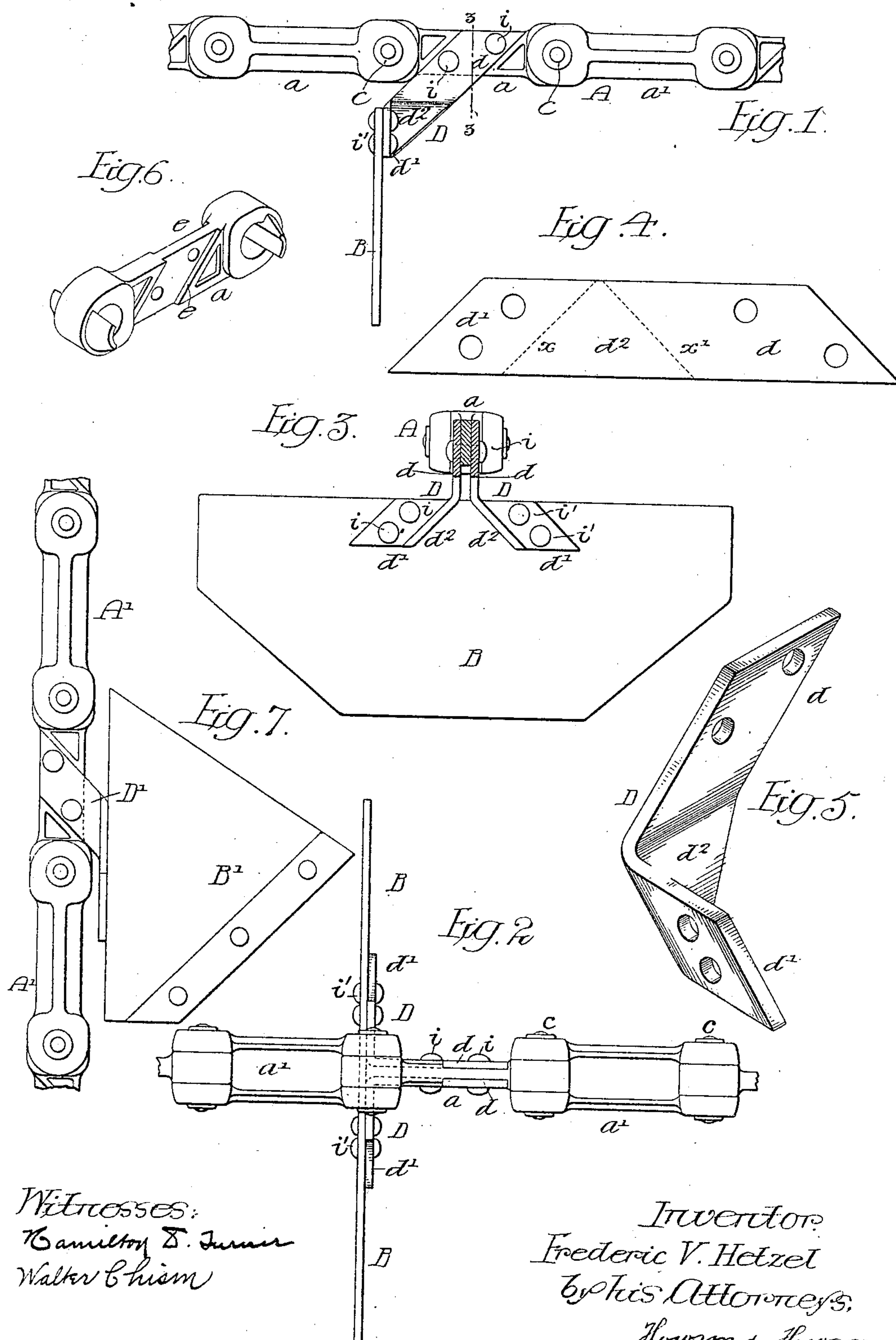


No. 816,325.

PATENTED MAR. 27, 1906.

F. V. HETZEL.
CHAIN LINK.

APPLICATION FILED SEPT. 19, 1905.



Witnesses:
Camille D. Turner
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UNITED STATES PATENT OFFICE.

FREDERIC V. HETZEL, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR
TO THE LINK BELT ENGINEERING COMPANY, OF PHILADELPHIA,
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CHAIN-LINK.

