(No Model.) 2 Sheets—Sheet 1.

F. I. PEARCE.

CONVEYER.

No. 285,664. Patented Sept. 25, 1883.

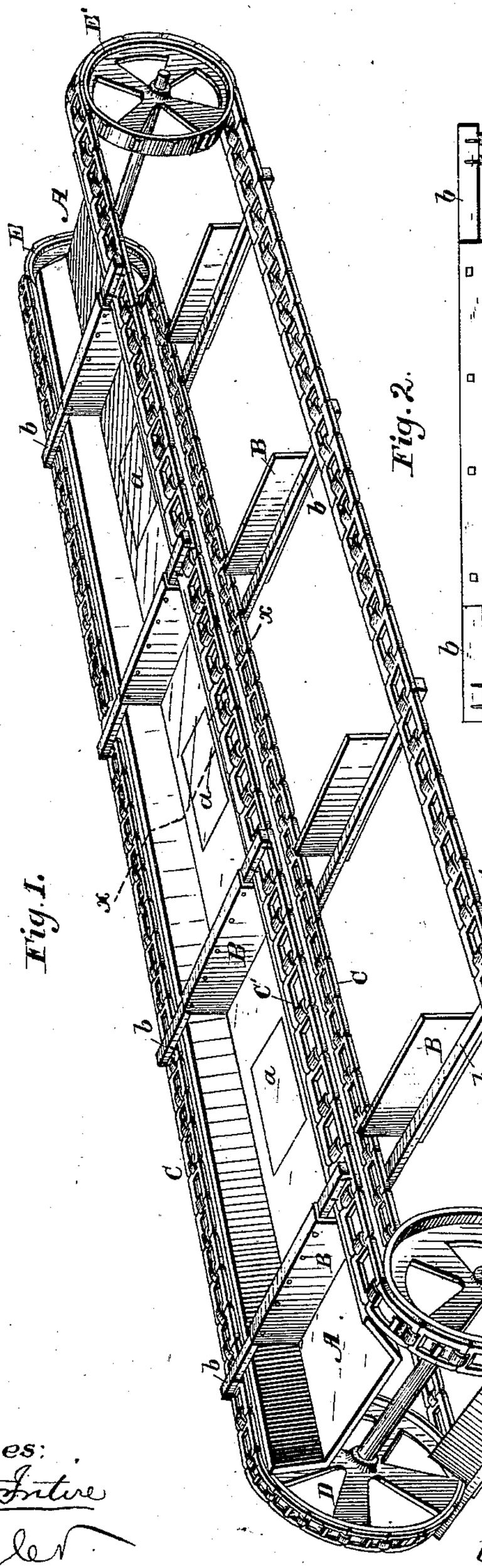

Fig. 1.

