

(No Model.)

2 Sheets—Sheet 1.

F. B. BROCK.

DRIVING BELT.

No. 370,237.

Patented Sept. 20, 1887.

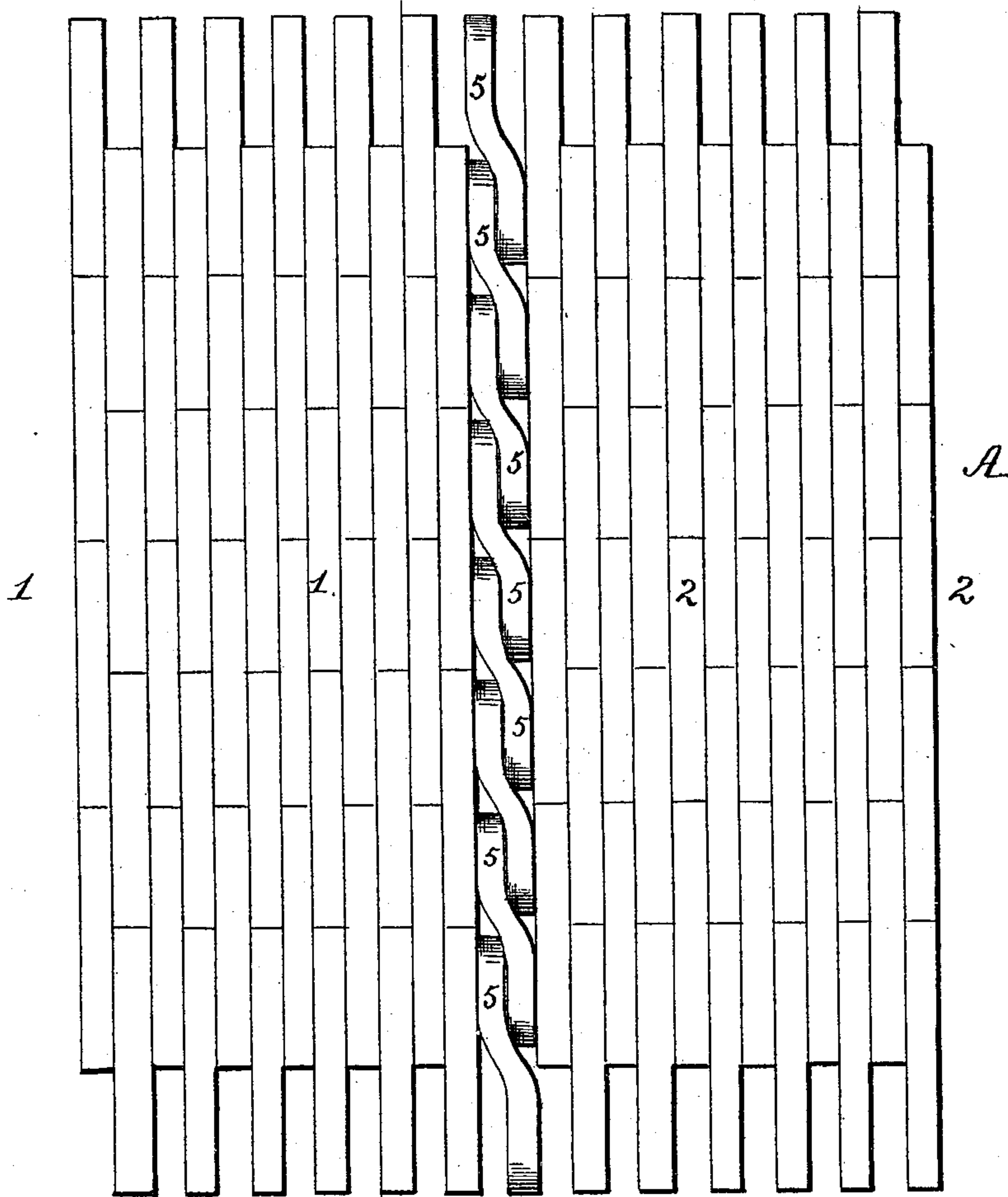


Fig. 1.

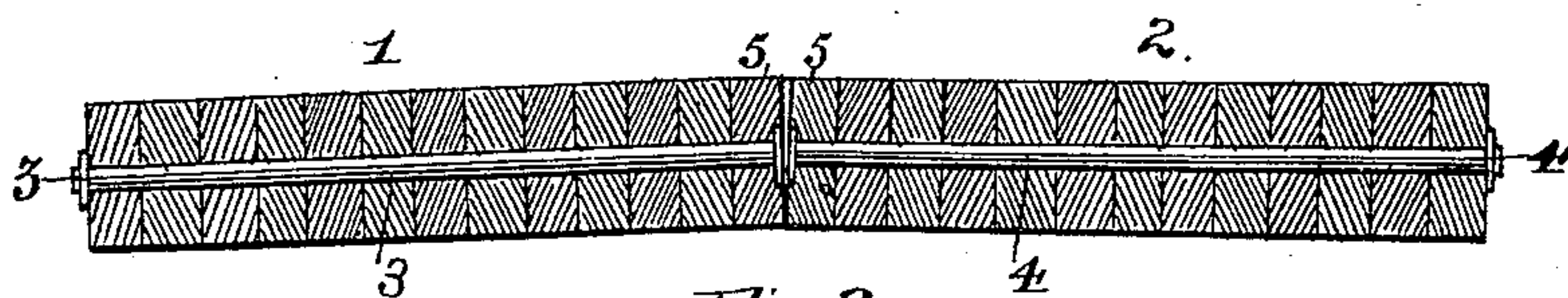


Fig. 2.

