

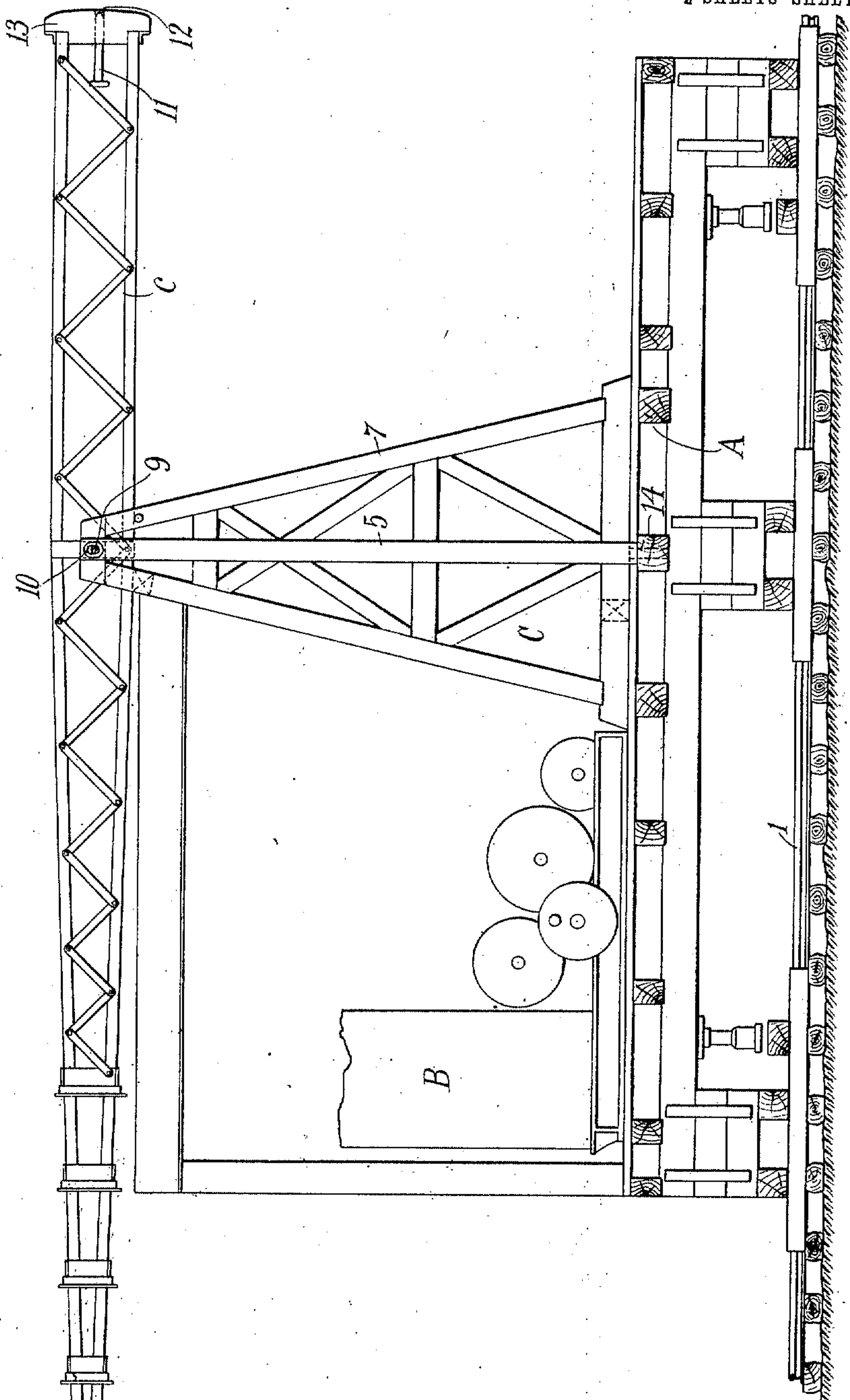
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SUPPORT FOR HOISTING AND CONVEYING APPARATUS.  
APPLICATION FILED MAR. 15, 1906.

984,230.

Patented Feb. 14, 1911.

