

No. 620,519.

Patented Feb. 28, 1899.

D. H. WALSH.
CANE SLING.

(Application filed Aug. 19, 1898.)

(No Model.)

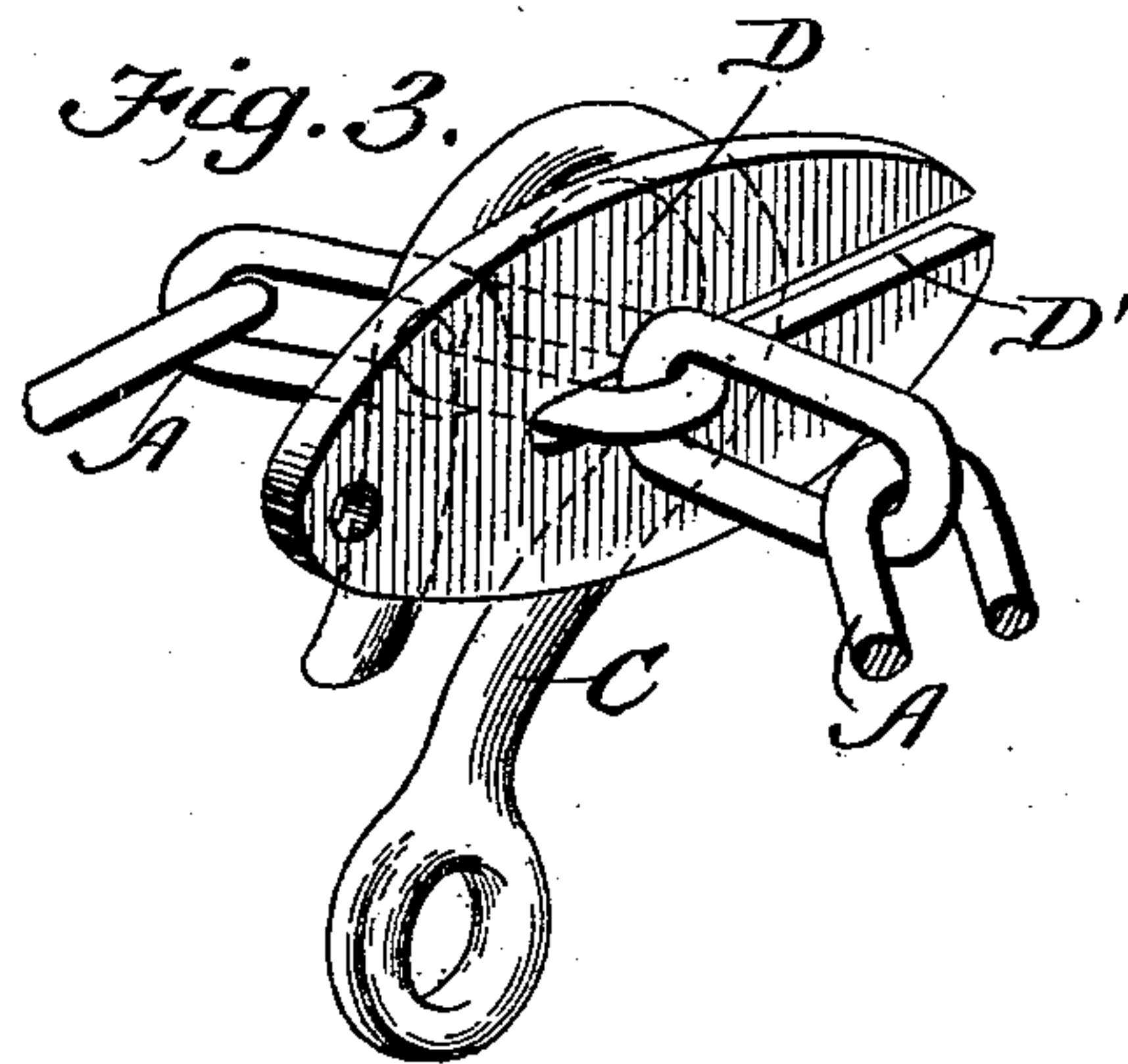
