

R. C. M. LOVELL.

Barge-Pumps.

No. 156,095.

Patented Oct. 20, 1874.

FIG. 1.

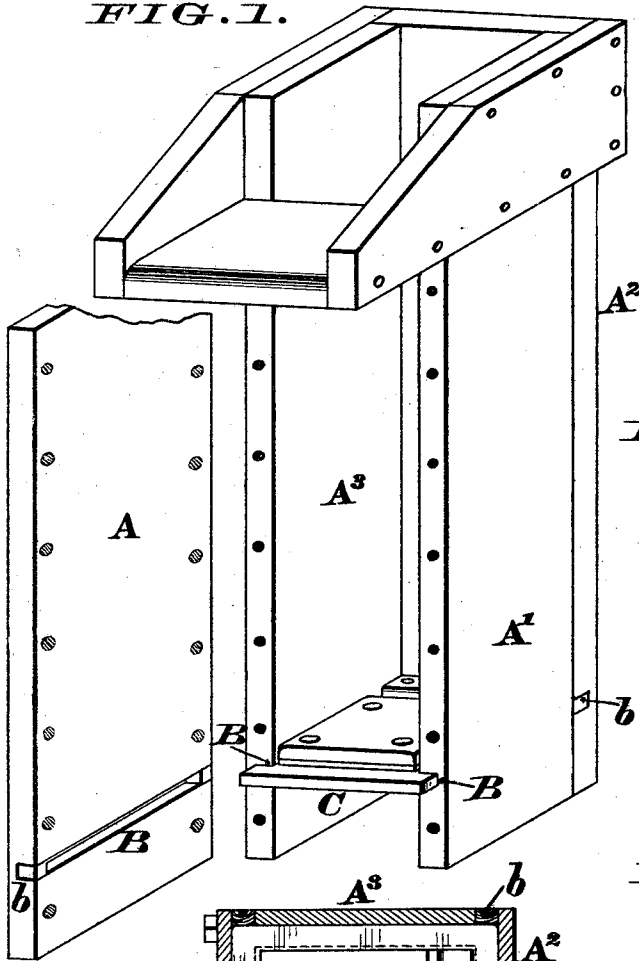


FIG. 2.

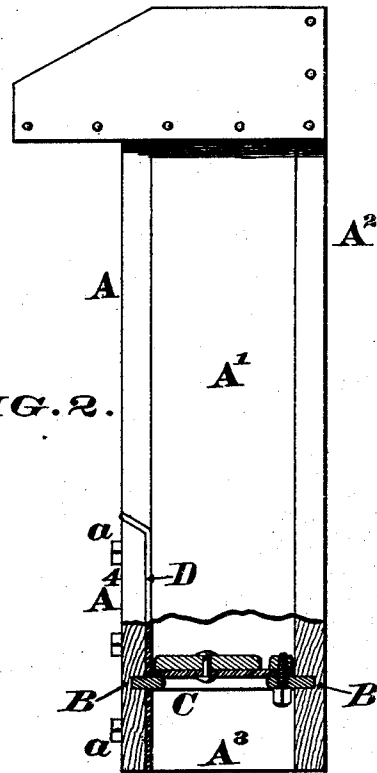


FIG. 3.

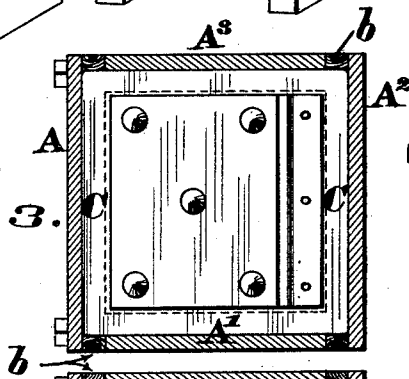


FIG. 5.

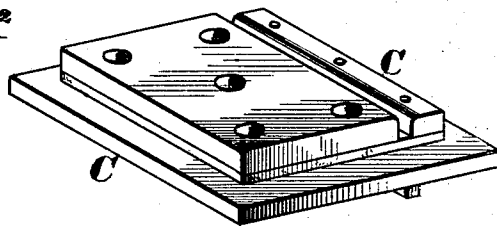
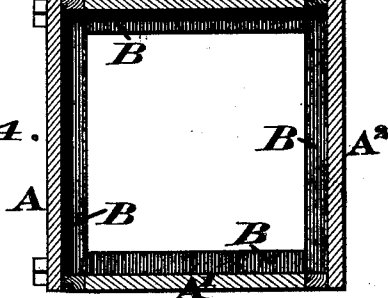


FIG. 4.



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By Knight Bros.
Att'ys.

Attest.
Jas. H. Layman,
H. F. Farmer.

UNITED STATES PATENT OFFICE.

RICHARD C. M. LOVELL, OF COVINGTON, KENTUCKY.

IMPROVEMENT IN BARGE-PUMPS.

Specification forming part of Letters Patent No. **156,095**, dated October 20, 1874; application filed April 13, 1874.

To all whom it may concern:

Be it known that I, RICHARD C. M. LOVELL, of Covington, Kenton county, Kentucky, have invented a new and useful Improvement in Barge-Pumps, of which the following is a specification:

The present invention is designed as an improvement in the class of pumps commonly employed for discharging water from barges, cellars, and like places, and whose stock or tubular portion is a square wooden tube or trunk; and my invention relates to a cheap, easily applied, and durable mode of securing the valve-seat in the stock.

Figure 1 is a perspective view of my improved stock having one side detached. Fig. 2 is a partially-sectionized elevation of the same having a detachable section. Figs. 3 and 4 are horizontal sections in the plane of the kerf, Fig. 3 showing the valve in position. Fig. 5 shows the valve and seat as they appear before being placed in position in the trunk.

In common with all pumps of this class, my stock is a square tube or trunk composed of four boards or planks, $A A^1 A^2 A^3$, and differing from such stocks only in that said boards, before being fastened together, have horizontal grooves or kerfs B cut in them, so that when united said kerfs form an interior horizontal ledge or recess, which receives and securely

holds the rectangular plate C , which constitutes the valve-seat. The ends of the kerfs in the boards or planks $A A^2$ may, if preferred, be closed with plugs b . The plate C may be of cast-iron or brass. Three sides of the trunk being permanently attached, as in Fig. 1, the valve with its seat are pushed into the kerf, and the remaining side is secured in position.

Should the valve need inspection or repair, it is only necessary to remove the separable side, and then draw out the valve with its seat; or, in the event of wearing out of the trunk, the valve and seat can be used in a new one.

In Fig. 2 the side A of the trunk is shown with a removable section or cap, A^4 , applied to it by means of bolts a , which arrangement enables said cap to be detached in a few minutes for inspection or repair of the valve. A gasket or cap, D , may be inserted between the cap and trunk, so as to produce a water-tight joint.

I claim herein as new and of my invention—

The valve-seat C , secured in kerf B , on the inner sides of the stock $A A^1 A^2 A^3$, in the manner and for the purposes stated.

In testimony of which invention I hereunto set my hand.

Witnesses: R. C. M. LOVELL.

GEO. H. KNIGHT,
S. B. SPEAR.