

(No Model.)

A. DILLON.
CHANNEL SCOURING DEVICE.

No. 461,935.

Patented Oct. 27, 1891.

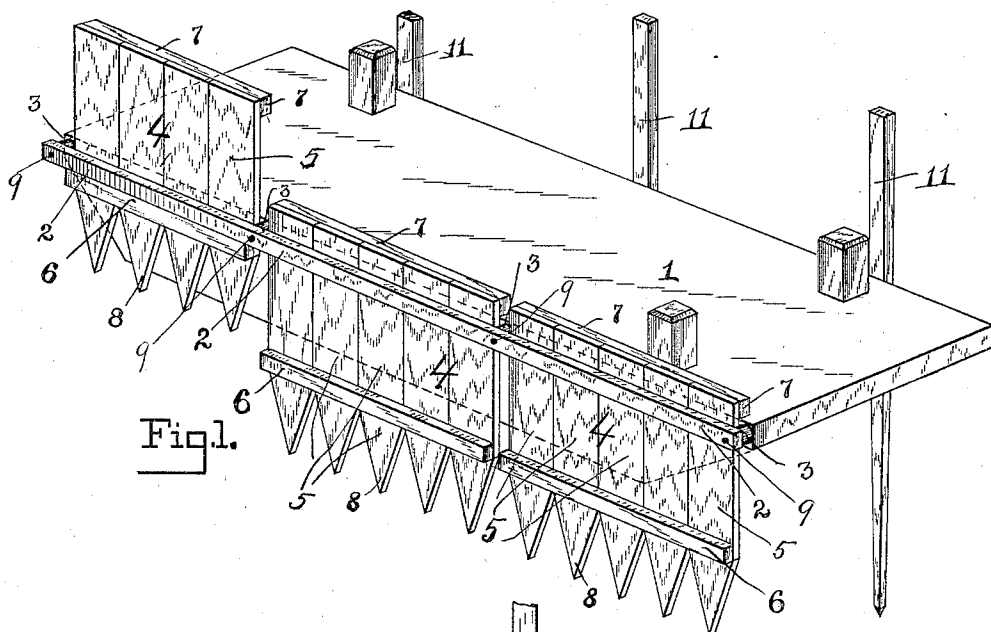


Fig. 1.

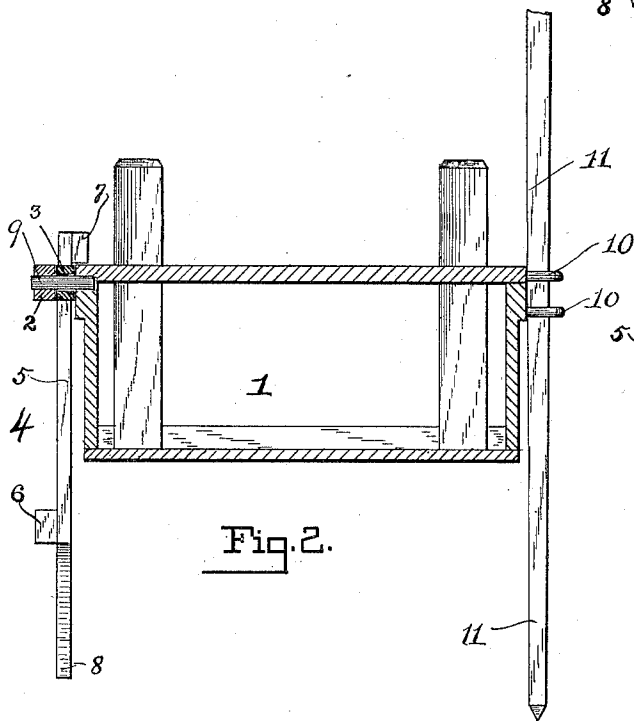


Fig. 2.

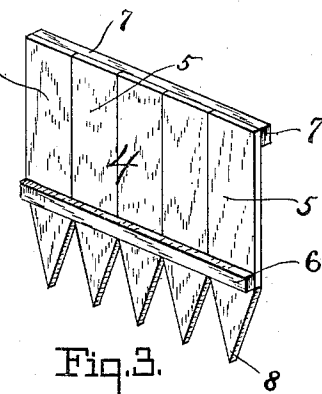


Fig. 3.