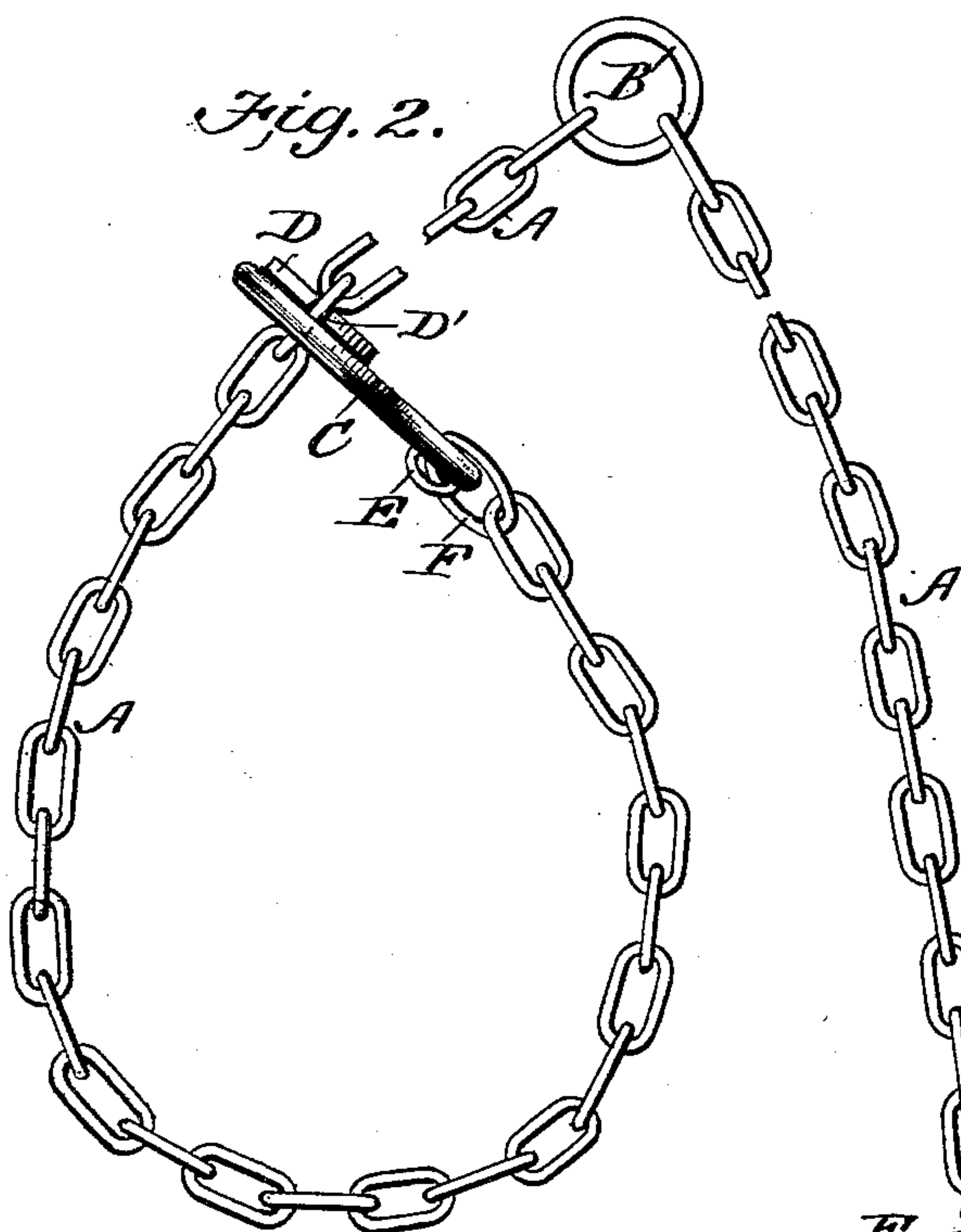
