

No. 652,569.

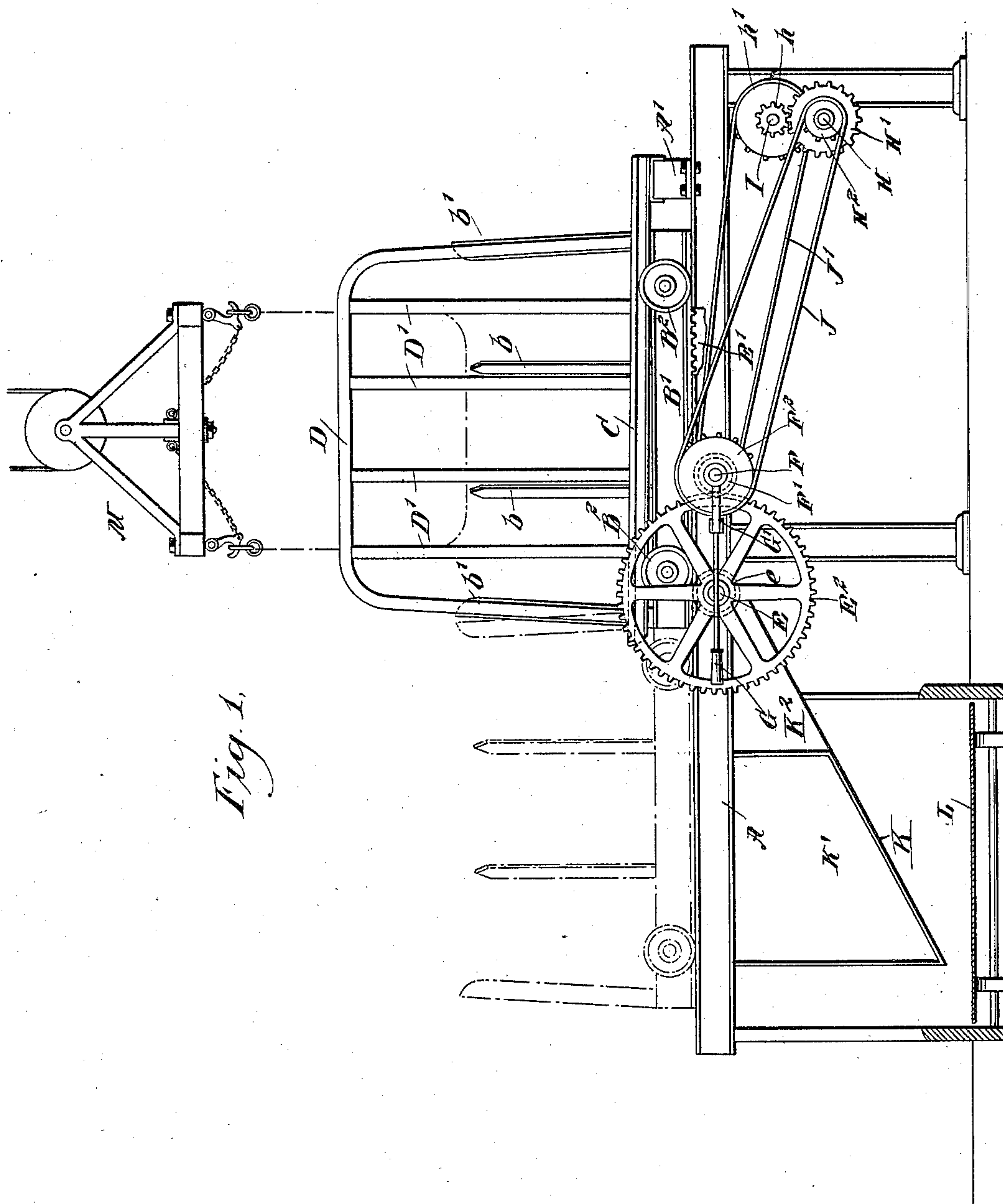
Patented June 26, 1900.

J. E. TALLEY.
CANE FEEDING DEVICE.

(Application filed Sept. 9, 1899.)

