

(No Model.)

J. M. DODGE.
CONVEYER CHAIN.

No. 353,256.

Patented Nov. 23, 1886.

FIG. 1.

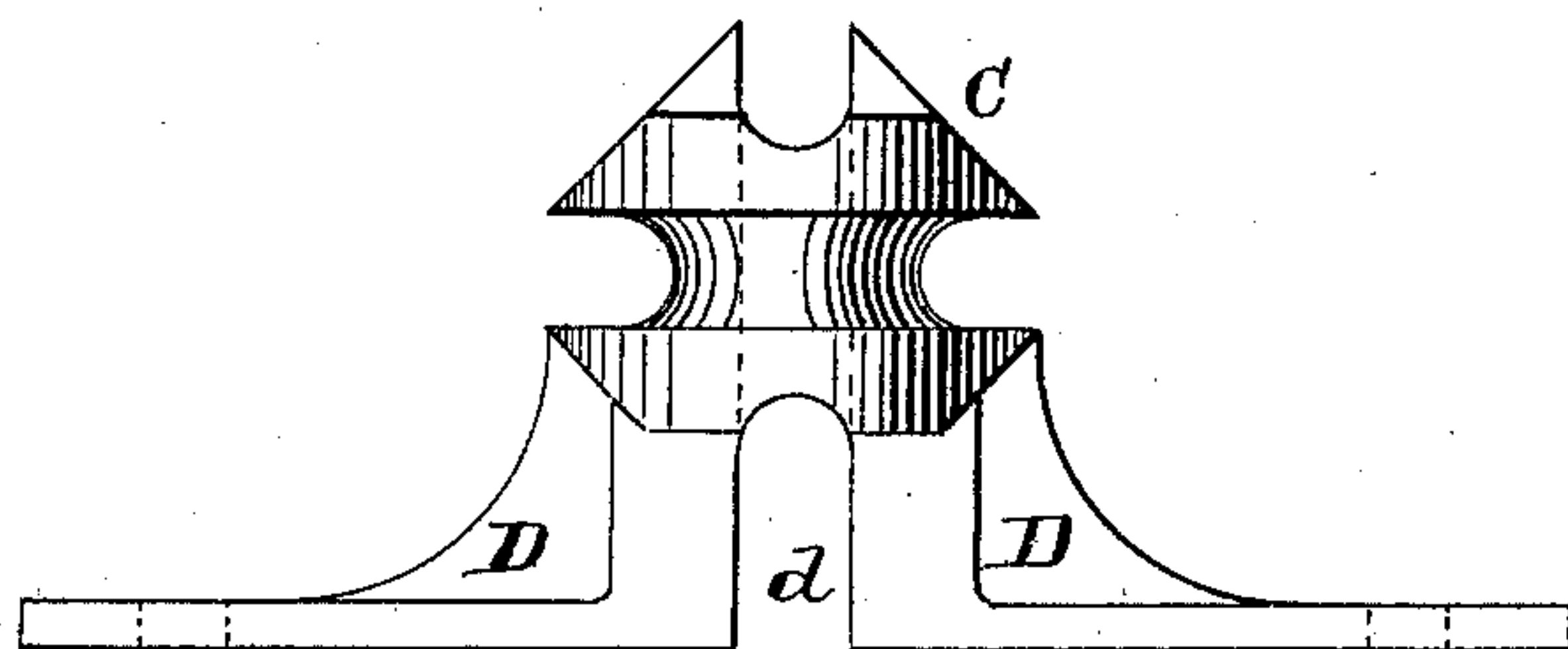


FIG. 2.