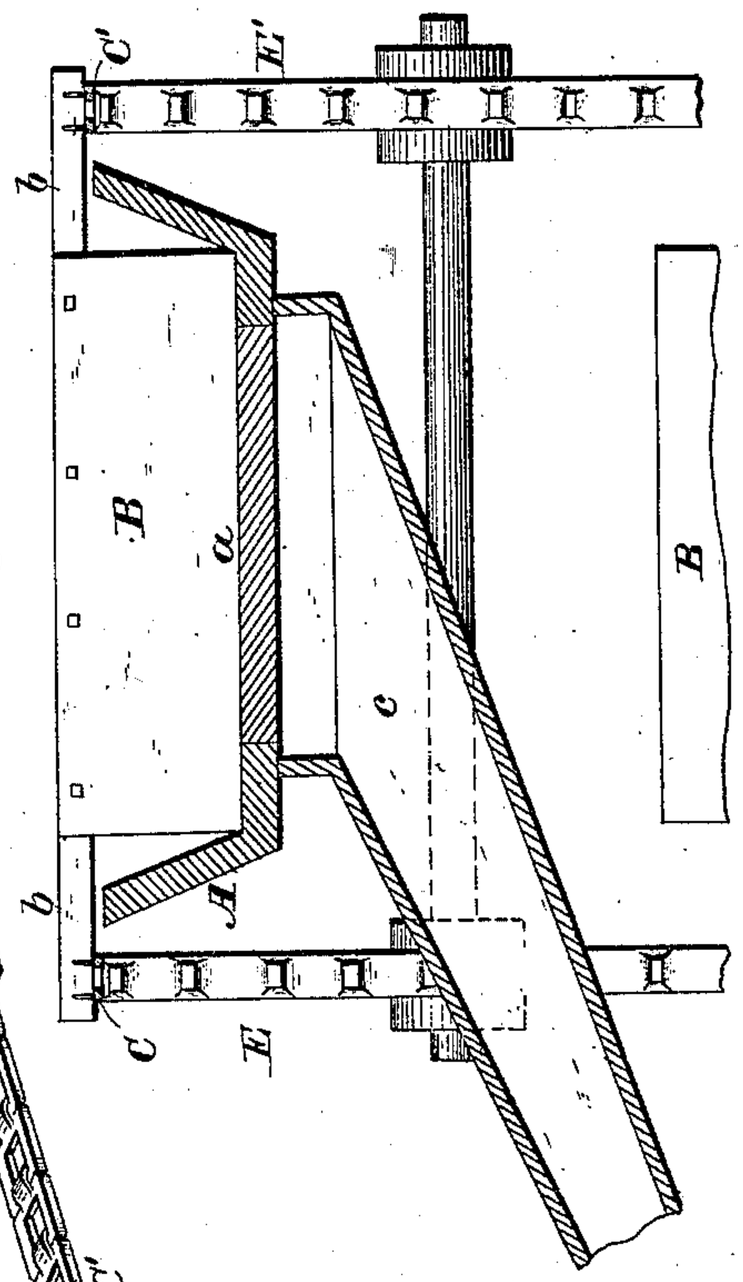

Fig. 2.

Witnesses:
Wm. C. Wm. Intire
John Tyler

Inventor:
Frank I. Pearce
by J. N. McIntire
Atty.

(No Model.)

2 Sheets—Sheet 2

F. I. PEARCE.

CONVEYER.

No. 285,664. Patented Sept. 25, 1883.

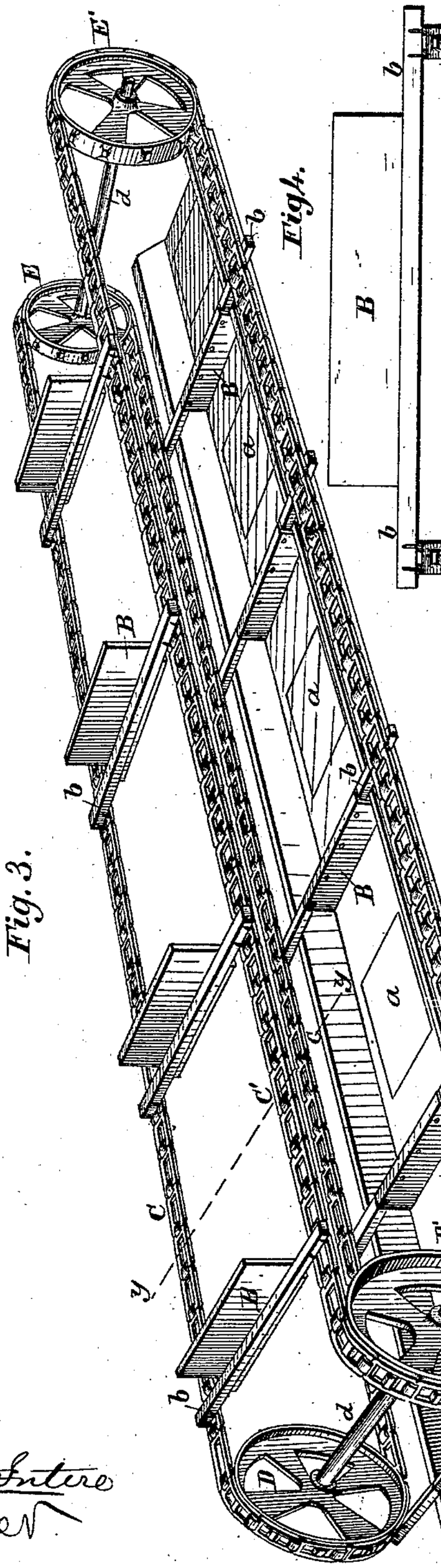

Fig. 3.

