

J. URIELL.  
Portable-Derrick.

No. 214,599.

Patented April 22, 1879.

FIG. 1

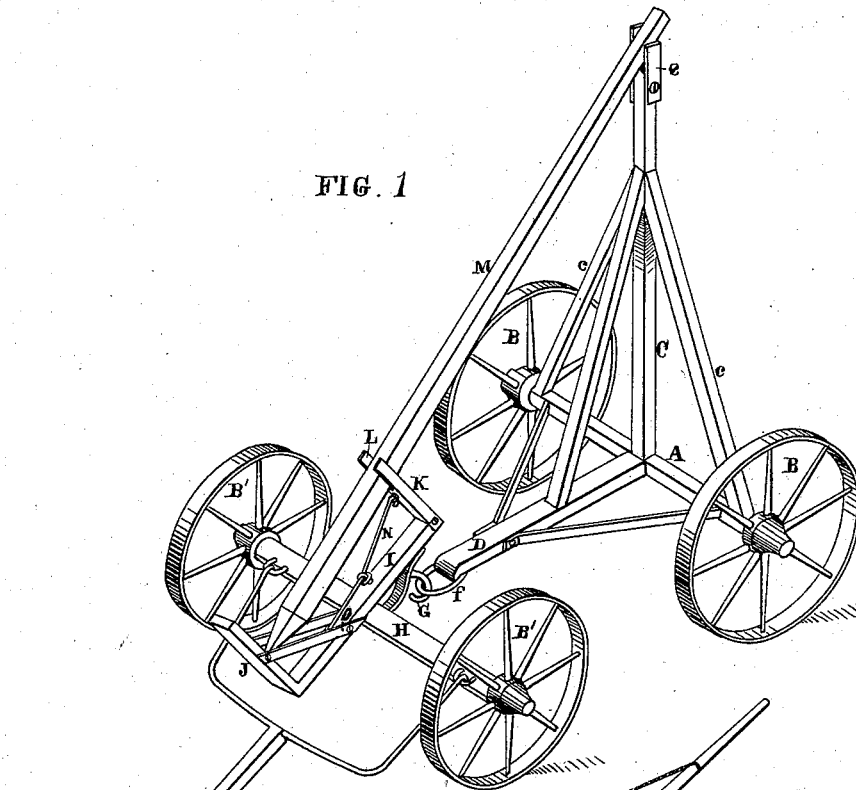
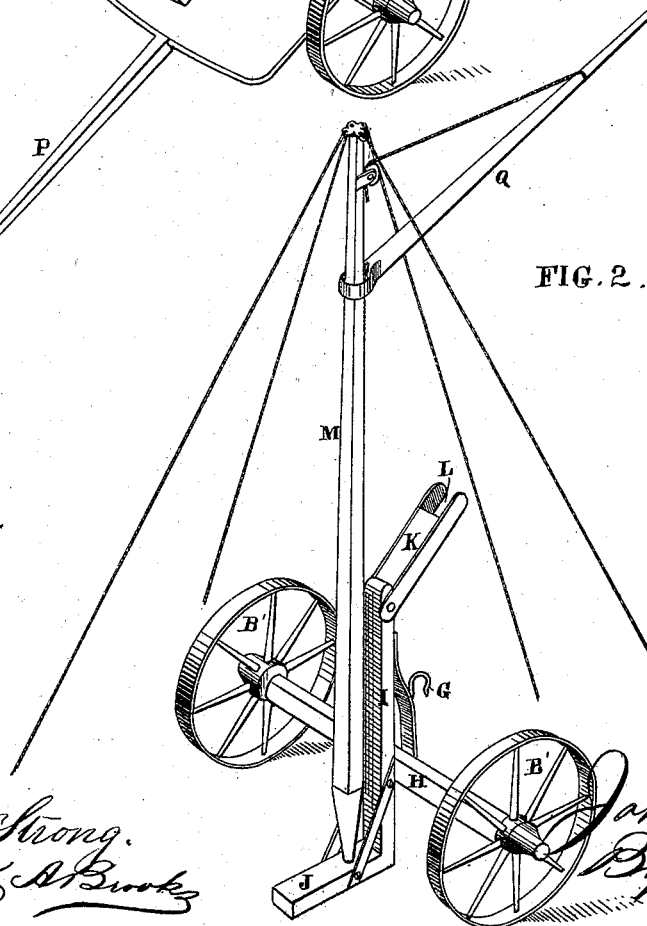


FIG. 2.