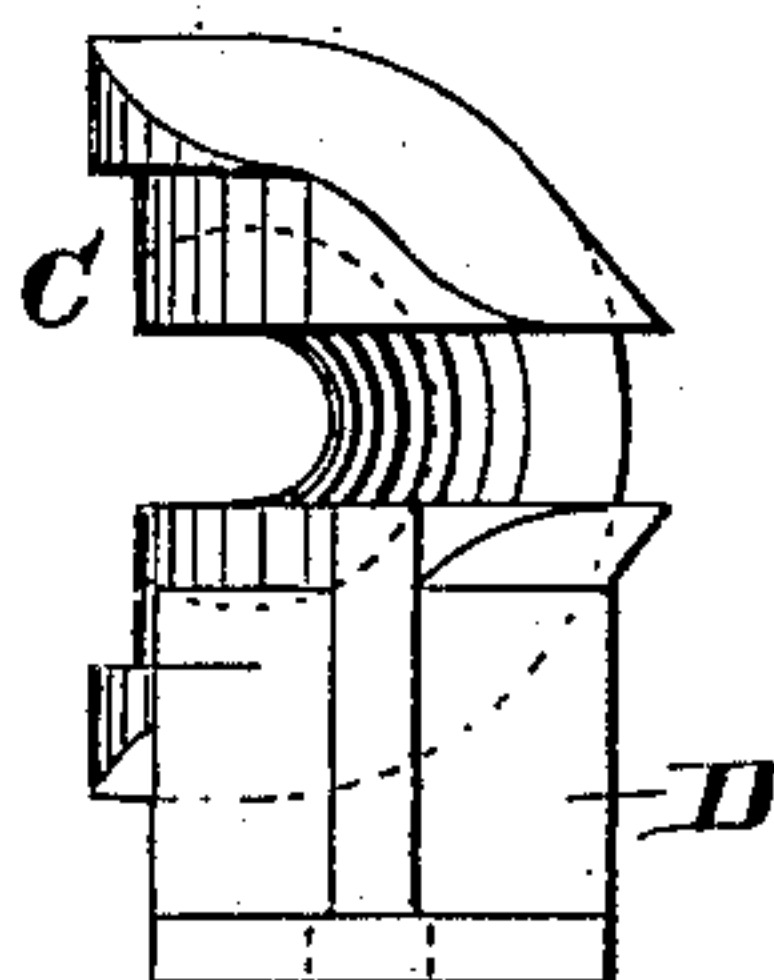
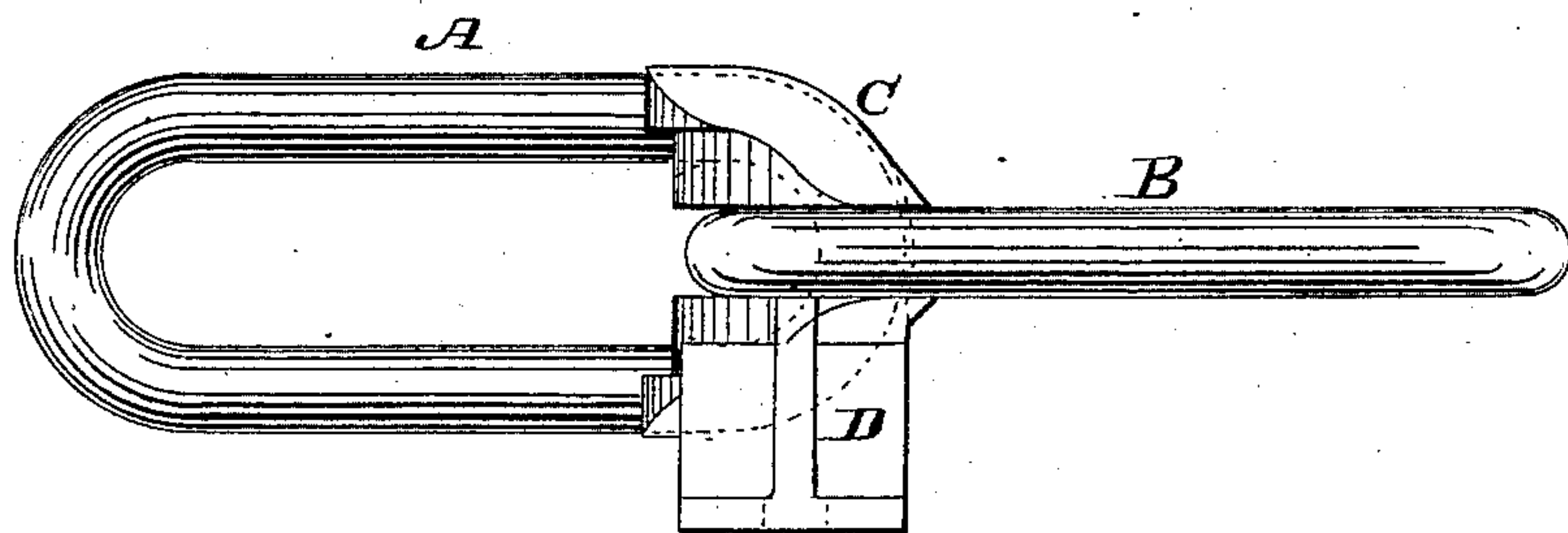


