

No. 672,334.

S. SMITH.

Patented Apr. 16, 1901.

ENDLESS CONVEYER FOR GRADING PLOWS.

(Application filed May 16, 1900. Renewed Mar. 6, 1901.)

(No Model.)

Fig. 1.

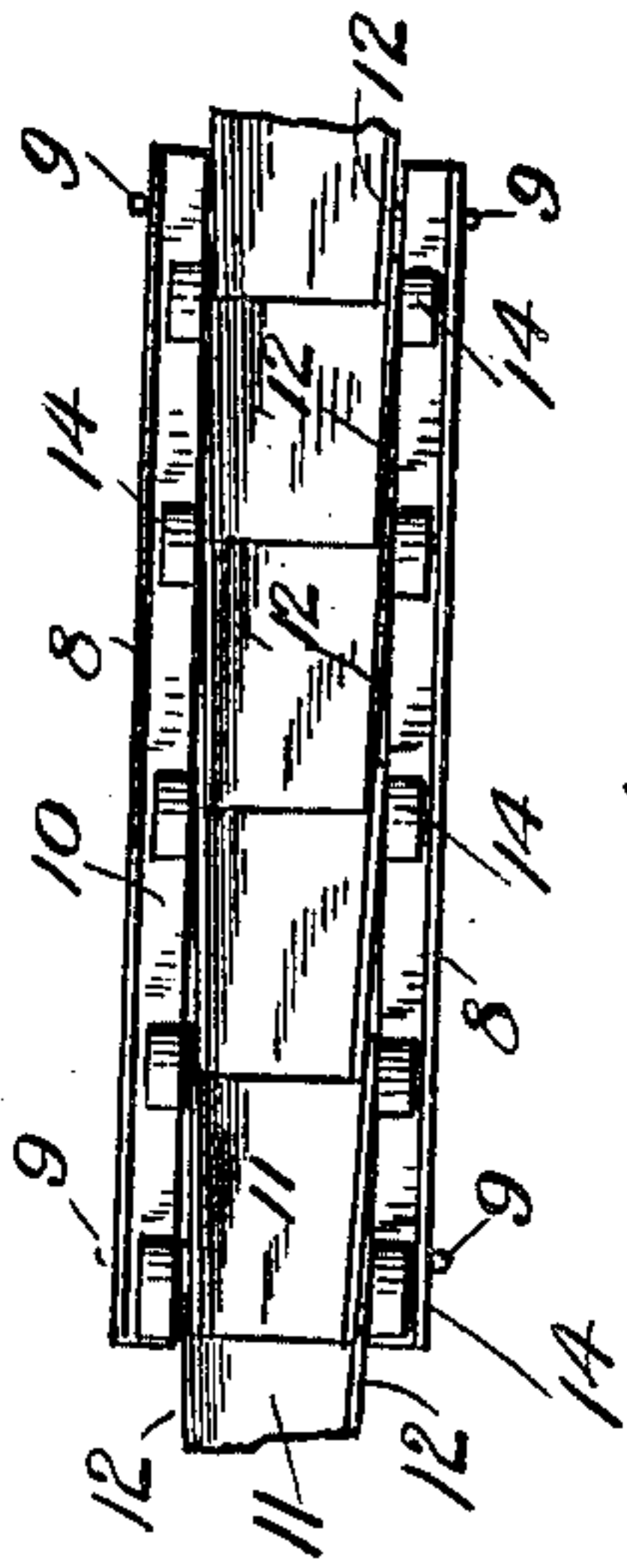
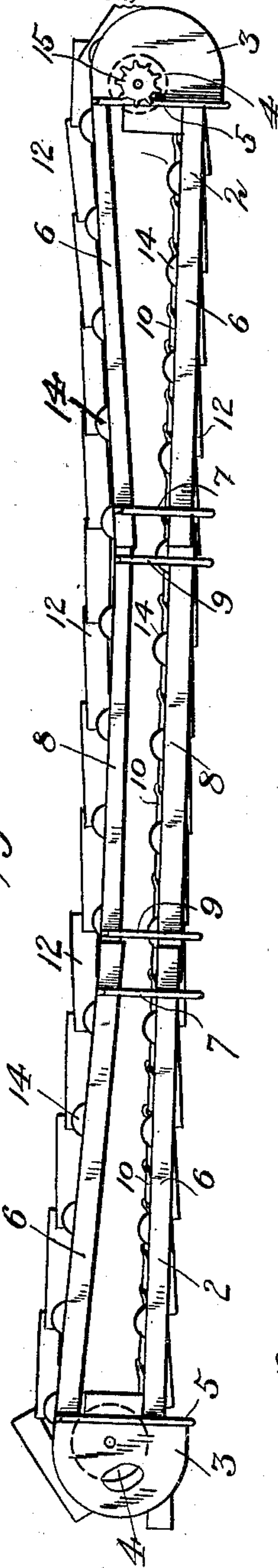


Fig. 2.