2 SHEETS—SHEET 1.

Fig. 1



Witnesses  
Raphael Ketter  
R. B. Caranagh

Inventors  
T. S. Miller  
J. H. Dickinson  
By their Attorneys Clifford & Hall

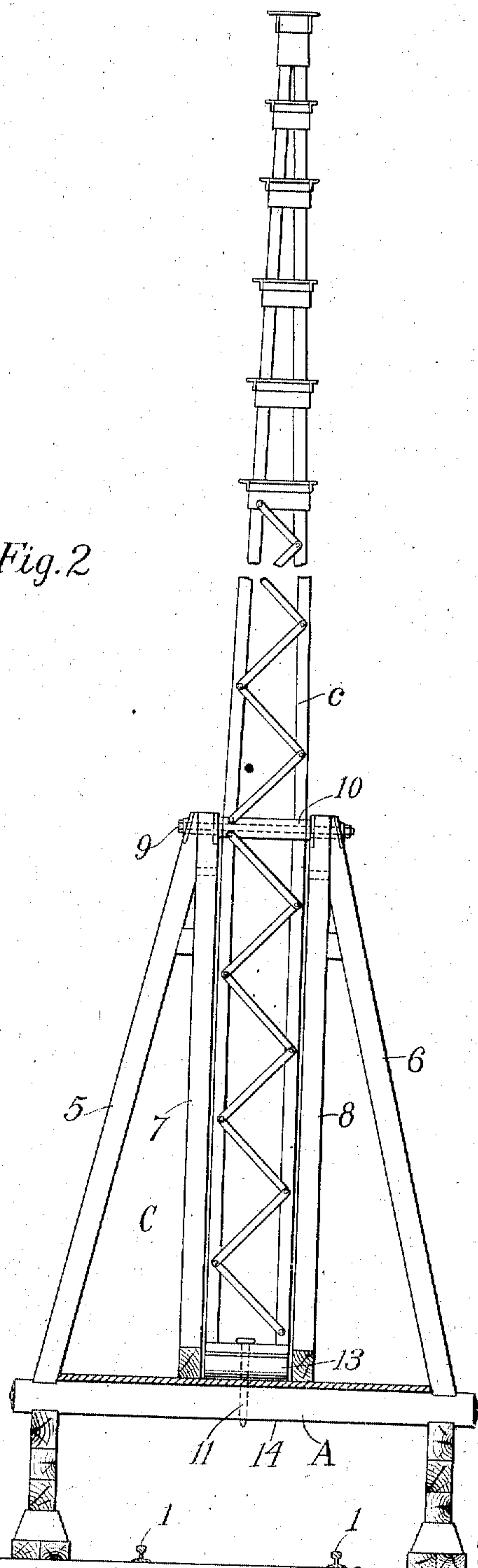
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2 SHEETS—SHEET 2.

Fig. 2



Witnesses  
Rasheil Ketter  
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Thomas S. Miller  
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# UNITED STATES PATENT OFFICE.

THOMAS SPENCER MILLER, OF SOUTH ORANGE, AND JOSEPH H. DICKINSON, OF  
MONTCLAIR, NEW JERSEY.

SUPPORT FOR HOISTING AND CONVEYING APPARATUS.

984,230.

Specification of Letters Patent. Patented Feb. 14, 1911.

Application filed March 15, 1906. Serial No. 306,110.

*To all whom it may concern:*

Be it known that we, THOMAS SPENCER MILLER and JOSEPH H. DICKINSON, citizens of the United States, and residents, respectively, of South Orange and Montclair, in the county of Essex and State of New Jersey, have invented certain novel and useful Improvements in Supports for Hoisting and Conveying Apparatus, of which the following is a specification.

Our invention pertains to improvements in hoisting and conveying apparatus and is especially applicable to means for supporting the pulleys, sheaves, ropes, cables and the like of cableways.

The present invention may be stated to be in the nature of an improved portable tower, and we have especially in contemplation the provision of means whereby such tower may be raised and lowered upon a car to permit of its movement from place to place and to permit the same to be easily and quickly established in position for use.

To this end our invention consists in the construction, combination and arrangement of parts set forth in and falling within the scope of the appended claims, and while we have herein shown and described a preferred embodiment of our invention we wish it to be understood that the same may be subjected to any and all modifications falling within the scope of the claims.

In the accompanying drawings like characters of reference indicate like parts and views.

Figure 1 is a view in side elevation of a structure embracing our improvements. Fig. 2 is a view in end elevation showing the tower in its elevated position of use, the supporting structure being partially in section.