FIG. 3.



WITNESSES:

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JAMES M. DODGE, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO THE
EWART MANUFACTURING COMPANY, OF CHICAGO, ILLINOIS.

CONVEYER-CHAIN.

SPECIFICATION forming part of Letters Patent No. 353,256, dated November 23, 1886.

Application filed September 6, 1886. Serial No. 212,785. (No model.)

To all whom it may concern:

Be it known that I, JAMES M. DODGE, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and useful Improvement in Carrier or Conveyer Chains; 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 present invention relates to carrier or conveyer chains in which the chain proper is of that type or species comprising a series of centrally-open links arranged alternately in transverse planes, and a series of connecting bearing-blocks or sections arranged immediately of the links, as shown, for instance, in United States Letters Patent granted to me September 12, 1882.

In another application filed by me simultaneously with this one I have shown and described a certain combination of flight attachment with this type of chain; but in the contrivance shown in said application the attachment is, however, adapted only to certain forms and arrangements of flights.

My present improvement consists in a different construction of flight or bucket attachment or stand, though combined, as shown in my other case, with the same device of my heretofore-patented species of chain, as will be hereinafter more fully explained, and as will be more particularly defined in the claim of this specification.

To enable those skilled in the art to which my invention relates to make and use my invention, I will now proceed to more fully explain it, referring by letters to the accompanying drawings, which form part of this specification, and in which I have shown my invention carried out in that form which is the best now known to me, and in which I have so far successfully practiced it.

In the drawings, Figure 1 is an elevation of one of the intermediate bearing-blocks or connecting-sections of a chain such as made the subject of my patent hereinbefore referred to, but having said section cast into the form of a carrier stand or device peculiar to the improvement made the subject of this case. Fig. 2 is a view of the same device viewed at right angles to the line of sight in which it is shown in the preceding figure. Fig. 3 is an elevation or side view of a section of my patented

chain with my present invention embodied therein.

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

A and B are two links, and C is the bearing-block or connecting-section, of a chain such as shown in my patent, but having the device C formed with a sort of duplex projecting stand, D, adapted to sustain either a long rectangular (or other shaped) wooden or other flight, or a carrier-bucket such as are frequently used in conveyers and elevators, in which a comparatively large or heavy drive-chain is employed. This attachment device D is formed, preferably, with holes in it for the convenient securement to it of the flight or bucket by means of screws or bolts, and, as shown, said device D is bifurcated or cut away at *d* (see Fig. 1) to permit the necessary motion of the link of the chain relatively to the block C in both putting in place and removing from the chain the device C.

By the use of a device such as seen at D, in combination with the block C, I am enabled to provide for use, for conveyer machinery and for elevators, a carrier-chain of the type patented to me that is adapted to efficiently sustain large and heavy flight or buckets, and carry them while at work in a steady and desirable manner.

The stand D is formed with ribs or flanges, as shown, to give it sufficient strength and rigidity with the least amount of metal.

Having now so fully shown and described my improved carrier-chain as to enable those skilled in the art to understand and practice my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a drive-chain or carrier-chain composed of alternately-arranged open links and connecting sections, which also constitute bearing-blocks, the combination, with such bearing-blocks, of a double or bifurcated stand, D, preferably cast integral with said bearing-blocks, and of the form specified, all in the manner and for the purposes hereinbefore set forth.

In witness whereof I have hereunto set my hand this 2d day of August, 1886.

JAMES M. DODGE.

In presence of—

D. S. GARWOOD,
EDWARD H. BURR.