(No Model.)

3 Sheets—Sheet 1.



WITNESSES:

Edward Thorpe
H. L. Reynolds.

INVENTOR

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ATTORNEYS

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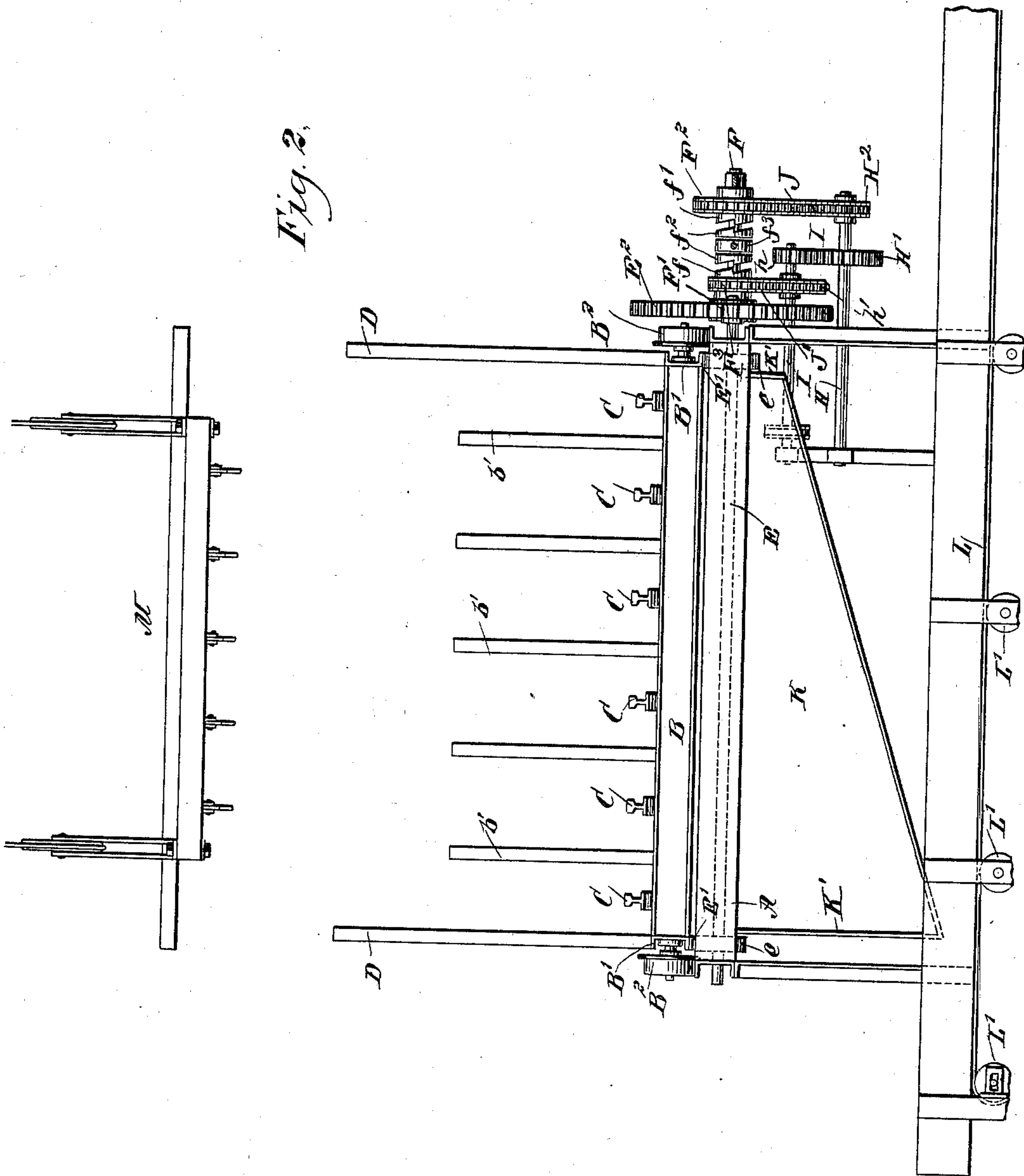
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Fig. 2.