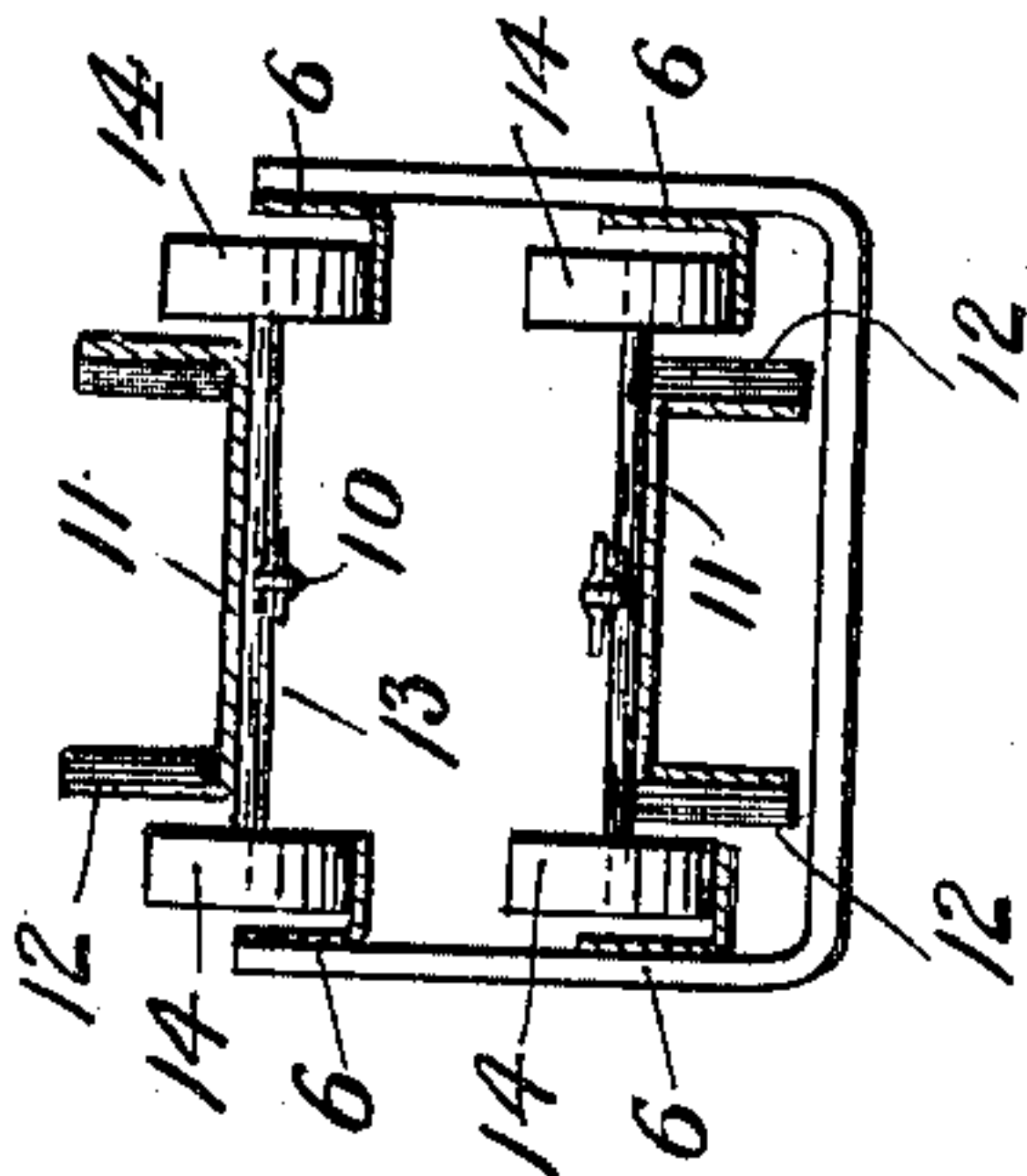


Fig. 3.

