

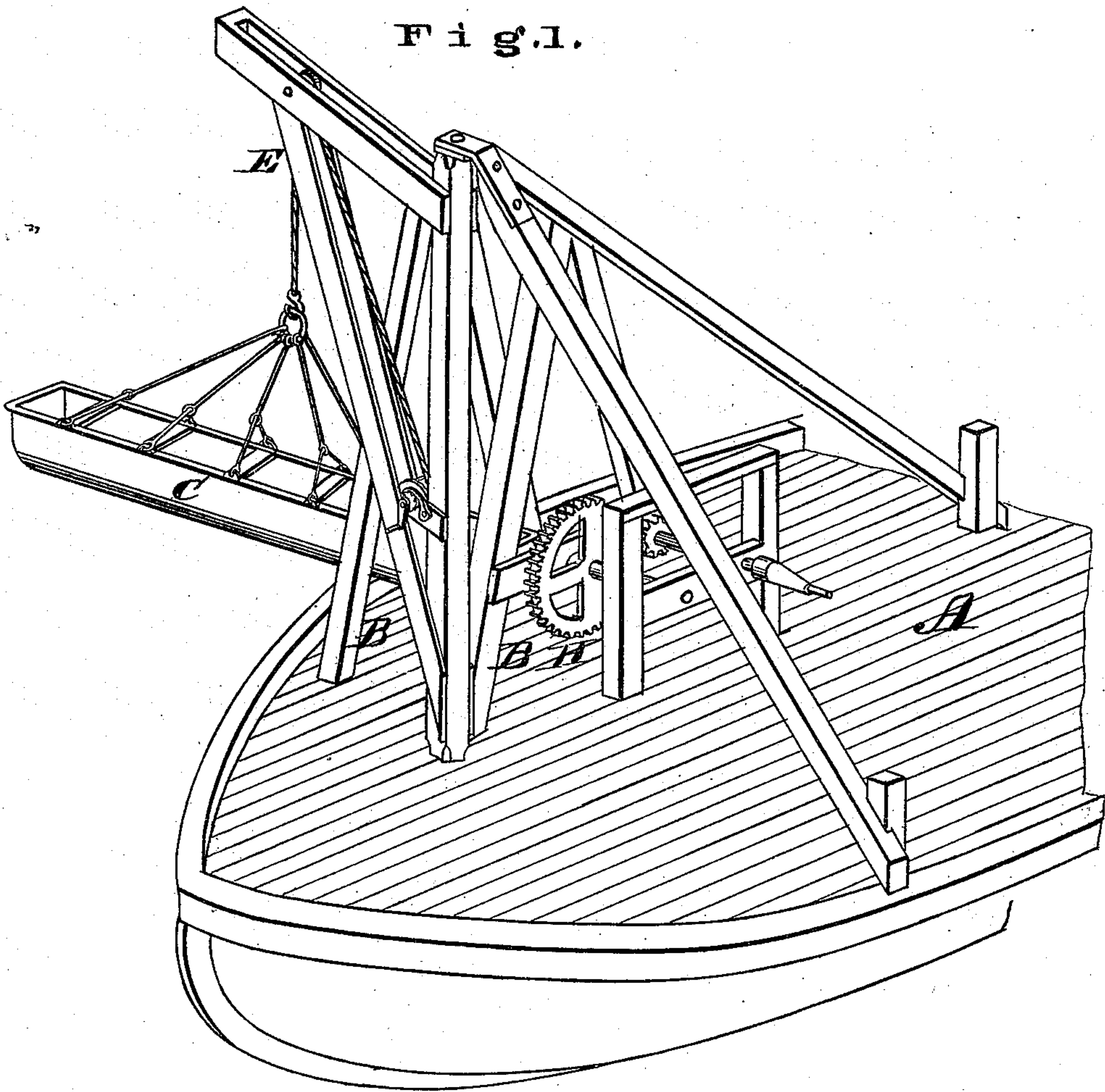
W. P. LOLER.

DISTRIBUTORS FOR SAND ELEVATORS.

No. 173,409.

Patented Feb. 15, 1876.

Fig. 1.



