

(Model.)

J. M. DODGE.

ATTACHMENT LINK FOR CONVEYERS.

No. 258,030.

Patented May 16, 1882.

Fig. 1.

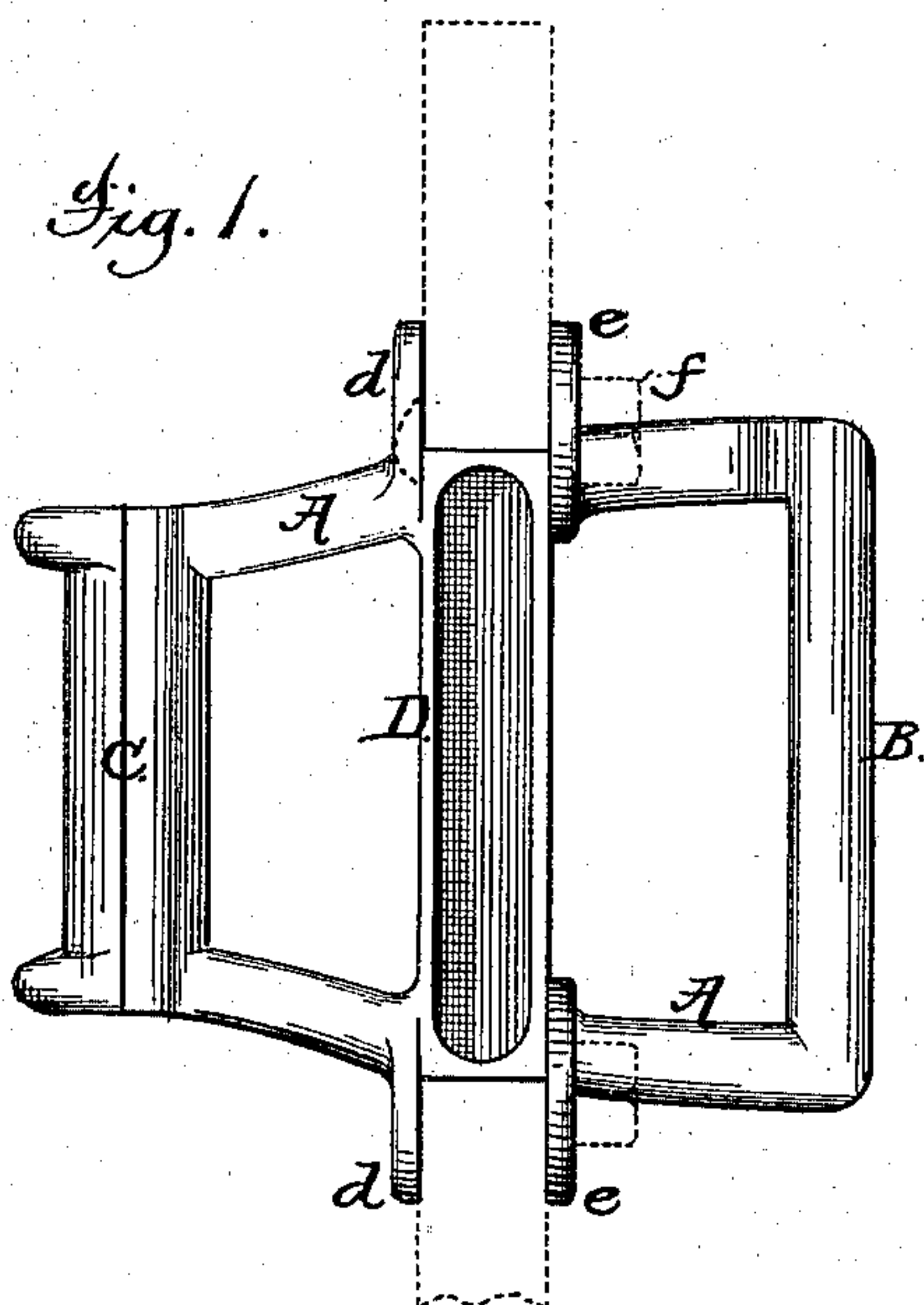


Fig. 2.