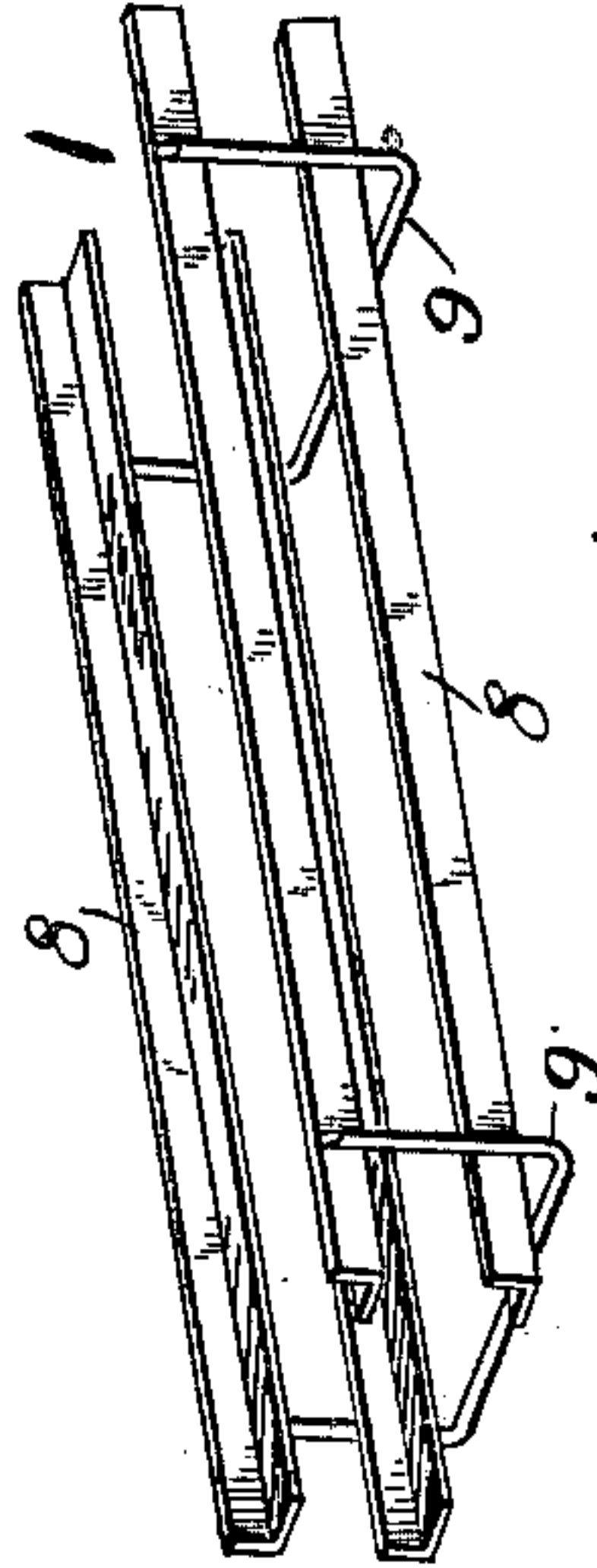


Fig. 4.

