

No. 652,069.

E. B. ACHÉE.

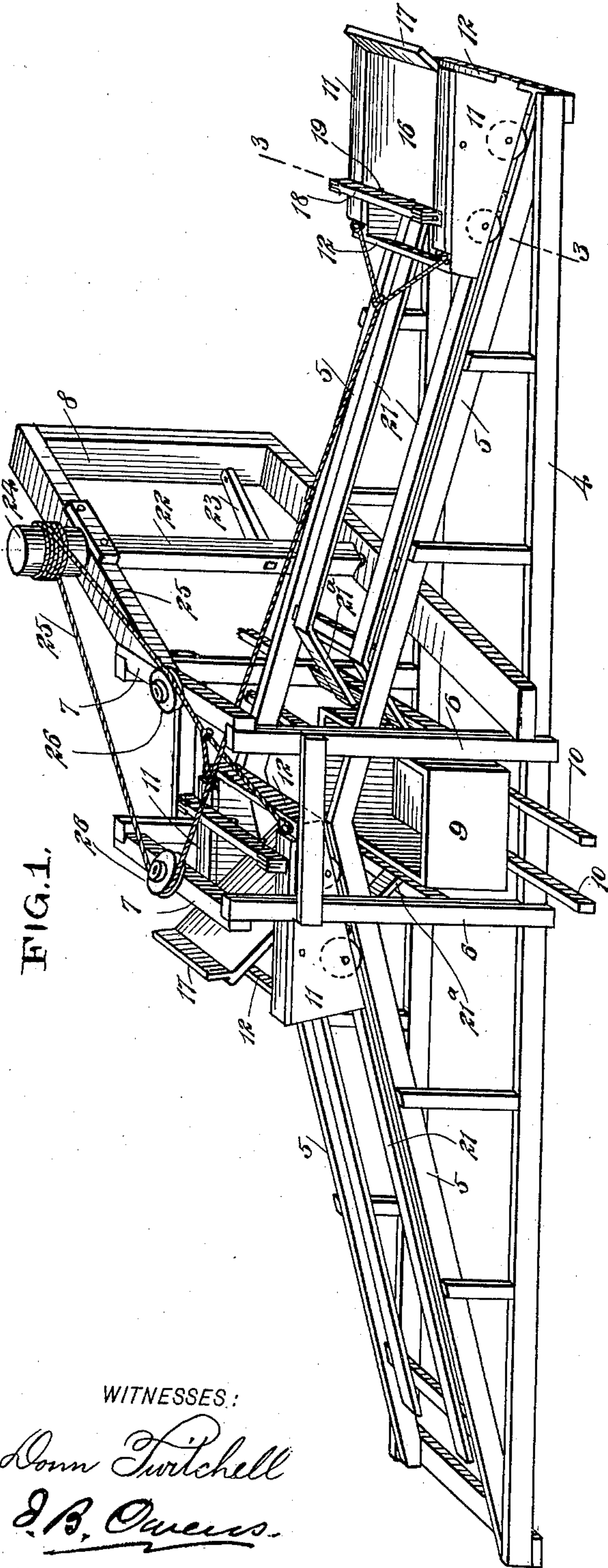
Patented June 19, 1900.

HOIST.

(Application filed Jan. 4, 1900.)

(No Model.)

FIG. 1.



WITNESSES:

Donn Twitchell
J. B. Owens.

FIG. 3.

