(No Model.)

W. E. SELLECK.

CARRIER.

No. 474,975. Patented May 17, 1892.

Fig 1.

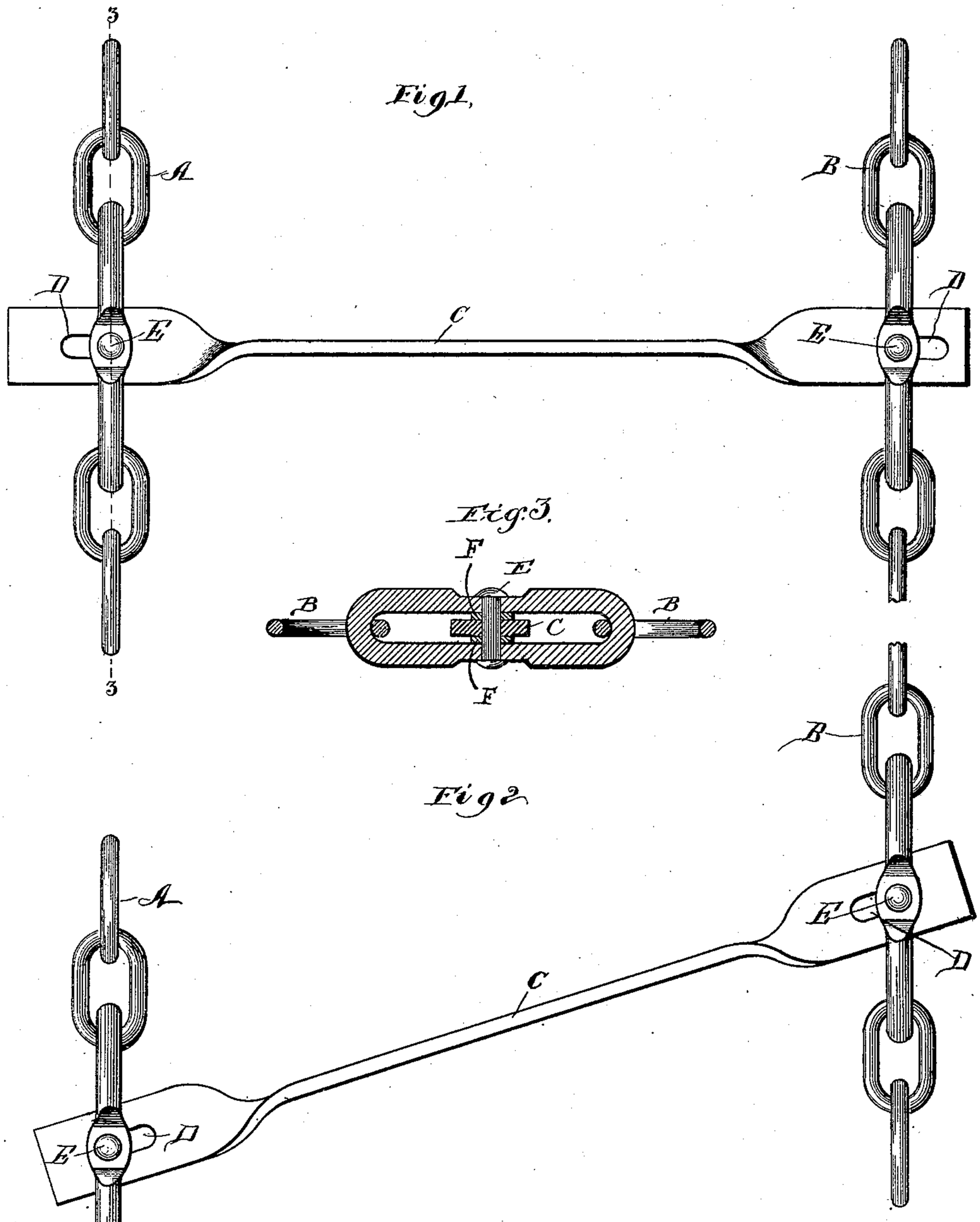

Fig 3.

Fig 2.

Witnesses.