No. 816,325.

Specification of Letters Patent.

Patented March 27, 1906.

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To all whom it may concern:

Be it known that I, FREDERIC V. HETZEL, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented certain
5 Improvements in Attachments for Chain-Links, of which the following is a specification.

The object of my invention is to provide a simple and effective means for connecting a flight or bucket to a conveyer-chain.

10 In the accompanying drawings, Figure 1 is a side view of a conveyer-chain, illustrating my attachment in connection with a flight. Fig. 2 is a plan view. Fig. 3 is a sectional view on the line 3 3, Fig. 1. Fig. 4 is a view
15 of the blank before being bent to form the attachment. Fig. 5 is a perspective view of the attachment. Fig. 6 is a perspective view of one of the links of a chain, and Fig. 7 is a view showing my attachment connecting a
20 conveyer-bucket to a chain.

In the present instance I have shown my invention in connection with a chain A, made up of a series of link-sections a a' , connected together by pins c . The sections a are single,
25 while the connecting-sections a' are double, as shown in Fig. 2. I preferably form on the side of each link a a diagonal pocket e , as illustrated in Fig. 6, for the reception of the attachments.

30 B is a flight which is secured to the link a of the chain A by the attachments D D. In the present instance there is an attachment on each side of the link, as clearly shown in Figs. 2 and 3. By forming the diagonal
35 pockets in the links the portion d of each attachment is firmly held and the strain is taken off the rivets i i by which the attachments are secured to the link. The portions d' of the attachments are secured to the flight
40 B by rivets i' , Fig. 3.

My improved attachment can be readily and cheaply manufactured from a flat strip of metal. The blank is made, as shown in Fig. 4, by cutting sections from the strip of
45 metal on diagonal lines to form the blank. The rivet-holes are then punched, as indicated in Fig. 4, and the blank is then bent on the lines x x' , forming the body portion d , the flange portion d' , and the connecting-web d^2 ,
50 as illustrated in Fig. 5. The blank is so bent that the flange portion d' , which is attached

to the flight, extends some distance from the center line through the chain and flight, as shown in Fig. 3, making a rigid connection between the flight and the chain.

In Fig. 7 I have illustrated my improved attachment D' used to connect a conveyer-bucket B' to a chain A'. In this instance the blank is simply bent to form a body portion and the flange.

It will be understood that the angle of the bend and the position of the flange may vary according to the form of the carrier, whether it be a flight or bucket, and its position in relation to the chain.

I claim as my invention—

1. The combination in a conveyer-chain, of a flight or other carrier and two attachments, each attachment bent on a diagonal line to form a body portion and a flange, the body portion being secured to the chain and the flange to the flight or other carrier, substantially as described.

2. The combination of a conveyer-chain, a carrier, two bent attachments each having a body portion and a flange, the body portions being secured to the chain and arranged close together, while the flanges are spread apart and secured to the carrier, substantially as described.

3. The combination of a chain-link, an attachment having a diagonal body portion secured to the link and having a projecting portion to which a flight or other form of carrier can be secured, substantially as described.

4. The combination of a chain-link having a diagonal pocket in each side, a flight or other form of carrier and an attachment secured to the flight and mounted in the diagonal pocket of the chain, substantially as described.

5. The combination of a chain-link having a diagonal pocket in each side, a flight or other carrier, plate attachments each bent to form a body portion, a flange and a connecting-web, the body portion of each attachment being mounted in the pocket of the link and secured to said link, the flange of each attachment being secured to the flight or other carrier, substantially as described.

6. An attachment for a conveyer-chain made of a single piece of flat metal bent to

form a body portion, a flange portion and a web connecting the two, substantially as described.

7. An attachment for a conveyer-chain
5 made of a single piece of flat metal bent on diagonal lines to form a body portion to be secured to a chain, and a flange portion to be secured to a flight or other carrier, substantially as described.

10 8. An attachment for a conveyer-chain made of a single piece of flat metal beveled at

each end in opposite directions and bent to form a body portion, a flange and a connecting-web, substantially as described.

In testimony whereof I have signed my 15
name to this specification in the presence of
two subscribing witnesses.

FREDERIC V. HETZEL.

Witnesses:

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