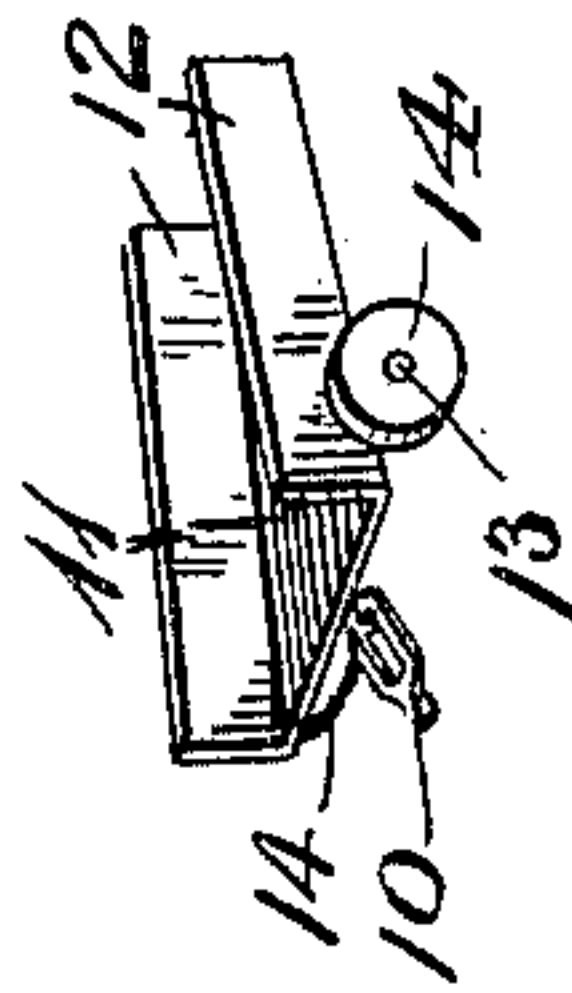


Fig. 5.

WITNESSES:

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# UNITED STATES PATENT OFFICE.

SAMUEL SMITH, OF REDCLOUD, NEBRASKA.

## ENDLESS CONVEYER FOR GRADING-PLOWS.

SPECIFICATION forming part of Letters Patent No. 672,334, dated April 16, 1901.

Application filed May 16, 1900. Renewed March 6, 1901. Serial No. 50,116. (No model.)

*To all whom it may concern:*

Be it known that I, SAMUEL SMITH, a citizen of the United States, residing at Redcloud, in the county of Webster and State of Nebraska, have invented new and useful Improvements in Endless Conveyers for Grading-Plows, of which the following is a specification.

My invention relates to endless conveyers for grading-plows; and the object of the same is to provide a conveyer for this purpose which shall be comparatively light in weight, yet strong and durable in use, which shall be simple in construction, efficient in use, and which may be extended in length to suit different conditions and for different purposes. I attain this object by means of the construction shown in the accompanying drawings, in which—

Figure 1 is a side view of a conveyer made in accordance with my invention. Fig. 2 is a plan view of one of the sections of my conveyer. Fig. 3 is a transverse section through the same. Fig. 4 is a perspective view of one of the buckets of the conveyer. Fig. 5 is a perspective view of a section of the framework.

In said drawings the numeral 1 designates the framework of the conveyer. The end sections 2 of this frame are substantially identical in construction and but one need be described. These sections consist of the end guards 3, having a roller 4 journaled between them and braced in position by the yokes 5, of substantially U shape. The longitudinal rails 6 are formed of L-shaped angle-irons, and they are secured at one of their ends to the guards 3, and near their opposite ends said rails are connected by a yoke 7, similar to yoke 5. The horizontal portions of the rails 6 form tracks for the wheels which support the buckets of the traveling conveyer-belt. The intermediate section 8 of the frame is formed of angle-iron rails similar to the rails 6, and these rails are braced apart by yokes 9 near the opposite ends of said rails. It will be noticed that the rails forming the intermediate section 8 are not quite as far apart as the rails of the end sections, and hence the rails of the intermediate section may be connected to those of the end sections

by sliding the ends of the rails inside the rails forming the outer sections.

An endless belt or chain 10 passes around both rollers 4, journaled in guards 3, and said belt or chain has a series of roller buckets or cars 11 attached thereto. These buckets are each formed of a tapering carrier having upturned sides 12, the smaller end of each bucket fitting within the larger end of the next succeeding bucket. The larger end of each bucket is supported upon an axle 13, provided with wheels or rollers 14 at its ends, said rollers resting upon the horizontal portion of the rails 6, as shown. One of the rollers 4 is provided with a sprocket-wheel 15, and a sprocket-chain passes around said wheel and is driven from the axle of the plow-truck or grading-machine.

The operation will be fully understood from the foregoing. The buckets are loaded and travel upon the upper rails until they reach the opposite end of the conveyer, where they discharge into carts, cars, or at a suitable place, and then run back on the lower rails to the loading-point.

Having thus fully described my invention, what I claim is—

A sectional conveyer for grading-machines consisting of angle-iron tracks connected together and braced by U-shaped yokes, the end sections of said conveyer being larger than the central section, and said sections being connected together by the rails of the central section overlapping the rails of the outer sections, rollers in the end sections, an endless chain passing around said rollers, a series of tapering buckets attached to said chain, said buckets having upturned sides, the small end of each bucket resting in the large end of the next bucket, an axle supporting the larger end, and wheels on the axle, substantially as described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

SAMUEL SMITH.

Witnesses:

E. B. SMITH,  
JNO. F. GLENN.