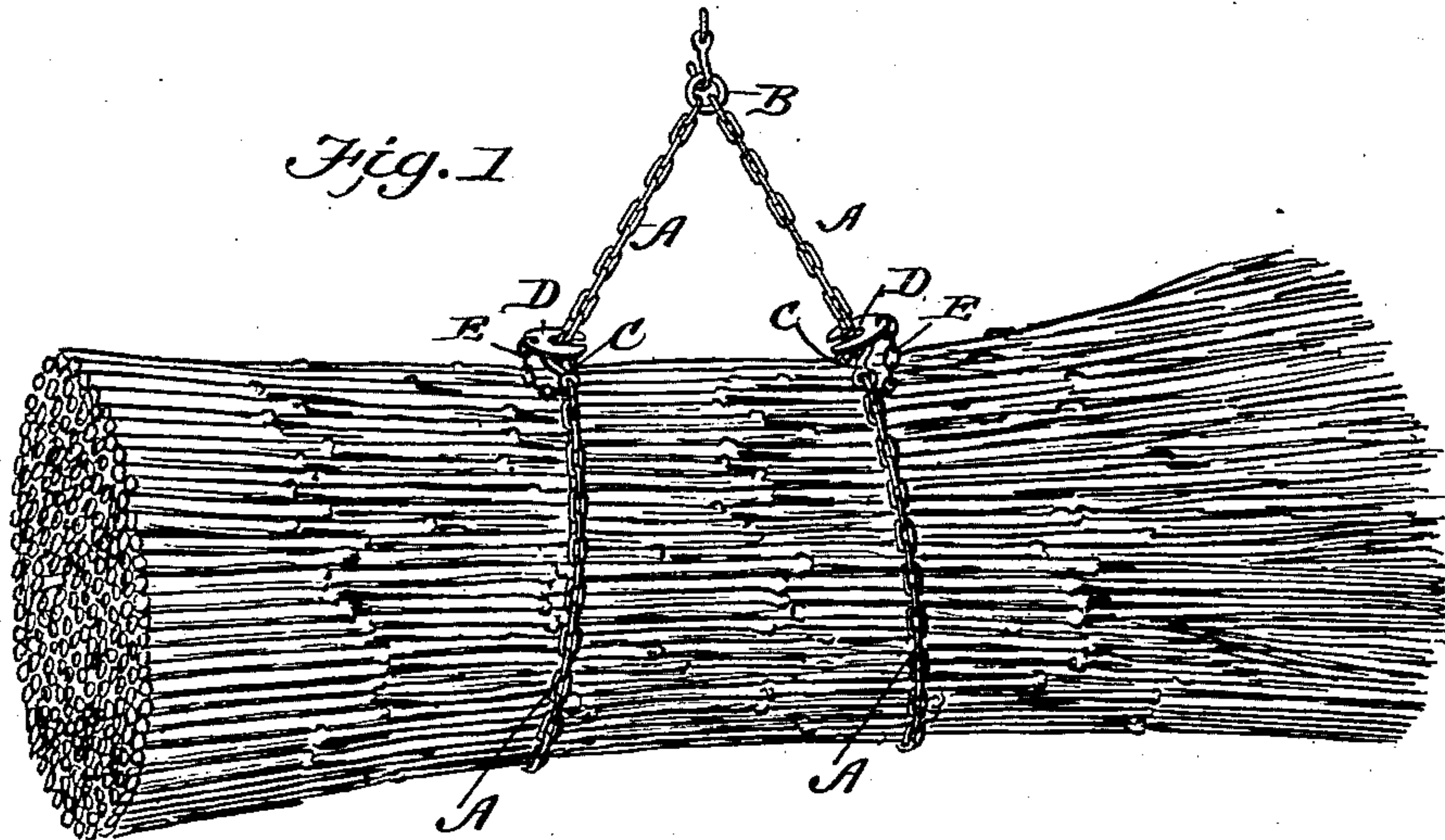
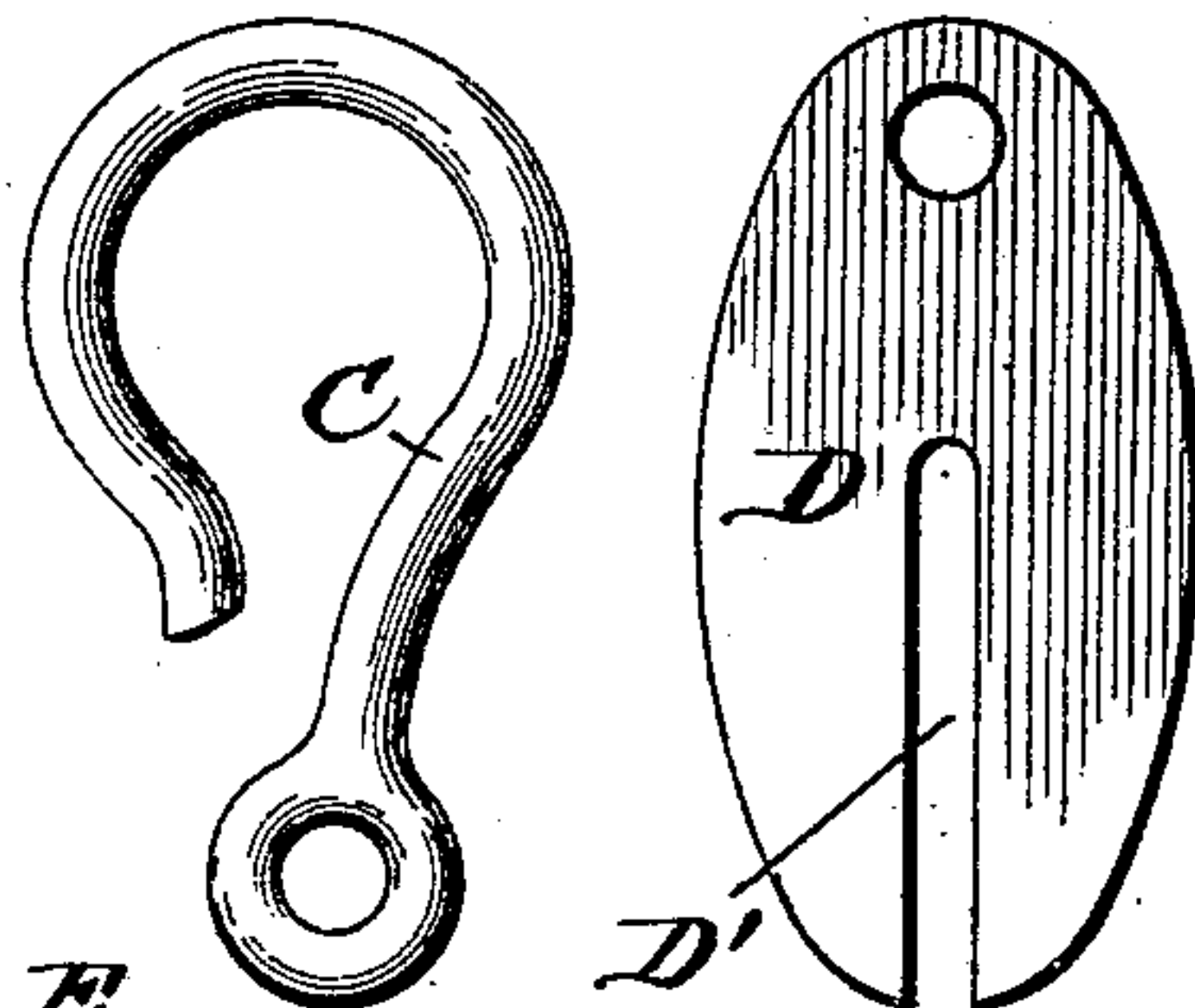