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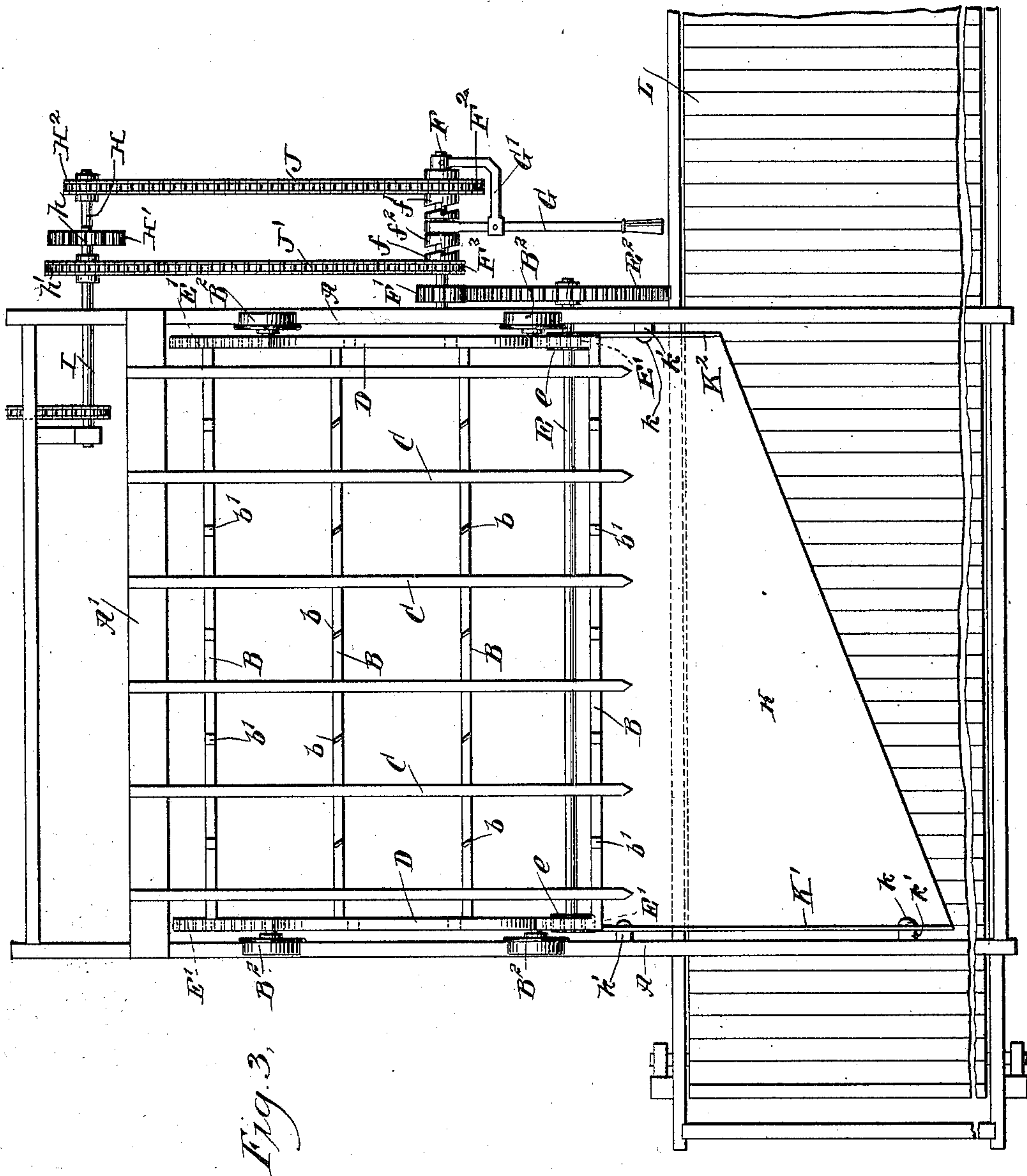
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UNITED STATES PATENT OFFICE.