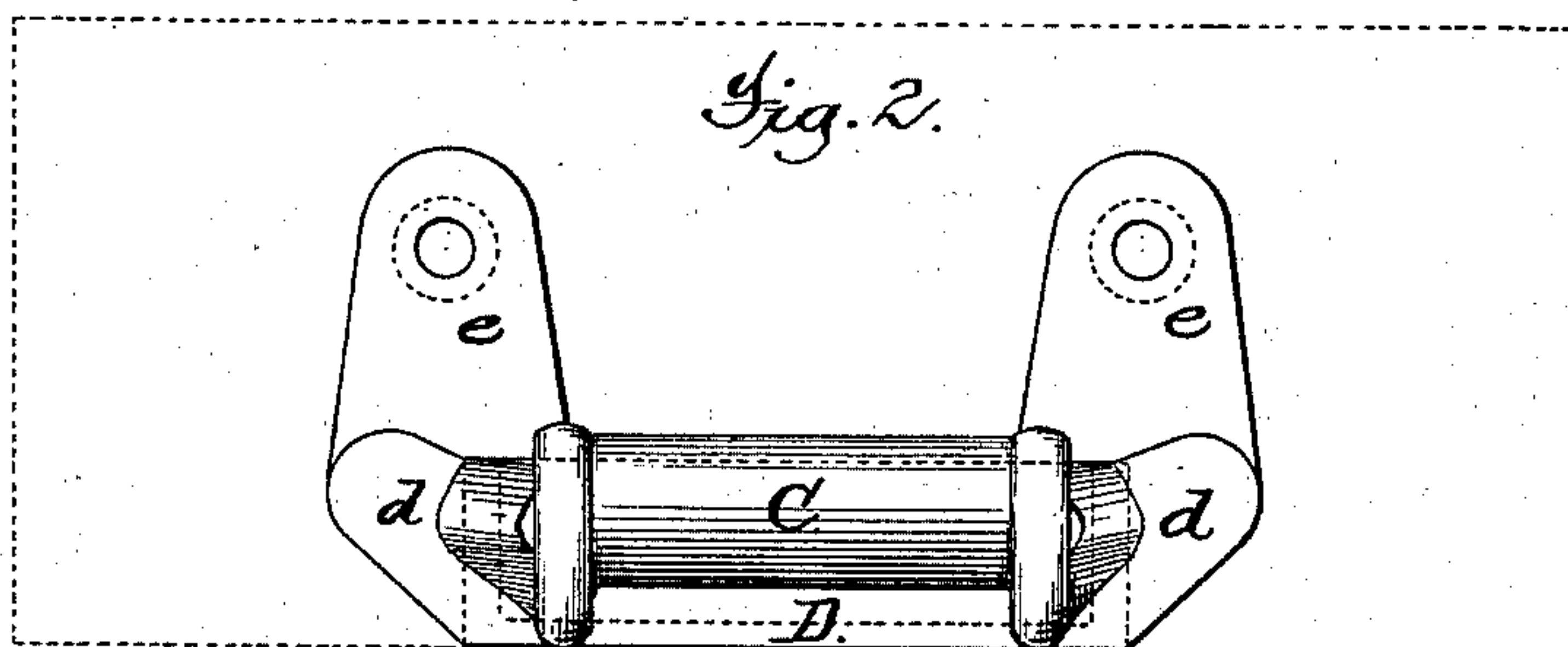
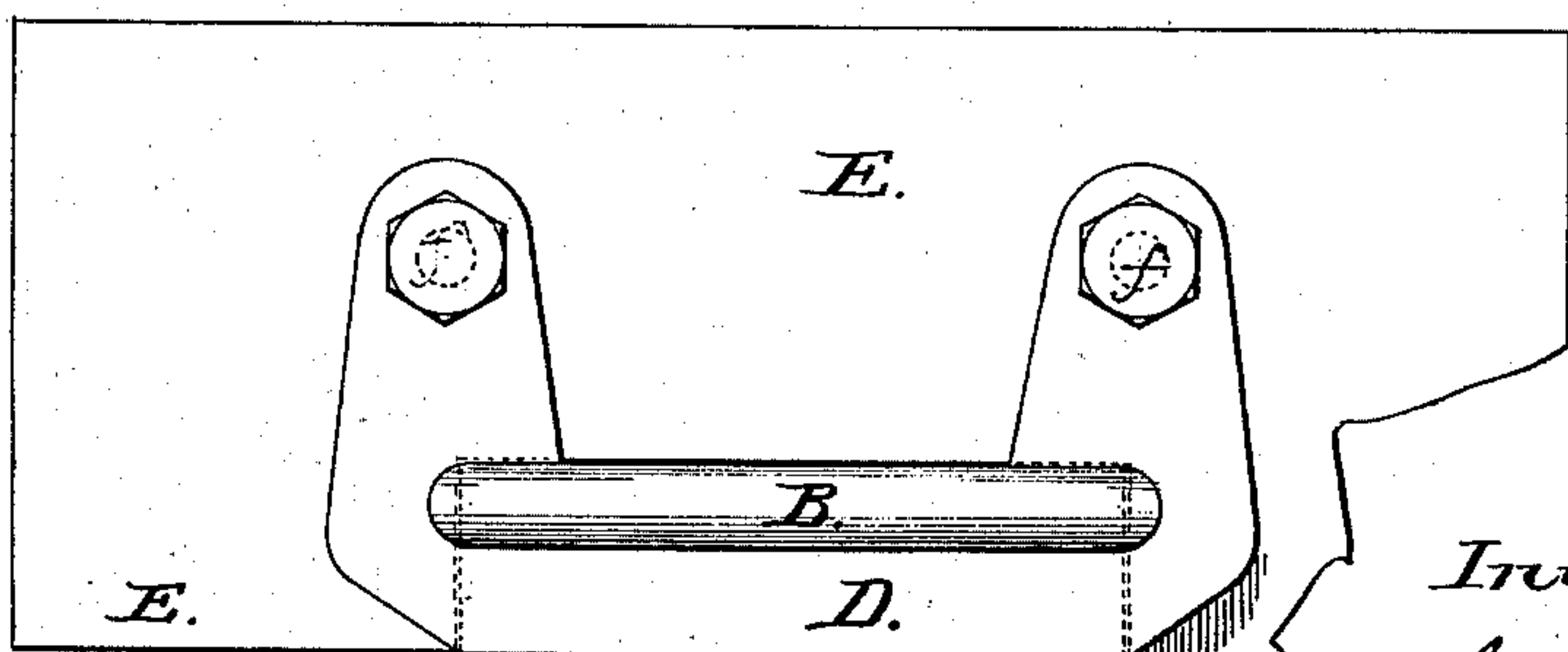