Witnesses

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# UNITED STATES PATENT OFFICE.

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## IMPROVEMENT IN PORTABLE DERRICKS.

Specification forming part of Letters Patent No. **214,599**, dated April 22, 1879; application filed January 31, 1879.

*To all whom it may concern:*

Be it known that I, JOHN URIELL, of Collegeville, county of San Joaquin and State of California, have invented a Portable-Derrick Wagon; and I hereby declare the following to be a full, clear, and exact description thereof, reference being made to the accompanying drawings.

My invention relates to certain improvements in that class of derricks such as are used in the field for thrashing and stacking purposes, and it is expressly intended to render the derrick portable, to save time in setting up and taking down, so that in moving from one point of operation to another the time required in setting the ordinary derrick is saved.

In the accompanying drawings, Figure 1 shows my apparatus in its portable form. Fig. 2 is a view showing the derrick set up ready for work.

Let A represent the rear axle of my improved portable derrick, mounted on wheels B. On this axle is placed the standard C, which is supported by the braces *c*, extending to the ends of the axle and to the reach D, as shown. On top of this standard C are the straps *e*, which extend above the standard, so as to leave a space between them, for the purpose hereinafter described. At the end of the reach D is an eye, *f*, which engages with the hook G on the front axle, H, as shown. On the front axle, H, is mounted, by means of a king-bolt, the bolster I, at one end of which is the foot or base J, suitably braced, as shown. At the other end of the timber is a bar, K, swiveled to the bolster I, and having at its other end a recess, L, in which rests the mast M. This mast or standard M has its lower or forward end pivoted in the foot J, as shown. A hinged rod, N, keeps the bar K in position when the mast rests in it. A strap, O, from the king-bolt to the bolster steadies said timber in position.

In moving my device from one part of the field to another the hook G and eye are engaged, and the rear wheels, B, and front wheels, B', thus joined. When in this position the mast M rests at an angle to the axles, its lower end remaining in the foot or rest J, and its

upper end coming between the straps *e* in the standard C, while it is also supported in the slot or recess L at the end of the movable bar K.

As the bolster is pivoted to the axle the whole derrick may be hauled from place to place by horses hitched to the pole P, in the usual manner. The boom Q may be secured to the mast M and transported with it.

When it is desired to use the derrick on arriving at the point where it is to be put up, the tongue P is taken out; the men take hold of the guys attached to the mast M, and haul it forward. This action tips the bolster I over until it becomes vertical and the foot J becomes a bed-piece, lying horizontally on the ground. The rear axles are then wheeled to one side, out of the way. The hinged rod N is unhooked from the bar K, and said bar K is swung back on its hinges out of the way, so that the mast M may come up near enough to the vertical bolster I to just swing clear of it. The guys are then spread and secured, and the boom hoisted into position for use.

The wheels on the axle, in combination with the vertical timber or bolster and upright, serve to steady the derrick and keep it in position. The hind axle is longer than the front one, so as to obviate danger of the derrick tipping over when being moved.

By this means I provide a portable derrick which is easily moved from place to place, and is readily and quickly set up for use.

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

1. The mast M, supported by the bolster I upon the wheels B', and provided with the foot or base J, whereby the mast may be supported upon its base without being removed from the wheels, or be tilted back so that its weight will be supported upon the wheels, substantially as and for the purpose herein described.

2. The mast M, supported near its lower end by the wheels B', so that it may be set vertically upon its base or tilted back to swing clear of the ground, in combination with the rear wheels, B, with the standard C, and the reach fitted to be united to the front axle, sub-

stantially as and for the purpose herein described.

3. The improvement in portable derricks, consisting of the mast M, with its base J, so supported upon the wheels B B' that when vertical it may rest upon the ground, and when tilted backward it will swing clear, while its upper end will rest upon the standard C, which rises from the axle of the rear wheels, B, substantially as and for the purpose herein described.

4. The mast M, with its base J, supported by the front and rear wheels and rear standard, as shown, in combination with the hinged brace and support K, substantially as and for the purpose herein described.

JOHN URIELL.

Witnesses:

GEO. H. STRONG,  
FRANK A. BROOKS.