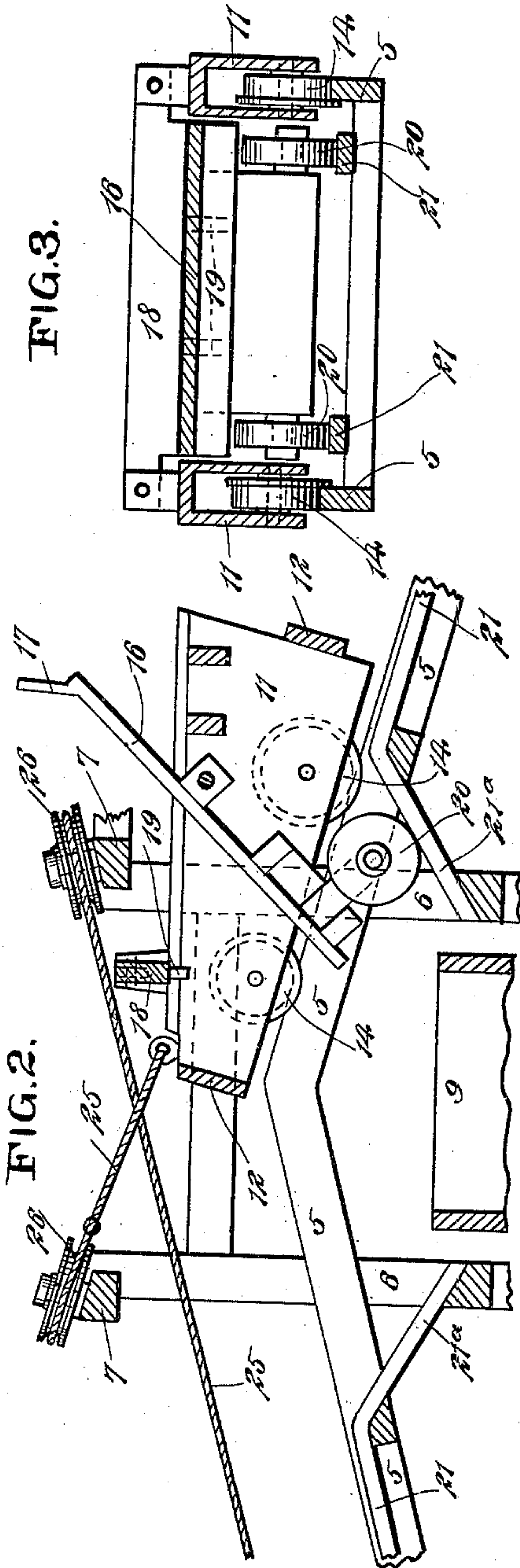


FIG. 2.

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ELPHÉGE B. ACHÉE, OF LABADIEVILLE, LOUISIANA.

HOIST.

SPECIFICATION forming part of Letters Patent No. 652,069, dated June 19, 1900.

Application filed January 4, 1900. Serial No. 366. (No model.)

To all whom it may concern:

Be it known that I, ELPHÉGE B. ACHÉE, a citizen of the United States, and a resident of Labadieville, in the parish of Assumption and State of Louisiana, have invented a new and Improved Hoist, of which the following is a full, clear, and exact description.

This invention relates to a dumping-hoist designed particularly for use on sugar plantations to carry the cane from the farm-wagons to the tram-car in which the cane is conveyed to the mills; and the object sought is to provide an apparatus by which this work may be facilitated, which end I attain by using two dumping-carriers of special construction, enabling them to be worked alternately, so that when one is dumping the other is loading, and vice versa.

This specification is the disclosure of one form of my invention, while the claims define the actual scope thereof.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a perspective view of the invention. Fig. 2 is an enlarged section showing the dump of the cane-carriers, and Fig. 3 is a detail section of the cane-carrier on the line 3-3 of Fig. 1.

The apparatus is built on a suitable frame, which comprises a base 4, mounted on the ground, and rails 5, forming rails or trackways, which are sustained on the base and lead upward toward each other to the center of the apparatus, and the framing also comprises center stanchions 6, joined at their tops by cross-braces 7, and an auxiliary framing 8, in which is mounted a driving-shaft and drum, as will hereinafter fully appear. A tram-car 9 is adapted to pass over the base 4 beneath the tracks 5 on rails 10, laid for the tram-car, as will be understood.