Fig. 3.



Attest;

*E. H. Graham*  
*Jacob Felbel.*

Inventor,

*James M. Dodge*  
*Per*  
*J. N. McP. Puter*  
Atty.



# UNITED STATES PATENT OFFICE.

JAMES M. DODGE, OF CHICAGO, ILLINOIS.

## ATTACHMENT-LINK FOR CONVEYERS.

SPECIFICATION forming part of Letters Patent No. 258,030, dated May 16, 1882.

Application filed April 6, 1882. (Model.)

*To all whom it may concern:*

Be it known that I, JAMES MAPES DODGE, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Attachment-Links for 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 specification.

My invention relates to a new and useful improvement in that kind of chain-link which is designed to carry a flight, and which is used in grain and other conveyers.

Previous to my invention more or less difficulty has arisen in the use of such links by reason of the capacity of some parts of the link to carry lodged on top of it more or less of the grain or other material that ought to be all swept by the flight along the conveyer-trough and allowed to descend through the aperture in the latter through which the grain has to be discharged. I have overcome this difficulty in some forms of conveyer-chain links by making the side bars of a shape at their upper portions such that no grain can lodge and ride on top of said bars; and this feature of construction I have embodied as the subject-matter of invention in another case filed simultaneously with this.

My present invention consists in a conveyer-chain link having proper attachments for the securement to the link of the flight, (usually made of wood,) and having a cross-bar arranged preferably about midway of the link lengthwise of the latter, formed so that when the wooden flight is in place on the link said cross-bar forms a sort of continuation or completion of the side surfaces of the flight and leaves no projections or ledges on which any of the grain or other material can collect and ride, while at the same time said cross-bar or ear-like projections thereof at the sides of the link assist in retaining the attached flight securely in position, all as will be hereinafter more fully explained.

To enable those skilled in the art to make and use my invention, I will proceed to describe

the same as I have so far successfully practiced it, referring by letters to the accompanying drawings, forming part of this specification, and in which—

Figure 1 is a top view, and Fig. 2 an end view, of a link made according to my invention. Fig. 3 is an end view taken from an opposite point of view to that at which Fig. 2 is taken, and showing a wooden flight properly attached to the link. At Figs. 1 and 2 I have indicated by dotted lines merely the presence and arrangement of said wooden flight.

In the several figures the same part will be found designated by the same letter of reference.

A A are the side bars, B the plain end bar, and C the coupler-hook, of the link, made after the plan of what is known as the "Ewart detachable drive-chain link."

D is a cross-bar arranged about centrally of the link lengthwise, and operating both to support the flight designed to be attached to the link, and also to form a downward continuation of the flight. This cross-bar and flight-extension D, it will be observed, is formed so that practically the plain-sided flight E extends from the bottom of the trough upward, and so that no projections occur or any ledges on which can collect and ride any of the grain or other material being conveyed, and by means of the ear-like portions *dd*, projecting laterally of the link, and the portions *ee*, projecting both laterally and vertically, as shown, the wooden flight E may be very securely held in place, as shown, by means of two bolts, *ff*. The wooden flight is cut out at its lower edge, so as to let the cross-bar D into it, in the manner shown, and so that when the flight and link shall have been secured together the completed fixture will be exceedingly strong, light, and durable.

Having explained my improved flight-link sufficiently to enable those skilled in the art to work my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A link having a cross-bar, D, and flight attachments, the said cross-bar being of a width not greater than that of the flight designed to be mounted over and on it, and be-

ing shaped so as to extend down to the level of the lower edge of the flight to be applied to it, and to form a continuation thereof, as set forth.

- 5 2. In combination with a link having a cross-bar, D, and flight attachments, as specified, of a flight, E, cut out at its lower edge to let in the cross-bar D, the whole being constructed

and operating substantially as specified, for the purpose described.

In witness whereof I have hereunto set my hand this 31st day of March, 1882.

JAMES M. DODGE.

In presence of—

ANNIE ADAMS,  
GLENN G. HOWE.