JOSÉ ELIGIO TALLET, OF MATANZAS, CUBA.

CANE-FEEDING DEVICE.

SPECIFICATION forming part of Letters Patent No. 652,569, dated June 26, 1900.

Application filed September 9, 1899. Serial No. 729,946. (No model.)

To all whom it may concern:

Be it known that I, JOSÉ ELIGIO TALLET, of Matanzas, Cuba, have invented a new and Improved Cane-Feeding Device, of which the following is a full, clear, and exact description.

My invention relates to an improvement in devices used for feeding cane to the mill, the object of the device being to take a large quantity of cane and feed it slowly and regularly to the crushing-machine.

My invention comprises the novel features hereinafter described and claimed.

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 figures.

Figure 1 is a side elevation of my device. Fig. 2 is an end elevation, and Fig. 3 is a plan view.

The object of my invention is to take the cane, which is delivered in comparatively large quantities from cars, and to deliver the same slowly and regularly to the apparatus which conveys the cane to the crushing-rolls. With this object in view I construct an elevated platform having a track which consists of two parallel beams A. These beams at one end extend over an endless conveyer L, which after receiving the cane from my present device conveys it to the crushing-rolls. This track extends to one side of said conveyer and has a car mounted to run thereon, which is adapted to receive the cane as delivered from the cars which bring it from the field.

The car consists of a rectangular frame formed of beams B, which extend across the car or transversely of its direction of motion, and end beams B', which connect the ends of the beams B. Except for these beams the car has no bottom, the spaces between the beams being entirely unobstructed. The beams have stakes or pins *b* and *b'* extending upwardly therefrom to such a height that they will extend to or above the cane which is placed upon the car. The stakes *b'*, which are secured to the outermost of the beams B, are herein shown as being slightly longer than the stakes *b*, which are secured to the inner beams B. This is, however, an immaterial feature.

The car is provided with wheels B², which run upon the beams A of the supporting-

frame. Near the outermost portion of the frame is a cross-beam A', which is of a height approximately equal to the height of the car-frame. To this beam are fixedly secured one end of a series of bars C, which extend immediately over the frame of the car and entirely across the same when the car is in its outermost or retracted position. These bars C, in connection with the beams B of the car, form a lattice-work. The bars C receive and support the cane when it is deposited upon the car, and being only a short distance above the frame of the car they may be bent downward by the weight of the cane, so as to rest upon the car and be supported thereby. It is preferred, however, that they be of sufficient strength to carry the weight of the cane without resting upon the frame of the car.

At its ends the car has two frames, consisting of a bar D, which is of an inverted-U shape, and the vertical bars D', which extend from the central portions of the bars D downward to the end beams B' of the car. The car is made of a sufficient transverse length to receive the cane between the end bars D. The cane is delivered to the car by any manner of device. I have herein shown a traveling crane or car M, by which the cane may be delivered to the car. As the construction of this device forms no part of my invention I have not herein shown or described it in detail.

The cane after being deposited upon the car is divided into a number of parcels by the dividing-pins *b*. As two sets of dividing-pins *b* are herein used, the cane will be divided into three parcels. Upon the under side of the end beams B' of the car are secured racks E', which are engaged by pinions *e* upon a shaft E. When this shaft is rotated, the car will thus be caused to travel upon its track A, and thus to slide the cane along upon the upper surface of the bars C until it is dumped off of the ends of said bars. The outermost parcel of cane, which is formed by the dividing-pins *b*, is first dumped from the car, and after this has all been dumped the middle parcel is dumped, and so on as the car advances the different parcels of cane are consecutively dumped. The cane as it falls from the bars C is received upon an inclined apron K, which is of a triangular form, as clearly shown in the drawings. This apron

extends outward over the endless conveyer L, which is in the form of a belt carried by the rollers L' and which conveys the cane to the crushing machinery. The apron K inclines downward, as seen best in Fig. 1, and its front edge is diagonal, as best seen in the plan, Fig. 3. The sides K' K² rise vertically and are suitably secured to the beams A—as, for instance, by bolts k, having washers k'.