Referring now to the accompanying drawings in detail, the letter A designates the supporting structure for the tower, which in the present instance is similar to that used in connection with log loading apparatus and embraces a frame adapted to straddle the tracks 1, upon which tracks a car (not shown) is adapted to run beneath the frame A, so that when necessary and desired the latter can be lowered on to the car and transported from place to place as the exigencies of the occasion may demand. Upon this platform or structure may be mounted the usual engine B, embracing the hoisting

drums and the like, and in Fig. 1 we have given a conventional illustration of such engine and its connected parts. Upon the platform is mounted a support in the nature of a shear leg or frame designated as an entirety by C, the sides 5 and 6 thereof being inclined inward from the outer sides of the car and are connected at their upper ends to each other and to the central braces 7 and 8 through the medium of the relatively large bolt 9. This bolt also performs the important function of acting as a fulcrum point or pivot for the tower or cableway support, which is indicated as a whole by the letter C. This support is in the nature of a tower frame, constructed of any suitable material such as wood, metal or the like, and at a point intermediate its ends is provided with a tubular bearing sleeve 10 through which the pivot bolt 9 passes, and as will be noted by reference to Fig. 1, the tower when released at its base is free to swing upon this pivot point so as to lie approximately parallel with the platform of the support A and thereby permit the car to pass without interference beneath bridges or around curves during transportation.

When the tower is elevated to the position shown in Fig. 2 it is necessary to provide some means for fastening the same to the platform so as to hold the tower stationary when the cableways are in use and this may be accomplished in any desired or convenient manner. In the present instance we have shown a relatively large spike or pin 11, passing through a central bore or aperture 12 in the base block 13 of the tower, said pin also extending into the bored portion 14 of the frame of the platform so that when in its elevated or vertical position the tower may be secured against displacement by the insertion of the pin in the aligning apertures or bores of the platform and base of the tower. When the tower or mast is operated to take the position shown in Fig. 2, the base block 13 rests solidly upon the platform A, as shown in Fig. 2, so that the strain to which the mast is subjected is localized at the base of the mast instead of being placed upon the pivot connection 9, 10.

The blocks, ropes, sheaves and the like may be mounted in the ordinary and usual manner upon this tower and this construction will be found especially advantageous in logging and skidding lumber along rail-



ways or at points where it is impossible to find suitable supports for the cableway apparatus.

When the tower is in its lowered position, shown in Fig. 1, the outer or top portion thereof may be supported in any suitable manner, preferably by frame-work extending upward from the platform structure, the engine being located between the support and the frame C upon which the tower is fulcrumed.

Having thus described our invention, what we claim and desire to secure by Letters Patent is:

1. In a portable cableway, the combination of a portable platform, spaced supporting standards mounted on the platform, a tower adapted to support a cableway pivotally supported at a point intermediate its ends on the upper portions of said standards, said tower being movable to a substantially horizontal position, and to a vertical position to support a cableway, in which latter position the base of the tower depends between the supporting structures, means for securing the tower in vertical position, a support for the upper end of the tower when in lowered position, and a hoisting engine mounted on the platform between the said standards and said support.

2. In a portable cableway, in combination, a platform, spaced supporting structures thereon, a tower for supporting the cableway pivotally supported at a point intermediate its ends on the upper portions of said structure, said tower being movable to a substantially horizontal position, and to a vertical position to support the cableway in which latter position the base of the tower depends between the supporting structures and rests solidly upon the platform.

3. In a portable cableway, in combination, a platform, spaced supporting structures thereon, a tower for supporting the cableway pivotally supported at a point in-

termediate its ends on the upper portions of said structure, said tower being movable to a substantially horizontal position, and to a vertical position to support the cableway in which latter position the base of the tower depends between the supporting structures and rests solidly upon the platform, and means for securing the tower in elevated position.

4. In a portable cableway, in combination, a platform, spaced supporting structures thereon, a tower for supporting the cableway pivotally supported at a point intermediate its ends on the upper portions of said structure, said tower being movable to a substantially horizontal position, and to a vertical position to support the cableway in which latter position the base of the tower depends between the supporting structures and rests solidly upon the platform, and means connecting the base and platform for securing the tower in elevated position.

5. In a portable cableway, in combination, a platform, a hoisting engine thereon, spaced supporting structures thereon, a tower for supporting the cableway pivotally supported at a point intermediate its ends on the upper portions of said structures, said tower being movable to a substantially horizontal position, and to a vertical position to support the cableway, in which latter position the base of the tower depends between the supporting structures to a point adjacent the platform, and means for detachably connecting the base to the platform.

In witness whereof we have hereunto set our hands this 12th day of March, A. D. 1906.

THOMAS SPENCER MILLER.  
JOSEPH H. DICKINSON.

Witnesses:

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ERNEST PULSFORD.