Each pair of rails 5 is provided with a cane-carrier, as shown, and these carriers comprise side portions 11, rigidly connected at their front and rear ends by beams 12 and provided with flanged wheels 14, running on the tracks 5. A dumping-table 16 is pivotally mounted between the side portions 11 of each cane-carrier, and these dumping-tables are each provided at the rear end with a flange

17 to hold the cane thereon. At the front of the table 16, on each cane-carrier, is mounted a transverse bar 18, and these bars are provided with pins 19, adapted to enter recesses in the front portions of the respective tables, so as to effect a secure connection between the tables 16 and their corresponding bars 18. When the tables 16 are in the horizontal position, (indicated at the right in Fig. 1, and in Fig. 3,) the bars 18 have their ends rested on or secured to the side portions 11, so as to serve to form a wall at the front of the tables, which walls coöperate with the flanges 17 in holding the cane in place. When, however, the dumping-tables 16 drop, as shown in Fig. 2, the bars 18 no longer serve to hold the cane on the tables, but the cane is permitted to slide forward off of the table into the tram-car 9. The dumping-tables 16 are supported in horizontal or operative position by means of wheels or rollers 20, which are suitably mounted at the front portions of the corresponding tables and which are adapted to ride on rails 21, mounted parallel with and inside of the several pairs of rails 5. The upper ends 21^a of these rails 21 are curved downward toward the tram-car 9, as shown best in Fig. 2, and when the cane-carriers reach the upper ends of the tracks 5 the wheels 20 roll down the ends 21^a of the rails 21, thus relieving the tables 16 of their support and causing them to drop with the weight of the cane to the position indicated in Fig. 2. This dumps the cane into the tram-car.

In the auxiliary frame 8 is mounted vertically a revoluble shaft 22, fitted with a sweep 23, permitting the shaft 22 to be driven by horse-power. At the top of the shaft 22, above the auxiliary frame 8, a drum 24 is fastened to the shaft, and around this drum are rove two ropes 25, the ropes being wound oppositely to each other, as shown, and being respectively passed around idler-sheaves 26, carried on the cross-beams 7. From these sheaves 26 the ropes 25 are passed in opposite directions toward the cane-carriers, to which carriers the ropes are respectively attached, as shown. Now it is clear that by this arrangement as the drum 24 is driven one of the ropes 25 is hauled in as the other is paid out, and consequently the cane-carriers must work alternately, the one being in

dumping position when the other is in loading position, all of which is shown in Fig. 1.

In the operation of the apparatus the shaft 22 is driven first in one direction and then in the other, which causes the carriers to be moved alternately up their respective trackways and permits them to return by force of gravity. When the cane-carriers are in their lowermost position, they should be loaded with cane, and when the carriers reach the uppermost position they automatically dump the cane into the tram-car. This enables the operation of cane-loading to be carried on with the least possible loss of time, the advantage of which will be apparent to all persons skilled in the art.

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

1. The combination of a body portion, a dumping-table mounted thereon, and a bar mounted on the body portion and adapted to engage with the table when the table is in operative position, to form a wall to assist in holding the material on the dumping-table.

2. The combination of a body portion, a dumping-table pivotally mounted thereon and having a flange at one end, and a member secured to the body in position to extend

across the opposite end of the dumping-table when the dumping-table is in carrying position, to form a wall at said end.

3. The combination with a frame or body portion, comprising a base, rails forming trackways mounted on the base and extending upwardly toward each other, the rails meeting at the center of the base, stanchions mounted on the center of the base and passing upward above the rails at their meeting ends, to which stanchions the rails are fastened, and an auxiliary framing at the center thereof, of dumping-carriers mounted to move on the respective tracks, a drum mounted on the auxiliary framing, means connected with the drum to permit the rotation thereof, flexible connections wound oppositely over the drum and attached respectively to the dumping-carriers, and idler-pulleys carried at the upper ends of the stanchions around which idler-pulleys the flexible connections respectively extend.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

ELPHÉGE B. ACHÉE.

Witnesses:

V. H. BERNARD,

J. G. FRANCIONI.