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UNITED STATES PATENT OFFICE.

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CARRIER.

SPECIFICATION forming part of Letters Patent No. 474,975, dated May 17, 1892.

Application filed March 2, 1891. Serial No. 383,329. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM E. SELLECK, a citizen of the United States, and a resident of the city of Chicago, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Carriers, of which the following is a specification.

This invention relates to improvements in that class of carriers in which the bucket, flight, or other form of conveyer has an articulating connection with the chain-links by which they are carried, which connection is extensible in order to permit the carrying-chains to remain parallel when the bucket or conveyer assumes an oblique position relative thereto as the result of one of the chains slipping a sprocket, which frequently occurs.

The object of this invention is to simplify the construction of such extensible articulating connection between the parallel carrying-chains, and thereby materially decrease the cost of manufacture and promote the longevity of the connection, while at the same time retaining all the advantages and avoiding all of the disadvantges of the prior forms of such inventions. This object is attained by the devices illustrated in the accompanying drawings, in which—

Figure 1 represents a plan view of a carrier embodying my invention, showing the parts in their normal relative positions; Fig. 2, a similar view showing the changed position of the parts which they assume when one end of the conveyer drops behind the other, and Fig. 3 a detail section on line 3 3 of Fig. 1.

Similar letters of reference indicate the same parts in the several figures of the drawings.

Referring by letter to the accompanying drawings, A B indicate a pair of parallel carrying-chains of any suitable construction best adapted for the intended uses of the carrier, and which in the drawings are shown as the ordinary elliptical-link chains commonly employed in straw-carriers. These chains are connected at regular intervals by some suitable form of conveyer—such as the flight C of a straw-carrier, illustrated in the drawings—having in each end thereof elongated slots D, through which work bolts E, suitably secured to corresponding links of the respective chains, and upon which bolts are sleeved washers F, located on each side of the flight, as more clearly illustrated in Fig. 3. I may here state, however, that instead of the flight C the chains may be connected by a carrier-bar, to which a suitable form of conveyer may be attached, or by a bucket or any other similar device ordinarily employed in connection with carriers or conveyers. It will of course be understood that the conveyer-chains work over sprocket-wheels and for performing their most effective work should not only remain parallel, but in a fixed relative position to each other. It is well known, however, that the chains frequently slip a sprocket, thereby causing one end of the bucket, flight, or other form of conveyer connecting the chains to fall behind, and were a rigid connection, or even an ordinary pivot connection, employed between the ends of the conveyer and the carrier-chains such connection would not only be apt to break when the conveyer assumed such oblique or diagonal position, but the traveling of the carrier around the sprocket-wheels would be detrimentally interfered with, and the consequent drawing together of the two lines of chains would inevitably cause one of the chains to run off of its sprocket-wheel, and thus seriously impede the work. By providing the extensible slot-and-bolt connection, however, between the conveyer and the carrier-chains all these difficulties are obviated, for when the chains and conveyers are in their normal relative positions (illustrated in Fig. 1) the connecting-bolts are at or near the inner ends of the slots, the chains are parallel, and the conveyer stands at right angles thereto. Now, then, should the chain A slip a sprocket, thus causing one end of the conveyer to fall behind, as illustrated in Fig. 2, the connecting-bolts will move out toward the outer ends of the slots in the conveyer, which latter will assume an oblique or diagonal position; but the chains will still remain parallel and operate substantially as well as when the conveyer stood at right angles thereto.

Prior to this invention several forms of extensible articulating connections have been devised for attaining the results sought by me; but all such connections have been more

or less complicated and expensive to manufacture, besides being objectionable for other reasons incident to their use, and it is therefore the purpose of this invention to reduce such connection to the simplest possible form consistent with the successful and satisfactory attainment of the desired results.

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

In a carrier, the combination, with a pair of parallel chains, of a series of conveyers provided with elongated slots in the ends thereof and bolts working through said slots, and directly attached to said chains, substantially as described.

WILLIAM E. SELLECK.

Witnesses:
R. C. OMOHUNDRO,
JAMES R. SCOTT.