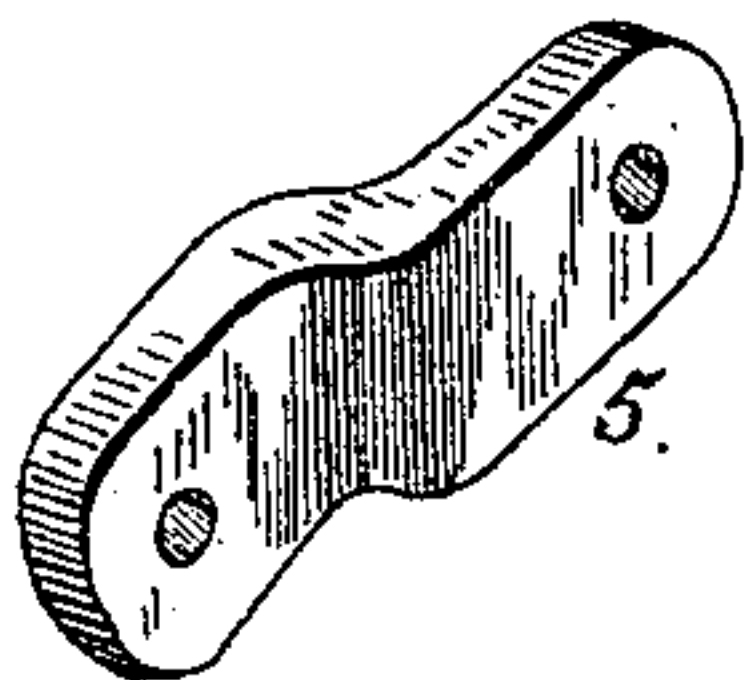


Fig. 3.

Witnesses
L. B. Brock,
A. Johnson.

Inventor
F. B. Brock.

(No Model.)

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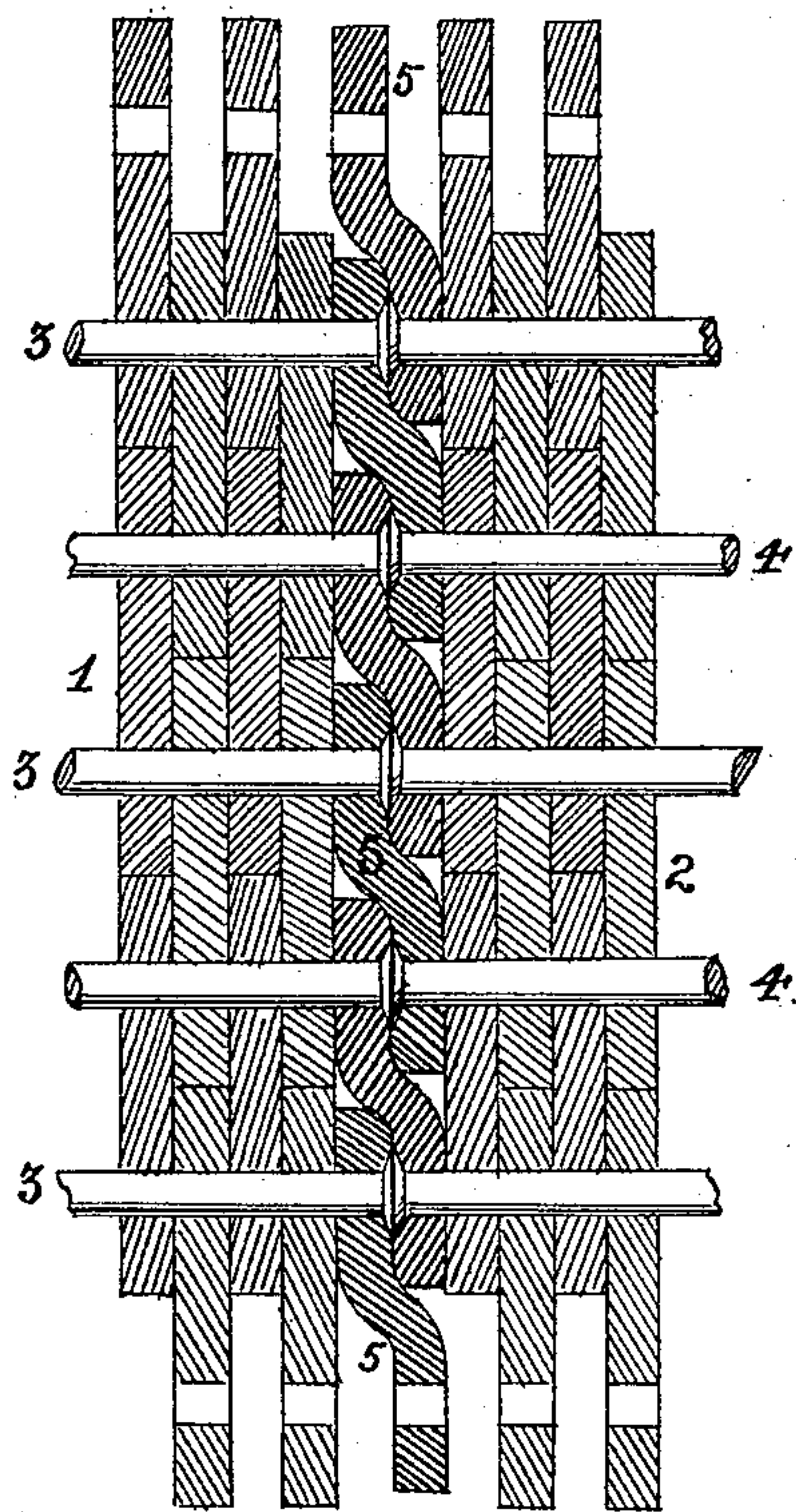