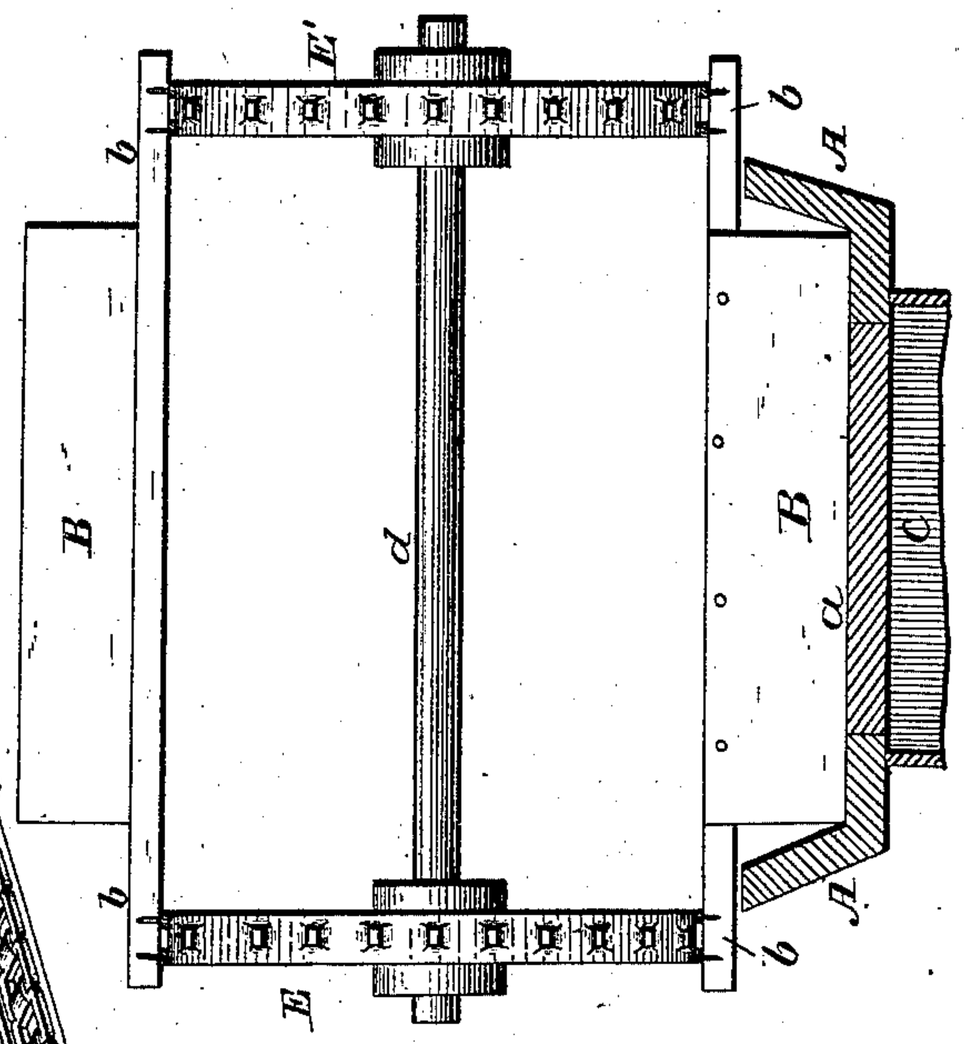

Fig. 4.

Witnesses:
Wm. C. Wilson
John Tyler

Inventor:
Frank I. Pearce
by J. N. McIntire
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UNITED STATES PATENT OFFICE.

FRANK I. PEARCE, OF CHICAGO, ILLINOIS, ASSIGNOR TO THE LINK-BELT MACHINERY COMPANY, OF SAME PLACE.

CONVEYER.

SPECIFICATION forming part of Letters Patent No. 285,664, dated September 25, 1883.

Application filed July 7, 1883. (No model.)

To all whom it may concern:

Be it known that I, FRANK I. PEARCE, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Conveyers; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this application.

My invention relates to certain new and useful improvements in that class of machines for conveying sawdust, grain, or other material in which are employed conveyer troughs or spouts and flights traveling therethrough to carry the material along; and it consists in the novel features of construction hereinafter more fully explained, and particularly pointed out in the claim of this specification.

To enable those skilled in the art to make and use my invention, I will now proceed to fully describe the construction and operation of a conveyer contrivance embracing my invention, carried out in that form in which I have so far successfully practiced it, referring by letters to the accompanying drawings, making part of this specification.

In the said drawings, Figure 1 is a perspective view of an upper conveyer made according to my invention; and Fig. 2 is a cross-section thereof, taken at the line *x x* of Fig. 1. Fig. 3 is a perspective view of a lower conveyer, and Fig. 4 a transverse section thereof at line *y y*, Fig. 3.

Similar letters indicate similar parts.

A is the spout or trough, through or along which the material to be fed is carried or forced by the flights B, which are secured to cross-bars *b*, that are in turn attached to the conveyer ropes or chains located on each side of the trough A. These endless chains C C′, to which the cross-pieces *b* are secured, run on two sets of sprocket-wheels, D D′ and E E′, at either end of the machine, as shown, and, as will be seen, said chains are located wholly outside of the conveyer-trough.

Heretofore the chains used to propel the flights (secured directly to them) have been arranged to run through the conveyer-trough, picking up the material being conveyed, and hence getting clogged at the articulations, so that they not only worked badly on the sprocket-wheels, but carried outside of the machine considerable quantities of the material being operated upon.

At suitable points along the bottoms of the troughs openings may be made in the usual manner to allow the material being conveyed to be discharged through the spouts *c* into any desired bin, car, or other receptacle. Covers *a* close the openings when not in use.

The operation of the machine will be understood to be as follows: Power being applied to the shaft of either set of the sprocket-wheels, the chains and flights are set in motion, the former traveling outside and the latter inside of the trough, and thus the flights are caused to carry, sweep, or push along the grain or other material supplied to the trough in a manner well understood by those skilled in the art to which my improvement relates.

When desired to discharge the material at any point or points intermediate of the ends of the conveyer-trough, any of the slides may be opened and the material allowed to escape in the manner usual with other conveyers.

What I claim as my invention, and desire to secure by Letters Patent, is—

In combination with a conveyer-trough and flights adapted to travel therein, drive-chains for moving said flights, located outside of the trough and connected to said flights, substantially as hereinbefore set forth.

In witness whereof I have hereunto set my hand this 22d day of June, 1883.

FRANK I. PEARCE.

Witnesses:
GEO. E. JOHNSON, Jr.,
WILL. P. SISSON.