING MACHINE.

SPECIFICATION forming part of Letters Patent No. 443,054, dated December 16, 1890.

Application filed June 4, 1890. Serial No. 354,264. (No model.)

To all whom it may concern:

Be it known that I, MICHAEL F. C. O'BRIEN, a citizen of Ireland, residing at Louisville, in the county of Jefferson and State of Kentucky, have invented certain new and useful Improvements in Freight-Handling Machines; 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, reference being had to the accompanying drawing, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to improvements in machines for handling freight and heavy packages of merchandise, particularly hogsheads of tobacco, and its object is to enable the work of handling such goods to be done with less labor and more convenience. I accomplish this object by means of the mechanism illustrated in the accompanying drawing, in which the figure is a perspective view of my freight-handling machine set up ready for use.

My machine consists of two fixed upright slotted standards braced firmly together with a suitable base, each provided with a movable upright attached to it on the outside by a set-screw and button, working in the slot of the fixed upright, supporting a reel the axle of which is journaled in the movable uprights, and a yoke-shaped anchor-frame the arms of which near their ends are journaled loosely on the same axle outside the disks of the reel. The ends of the axle projecting beyond the uprights are fitted to receive cranks for turning the reel. Attached to the reel, so as to be wound round it by the crank, is a lifting-rope, and the anchor-yoke extends from the reel-axle in an opposite direction to the lifting-rope. Fitted on the reel-axle, on the outside of the disks and between them and the arms of the yoke-frame, are two ratchet-wheels, and pivoted on the inside of each arm of the yoke are pawls adapted to engage the ratchets. In the bow of the yoke are two rings adapted to receive ropes or chains by which the anchor-yoke may be attached firmly to fixed supports. To receive

the rings better the bow of the yoke is flared to a bevel, as shown.

A second axle below and parallel to the axle of the reel may be journaled in the movable uprights and work in the slots of the fixed uprights. Its ends are adapted to receive cranks. When heavy loads are to be lifted, spur-wheels may be placed at each end of the upper axle, just outside the supporting-uprights, and pinions to engage them on the ends of the lower axle, and the cranks can be transferred from the upper to the lower axle.

When it is desired to operate the machine, as in turning hogsheads over onto a truck, it is placed in front of the hogshead at any convenient place and distance. The anchor-ropes or chains attached to the yoke are firmly fastened to some fixed support in the rear. The lifting-rope, which is furnished with grappling-hooks, is caught onto the hogshead to be moved, and the reel is wound up by a man at the crank at each side. To unload railway-cars loaded with tobacco in hogsheads, as that work is now done requires the employment of gangs of from five to seven men, whereas with my machine three men can do the work more easily and expeditiously.

In the drawing, C' C' represent the two upright fixed standards having slots c' and each rising from a base C . These two uprights are firmly bound together by braces c .

C^2 C^2 are extension-uprights held to the fixed uprights by the set-screw D , having a clamp-nut d , and by the T-shaped screw-button D' at a suitable distance apart. Through these extension-uprights are journaled the axle A of the reel and the lower axle F .

a a represent the disks of the reel, which are beveled up toward the hubs so as to better receive the rope A' as it is wound up.

B B represent the yoke-shaped anchor-frame flared at the neck.

b' b' indicate rings through the neck for receiving the anchor-chains b .

E represents the ratchet-wheels, e the pawl, and e' the thumb or trigger by which a person operating the cranks may disengage the pawl and allow the weight to slip back, if desired.

F represents the lower axle, which works

through the slots in the fixed standards and is journaled in the extension-standard.

In the drawing the machine is shown raised to its full height. By loosening the set-screw 5 D it can be lowered till the axle A comes down to the top of the fixed standard. In taking the machine apart the clamp-nut *d* can be unscrewed and taken off and the T-shaped screw-button D' turned so that the 10 axis of the cross-piece corresponds with the axis of the slot.

A² indicates the cranks, which may be moved from one axle to the other.

My machine can be made of any size, but 15 for handling tobacco and ordinary purposes it need only be about four feet high and about two feet wide.

Having thus described my invention, what I claim as new, and desire to secure by Letters 20 Patent, is—

1. In a freight-handling machine, the combination of slotted uprights and a frame car-

rying two geared shafts, said frame being adjustable vertically upon the slotted uprights, substantially as set forth. 25

2. In a freight-handling machine, the combination of slotted uprights, a frame carrying two geared shafts, said frame being adjustable vertically upon the slotted uprights, and an anchoring-yoke mounted upon the upper 30 of said shafts, substantially as set forth.

3. In a freight-handling machine, the combination of slotted uprights, a frame carrying two geared shafts, disks, and ratchet-wheels mounted on the upper of said shafts, and an 35 anchoring-yoke provided with pawls for engaging said ratchet-wheels, substantially as set forth, and for the purposes specified.

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

MICHAEL F. C. O'BRIEN.

Witnesses:

Mrs. ED. KENNEY,

Mrs. M. J. WOLFE.