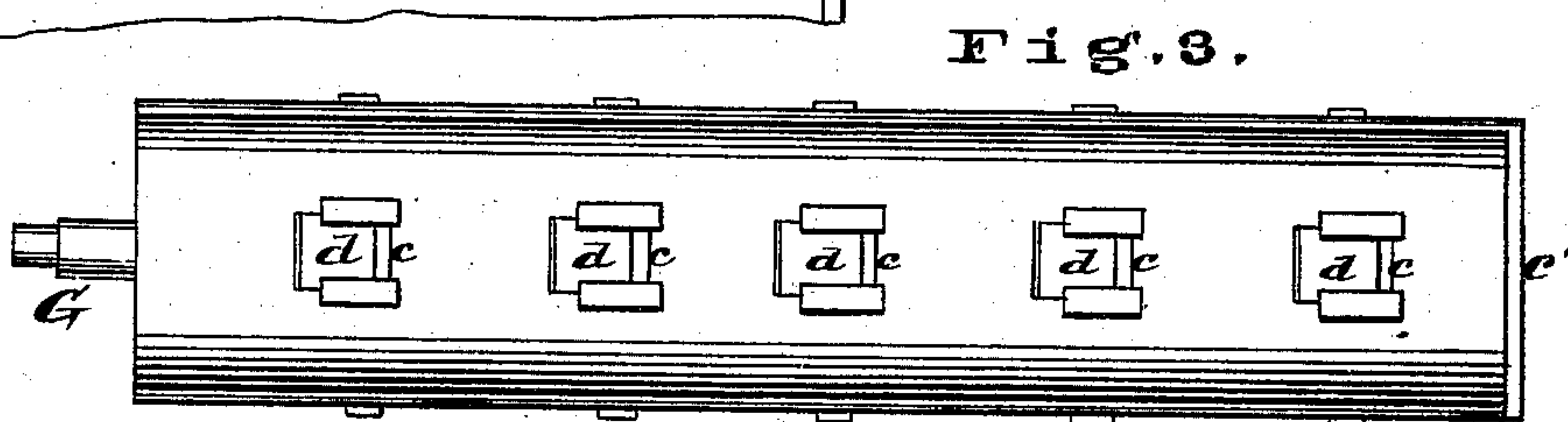
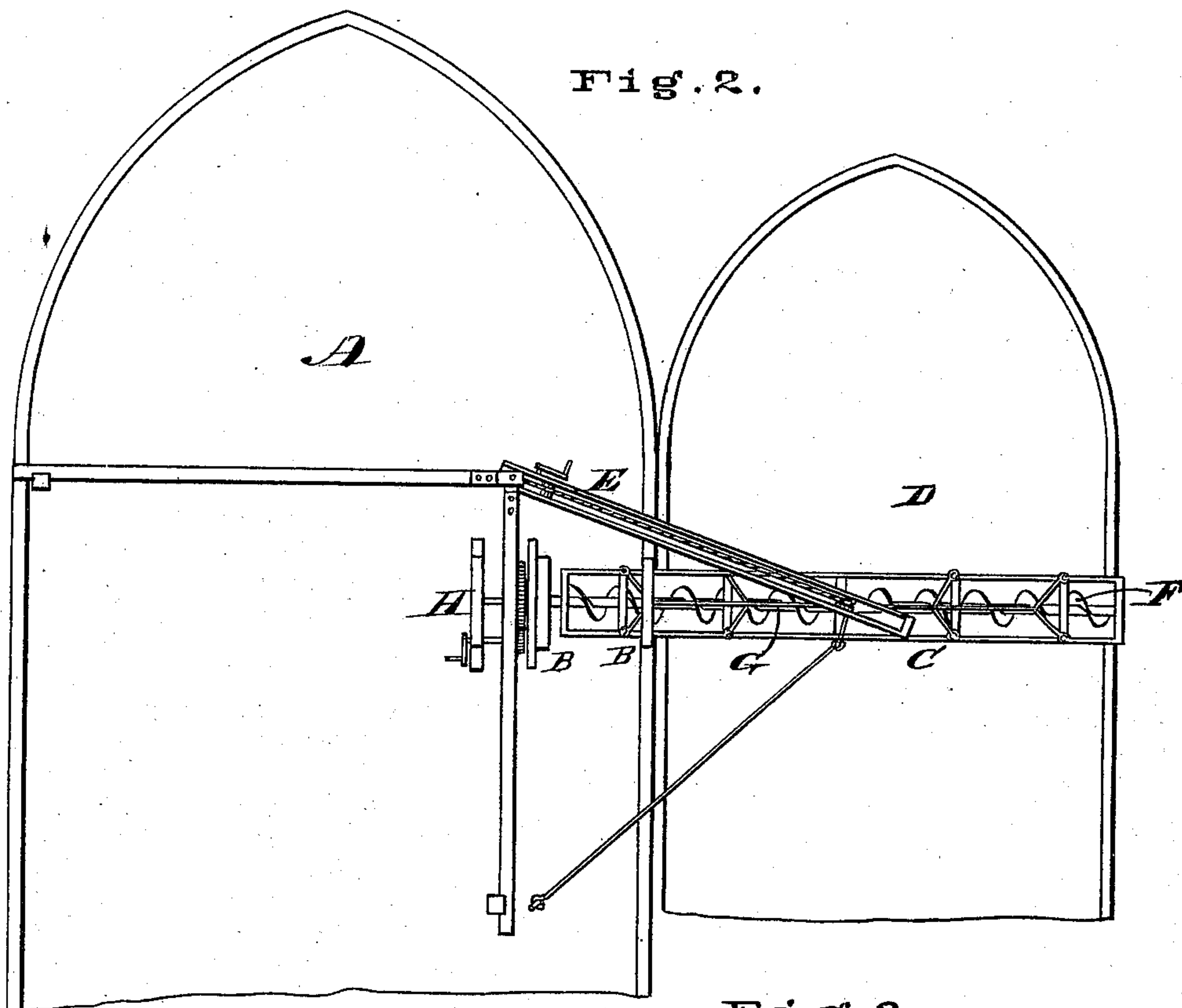
WITNESSES.