Fig. 4.

Witnesses
L. B. Brock.
Frank Browner

Inventor
F. B. Brock.

UNITED STATES PATENT OFFICE.

FENELON B. BROCK, OF WASHINGTON, DISTRICT OF COLUMBIA, ASSIGNOR
TO CHARLES A. SCHIEREN, OF BROOKLYN, NEW YORK.

DRIVING-BELT.

SPECIFICATION forming part of Letters Patent No. 370,237, dated September 20, 1887.

Application filed April 13, 1887. Serial No. 234,690. (No model.)

To all whom it may concern:

Be it known that I, FENELON B. BROCK, a citizen of the United States, residing at Washington, in the District of Columbia, have invented certain new and useful Improvements in Link Driving-Belts; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it ap-
10 pertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

15 Figure 1 is a plan view of a link driving-belt embodying my invention. Fig. 2 is a transverse section of the belt. Fig. 3 is a perspective view of one of the central links. Fig. 4 is a detail horizontal section showing the manner in which the central links are secured to
20 the belt-sections.

The object of my invention is to provide a link driving-belt with a series of central flexible links which allow of the belt being made
25 flexible along its middle portion for the purpose of using it on crown-pulleys.

With this purpose in view my invention consists in the following construction and combination of parts hereinafter described, and
30 fully set forth in the claim.

A is a belt. It is composed of two parallel sections, 1 2, united by a separate series of bolts, 3 and 4.

5 are the central flexible links, curved as
35 shown in the drawings. The end of each link is secured by a bolt, 3, of section 1 of the belt, and the other end of each link is secured to the section 2 of the belt by a bolt, 4. The two sections 1 2 of the belt A are thus tied together
40 by the central links, 5, but which at the same time permit lateral flexure of the belt along its middle portion. None of the bolts 3 and 4 extend clear through the belt A, but only through a section, 1 or 2, thereof.

45 By my improved form of central link I am

enabled to obtain a maximum frictional hold upon the pulley by the central links, 5, and at the same time obtain the desired flexibility of the belt along its center.

I may use central links, 5, of varying thicknesses, as shall be deemed best adapted. 50 Where comparatively thick central links, 5, are used I may compress and form the link so that it will retain the shape shown in Fig. 3.

The overlapping of the lateral break-joint 55 links 5 produces an interlocking joint in the direction of the length of the belt, (between the belt-sections 1 and 2,) the effect of which is to counteract any tendency of one belt-section to move faster than the other, due to a
60 sudden shock or to unequal strains upon the belt-sections.

Various ways of securing the central links in place may be employed, my invention being designed to cover any belt provided with a
65 central link arranged similarly to those herein described and shown.

The links of which the belt is composed are preferably made from leather.

Fig. 4 shows clearly the manner of uniting 70 the belt sections 1 and 2 by the central lateral break joint links, 5. The pins or bolts 3 and 4 are headed or riveted upon opposite sides of the links 5, and extend in opposite directions to the outer edges of the belt. 75

I claim as new and desire to secure by Letters Patent of the United States—

A driving-belt composed of longitudinal sections, a series of connecting flexible links overlapped at the ends, and a series of pins inserted alternately from opposite sides through the belt-sections and through alternate ends of the connecting-links, substantially as set forth.

In testimony whereof I affix my signature in 85 presence of two witnesses.

FENELON B. BROCK.

Witnesses:

W. T. JOHNSON,
A. W. JOHNSON.