Witnesses

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UNITED STATES PATENT OFFICE.

ALVIRAS DILLON, OF CANTON, MISSOURI.

CHANNEL-SCOURING DEVICE.

SPECIFICATION forming part of Letters Patent No. 461,935, dated October 27, 1891.

Application filed May 6, 1891. Serial No. 391,750. (No model.)

To all whom it may concern:

Be it known that I, ALVIRAS DILLON, a citizen of the United States, residing at Canton, in the county of Lewis and State of Missouri, have invented a new and useful Channel-Scouring Device, of which the following is a specification.

This invention relates to dredging devices for removing sand-bars in rivers, and it has for its object to provide a device which shall be simple in construction and effective in operation, and which shall easily and surely remove obstructions to navigation in the nature of sand-bars forming across currents of water.

The invention is in the nature of an attachment to barges or scows, which latter may be anchored in position adjacent to the obstructions that are to be removed, and which by the motion imparted by the current shall agitate the sand and cause it to be removed or carried off by the current.

The invention consists in the construction, arrangement, and combination of parts, which will be hereinafter fully described, and particularly pointed out in the claims.

In the drawings hereto annexed, Figure 1 is a perspective view of a scow equipped with my invention. Fig. 2 is a transverse sectional view of the same. Fig. 3 is a detail perspective view of one of the aprons.

Like numerals of reference indicate corresponding parts.

1 designates a scow or barge of ordinary construction, which is provided along one side with a rail 2, suitably secured thereto and held at a distance from the side by means of sleeves or thimbles 3, mounted upon the bolts 9, by means of which the said rail is secured to the side.

4 4 designate aprons, each of which is composed of a series of vertical stakes or palings 5, connected on their outer sides by means of cleats 6 near their lower ends, and at their upper ends by means of cleats 7 on their inner sides. The lower ends of the stakes or palings 5 are toothed or pointed, as shown at 8. The aprons 4 are mounted between the rail 2 and the side of the barge, each apron

being of a width to fit between two of the bolts 9, by which the said rail 2 is secured to the side of the vessel. The said aprons will be held in position by the cleats 6 and 7, which also serve to limit the movement of the said aprons in an upward and downward direction. The opposite side of the barge or vessel is provided with staples 10 to receive the anchoring-stakes 11.

In operation the barge or vessel equipped with my invention is anchored by means of the stakes 11, with its broad side facing the sand-bar which is to be removed, and the aprons are then lowered, so as to cause the pointed ends of the palings 5 to engage the sand-bar. The movement involved by the current will cause the sand to be agitated and rapidly carried off by the current, the aprons sinking by gravity until the desired end is accomplished. The vessel may then be removed to another point.

It is obvious that any number of vessels equipped with my invention may be employed simultaneously, being arranged in any desired manner with relation to each other.

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

1. In a device of the class described, the combination, with a vessel having a rail secured at a distance from one side thereof, of the aprons mounted to slide between said rail and the side of the vessel, said aprons being composed of palings pointed at their lower ends and connected by transverse cleats at their upper and near their lower ends, substantially as set forth.

2. The combination, with a vessel having a rail secured at a distance from one side thereof, of the vertically-sliding aprons having toothed lower ends and connected at their upper and near their lower ends by transverse cleats and the anchoring-stakes driven through staples on the opposite side of the vessel, substantially as set forth.

3. The combination, with a vessel having a rail secured to one side thereof by means of bolts having spacing-thimbles interposed between said rail and the side of the vessel,

of the vertically-movable aprons composed
of palings having pointed lower ends and
connected at their upper and lower ends on
their inner and outer sides, respectively, by
5 cleats that serve to limit the vertical move-
ment of said aprons, substantially as and for
the purpose set forth.

In testimony that I claim the foregoing as
my own I have hereto affixed my signature in
presence of two witnesses.

ALVIRAS DILLON.

Witnesses:

JOHN M. SETTLE,
S. G. PILCHER.