Paul S. Boyd
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INVENTOR.

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UNITED STATES PATENT OFFICE

WILLIAM P. LOLER, OF ST. LOUIS, MISSOURI.

IMPROVEMENT IN DISTRIBUTERS FOR SAND-ELEVATORS.

Specification forming part of Letters Patent No. **173,409**, dated February 15, 1876; application filed December 27, 1875.

To all whom it may concern:

Be it known that I, WILLIAM P. LOLER, a resident of the city and county of St. Louis, State of Missouri, have invented new and useful Improvements in Distributers for Sand-Elevators, of which the following is a full, clear, and exact description, reference being had to the annexed drawing making a part of this specification, in which—

Figure 1 is a perspective, showing the invention in position; Fig. 2, a plan, showing also the boat in which the sand is being received; and Fig. 3, a bottom view of the distributing-trough.

The same letters refer to the same parts.

The present invention is used in connection with any of the ordinary machines employed in dredging or elevating sand from river-beds; and the aim thereof is to provide means for readily and economically transferring the sand as it is raised to the receiving-bergs, and distributing it evenly therein.

Referring to the annexed drawing, A, Figs. 1 and 2, represents the boat which contains the sand-elevating machinery, and which is not shown in the drawing, as its special nature forms no part of the present invention. B B represent the frame which supports the upper end of the elevator. C represents what I term the distributing-trough. When in position its inner end comes within the frame B B, and beneath the point where the sand is delivered by the elevator, and its outer end stands out from the side of the boat A in such manner as to enable a receiving-boat, D, Fig. 2, to come alongside the boat A and beneath the trough. The trough can be supported in the position described by any suitable means. To enable it, however, to be removed at will or placed suitably, I employ a derrick, E, Figs. 1 and 2, to hold it. The trough contains a screw, F, arranged longitudinally therein and extending to the outer end of the trough. G represents the screw-shaft. It is supported in suitable bearings in the trough, and its inner end is extended so as to connect, when the trough is in position, with gearing H, by which the screw is rotated. In the bottom of the trough is arranged a series of openings, *c c c c*, each of which is provided with a slide for closing it when desired. There is also an opening in the extreme outer end of the trough at *c'*.

In operation, the trough, by means of the derrick, is swung around into the position shown in Figs. 1 and 2, and the screw-shaft is put in connection with the gearing H. The receiving-boat is brought alongside, as shown in Fig. 2, and the sand-elevating machinery, as well as the power for rotating the screw in the trough, is put in motion. The sand, as it comes from the elevator, falls into the inner end of the trough, and thence, from the action of the screw, it is conveyed along the trough, and, through the openings *c c c*, &c., in the bottom of the trough, it drops evenly into the receiving-boat. As the latter is filled at the point immediately opposite the trough, it is, by any desirable means, gradually moved forward or back until the boat is loaded.

The opening *c'* at the outer end of the trough serves a double purpose. It enables the sand to pass out at that point, and thus free the screw, and, when desired, the openings *c c*, &c., in the bottom of the trough, are closed, and the sand is discharged entirely at the end of the trough. By means of the slides the openings *c c c* can be graduated, and the sand be discharged more freely through some of them than through the remainder, and, if preferred, entirely through any one of them. In this manner the distribution of the sand can be thoroughly controlled, and the use of manual labor can be dispensed with.

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

1. The combination of the boat A, trough C, openings *c c c c*, screw F, and shaft G, substantially as described.
2. The combination of the boat A, trough C, opening *c'*, screw F, and shaft G, substantially as described.
3. The combination of the boat A, trough C, openings *c c c*, &c., opening *c'*, screw F, and shaft G, substantially as described.
4. The combination of the boat A, derrick E, trough C, screw F, and shaft G, substantially as described.
5. The combination of the trough C, openings *c c c c*, and slides *d d d d*, screw F, and shaft G, substantially as described.

WM. P. LOLER.

Witnesses:

CHAS. D. MOODY,
SAML. S. BOYD.