Fig. 4. Fig. 5.



WITNESSES:
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UNITED STATES PATENT OFFICE.

DANIEL HICKEY WALSH, OF PLAQUEMINE, LOUISIANA.

CANE-SLING.

SPECIFICATION forming part of Letters Patent No. 620,519, dated February 28, 1899.

Application filed August 19, 1898. Serial No. 688,994. (No model.)

To all whom it may concern:

Be it known that I, DANIEL HICKEY WALSH, of Plaquemine, in the parish of Iberville and State of Louisiana, have invented a new and useful Improvement in Cane-Slings, of which the following is a specification.

My invention is an improvement in cane-slings for use in transferring sugar-cane, sorghum, and the like from carts to railroad-cars, platforms, or any desired conveyance, serving to keep the package intact, so as to facilitate handling the same in subsequently removing the bundles of cane to the sugar-house or central factory.

The invention consists in certain novel constructions and combinations of parts, as will be hereinafter described, and pointed out in the claim.

In the drawings, Figure 1 is a perspective view of the sling as in use. Fig. 2 illustrates the sling off the cane-bundle. Fig. 3 is a detail view showing the hook, hasp, and chain. Fig. 4 is a detail view of the hook, and Fig. 5 is a detail view of the hasp.

My sling comprises two lengths A of suitable chain, connected together at one end, preferably by the ring B, and having at their outer ends the hooks C, which are made sufficiently large to slide along their respective chains when engaged therewith, as shown in Fig. 1.

The chains A and hooks C are alike, each hook being arranged to engage its supporting-chain, and a hasp or key D is provided for each hook. These hasps D are preferably connected with the hooks by short chains E, linked to the rings F, which connect the hooks to their supporting-chains.

The hasps D are slotted at D' to fit over one link of the chain and bear against the next upper link and so form a stop for the hook to prevent its upward movement, as presently described.

The ring B serves for connection with the hoisting device and insures the pulling of both the chain ends from under the load of cane at the same time.

The several parts may be of any desired dimensions. I find it well in practice to make the chains A three-eighths-inch standard iron chains eighteen feet long, the ring B one-half-inch iron ring two inches in diame-

ter, the hooks of iron seven and one-half inches long by one and one-eighth inches thick, and the chain E three-eighths of an inch standard and ten inches long.

In the use of my improvement the sling is placed crosswise of the cane-cart, letting each end hang over the sides—that is, the end with the ring hangs over one side by the wheel, while the other two ends, with the hooks and hasps or keys, hang over the opposite side by opposite wheel, the slack or balance of the chain remaining lying across the floor of the cart. Now the cane (sugar) is ready to be placed into the cart. That is done as customary on plantations. After the required amount or usual load is placed in the wagon the ends of the chain are brought over the top of the cane and the hooks are hooked around their respective chains. The cart is then driven to the hoist or derrick, where the load is to be transferred to a railroad-car, or is driven to the sugar-house, where it is to be hoisted from the wagon to the platform or carrier. In the case of transferring to cars, where it is most desired, the hook of the hoist or derrick is caught into the ring, and then begins the hoisting. Now as the hoist tends to pull on this ring the chains begin to tighten, owing to the hooks slipping down on the chain as the pull increases. As soon as the hooks stop sliding and the load begins to rise from the cart-floor the hasp or key is straddled across the link just above the hook, so as to keep the hook from slipping back as soon as the load is deposited on the car, platform, &c., and the pull of the hoist released. This insures a neat and tight package, the sling remaining on the cane. On arriving at sugar-house or central factory a hoist is used again. The hook being caught into the ring of the sling, the load is hoisted out of the car to a platform or cane-carrier direct, as the case may be. As soon as it is deposited on the platform, and while the pull of the hoist or derrick is still on, the hasp or key is removed from the chain and allowed to remain suspended by its own chain. The pull on the hoist is released or slackened up a little, and as it does the bulky bundle of canes tends to and does open or spread out. The hooks are then removed from around the chain and allowed to drop near by. The hoist again comes into

play by its ring. (By using this ring you are
sure of pulling both ends of the chain from
under the load of cane at the same time, when
otherwise the derrick-hook would run along
5 the rope and pull only one end out, also scat-
tering the cane.)

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

10 A cane-sling consisting of two chain lengths
connected at one end and provided at their
juncture with means whereby they may be
suspended and each chain length being pro-

vided at its other or outer end with a hook
which may be caught or hooked over the mid- 15
dle portion of the chain length to form a sling
in which to embrace a bundle of cane and
with a hasp connected with the said chain
length and having a slot adapted to fit edge-
wise one of the chain-links and such hasp 20
being arranged to bear above the hook, sub-
stantially as and for the purpose set forth.

DANIEL HICKEY WALSH.

Witnesses:

THEO. H. BRODÉ,
GERVAIS PETIT.