The shaft E, which carries the pinions e, has a large spur-gear E² secured thereto. This spur-gear meshes with a pinion F', secured upon a shaft F, which is adjacent to the shaft E. This shaft F has mounted upon it a sprocket-wheel F², driven by a sprocket-chain J, and a sprocket-wheel H², which is mounted upon a shaft H. A second sprocket-chain J' is provided, which connects another sprocket-wheel F³ on the shaft F with a shaft I, which is parallel with the shaft H and connected thereto by means of the gears h and H'. The sprocket-wheels F² F³ upon the shaft F are not positively secured to the shaft, but are free to rotate thereon. Each of these wheels has a toothed hub f and f' secured to the side thereof and adapted to be engaged by the toothed ends of a double-clutch member f², which is mounted to turn with the shaft and to slide thereon. By using the two shafts I and H, as shown, the two sprocket-wheels upon the shaft F are caused to operate in opposite directions. By shifting the central member f² of the clutch device into engagement either with the part f or f' the direction of rotation of the shaft E, and consequently the direction of travel of the car, may be reversed. This shifting of the clutch member is done by means of the lever G, which is pivoted upon an arm G'.

In using my device the cane is dumped in comparatively-large quantities upon the car while the car is beneath the bars C. The car then being slowly moved outward the cane is slowly and regularly dumped upon the endless conveyer, and is thus conveyed in regular quantities to the crushing machinery. After the car has been unloaded it is returned to its former position and receives a fresh quantity of cane.

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

1. A cane-feeding device, comprising an elevated track or frame, a car or truck mounted thereon and having its bottom composed of transversely-extending or cross bars, upwardly-extending dividing members carried by said cross-bars, cane-receiving bars fixedly supported by one end and extending transversely over the cross-bars of the car or truck when at one end of its travel, and means for moving the car backward and forward upon the track, substantially as described.

2. A cane-feeding device, comprising a bottomless car or truck having separated partitions extending above its frame and transversely of its direction of travel, said parti-

tions dividing the load into sections, fixed bars supported from one end and extending just over the truck-frame in the direction of its travel, and means for moving the truck or car forward and backward beneath the fixed arms, substantially as described.

3. A cane-feeding device, comprising a set of fixed arms supported from one end and forming a temporary support and receptacle for the cane, a frame having bars extending transversely of the fixed arms and provided with pins or stakes extending upwardly therefrom, and means for moving said frame backward and forward beneath the fixed arms and in the direction of their length, substantially as described.

4. A cane-feeding device, comprising a set of fixed arms supported from one end and forming a temporary support and receptacle for the cane, a frame having bars extending transversely of the fixed arms and provided with pins or stakes extending upwardly therefrom, means for moving said frame backward and forward beneath the fixed arms and in the direction of their length, and an inclined triangular apron receiving the cane as it falls from the fixed bars, substantially as described.

5. A cane-feeding device, comprising a set of fixed arms supported from one end and forming a temporary support and receptacle for the cane, a car having a bottom composed of bars extending transversely of the fixed arms and provided with pins or stakes extending upwardly therefrom, racks upon the ends of the car, pinions meshing with said racks, and means for turning said pinions whereby the car may be run beneath the fixed arms or run outward from beneath the fixed arms, substantially as described.

6. In devices for handling cane or other material, spaced cane-receiving bars, and a car movable beneath said bars, the car having openings through which the material may pass, and provided between the openings with projecting dividing members for dividing and dislodging the cane.

7. In devices for handling cane or other material, spaced bars for receiving the material, and a device coacting with the said receiving-bars and movable relatively thereto in the direction of the length of said bars, said movable device having transverse series of upright members extending between the receiving-bars to dislodge the material.

8. In devices for handling cane or other material, spaced bars for receiving the material and a car for dislodging the material from the receiving-bars, said car being mounted to travel relatively to the receiving-bars in a direction longitudinally of said bars and including projecting dividing members, serving to divide and dislodge the material from the bars.

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Witnesses:

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J. SAN CONTA.