

(Model.)

J. M. DODGE.
ATTACHMENT LINK.

No. 258,722.

Patented May 30, 1882.

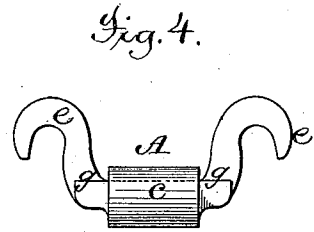
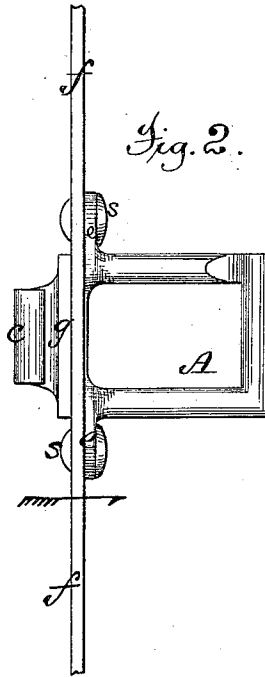
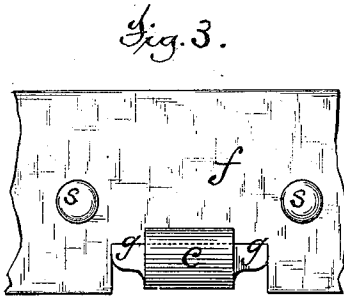
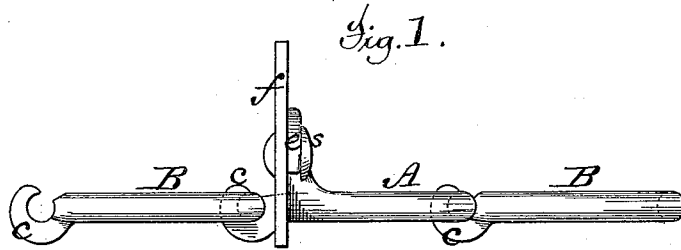
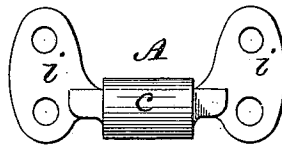


Fig. 5



Attest;
Geo. N. Graham.
Jacob Felbel.

Inventor,
Jas. M. Dodge
By
J. A. Mc Intire.
Atty.

UNITED STATES PATENT OFFICE.

JAMES M. DODGE, OF CHICAGO, ILLINOIS.

ATTACHMENT-LINK.

SPECIFICATION forming part of Letters Patent No. 253,722, dated May 30, 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 application.

My present invention relates to a novel construction of conveyer-chain and flight fixture, as will be hereinafter more fully explained, and specifically pointed out in the claims of this specification.

To enable those skilled in the art to make and use my invention, I will now proceed to more fully describe the construction and operation of the same, referring by letters to the accompanying drawings, which form part of this specification, and in which I have illustrated my invention in the form in which I have so far successfully practiced it.

Figure 1 is a side or edge view of a conveyer-chain embracing my invention. Fig. 2 is a top view of the same, but with plain chain-links of Fig. 1 omitted. Fig. 3 is an end view of what is shown at Fig. 2, looking in the direction indicated by the arrow at the last-named figure. Fig. 4 is an end view of the link seen at Fig. 2, and viewed in the direction indicated by the arrow, but with the flight or securing bolts or rivets removed; and Fig. 5 is a similar view to Fig. 4 of an attachment-link made slightly different from that seen in the other figures.

In the several figures the same part, wherever it occurs, will be found designated by the same reference-letter.

A is the attachment link, and B B plain drive-chain links, coupled at either end to said link A to make up the chain. All of the links are preferably made with coupler-hooks *c*, and are detachable, after the fashion of what is known in the market as the "Ewart" detachable drive-chain.

The attachment-link A is formed, as shown at Figs. 1 to 4, inclusive, with laterally-projecting devices *e e*, to which is secured the metallic flight *f* by means of either rivets *s* or, if preferable, bolts and nuts. These lateral projections, as shown in the four figures just al-

luded to, are sort of hook-shaped, (see Figs. 1 and 4,) and are so arranged that the surfaces thereof against which the metal flight *f* bears and is bolted or otherwise fastened are in the same plane, and in such a plane that the lower edge of the flight *f* can rest on the root-like portion *g* of the coupler-hook *c*, and said flight *f* is cut out, (see Fig. 3,) so that while it bears on said portion *g* of the coupler-hook (or that part of the coupler which really forms the end of the link) during the length of said part *g* it can rest during the balance of the length of its lower edge on the floor of the conveyer trough or case.

It will be seen that in a contrivance such as shown and described the metal flight *f* will be easily and very rigidly and durably secured to the link by means of the laterally-projecting devices *e e* (which branch out so as to bear far apart in the flight) and the foundational support at *g*, for while the cut-out lower edge of *f* has a long bearing at *g*, it is held down on said bearing by the widely-separated holding-down devices *e*. At the same time the cast link A, with its attachment devices, may be easily molded and cheaply manufactured.

At Fig. 5 the attachment-link is merely modified in construction by having the devices *i i* formed plate-like, necessitating the presence of holes therein (for either screws or rivets) for the securement thereto of a metallic flight such as seen at Figs. 1, 2, and 3.

Of course it is not material to my invention that the attachment-link A be made, as shown, to be detachable from the other links with which it is designed to have said link coupled; neither is it essential that any particular form of link be used so long as the contour of the link A be such as to permit of the proper bearing-surface at *g*, and the formation and proper arrangement (on the link) of the devices *e e* or their equivalents to afford means for the riveting or other fastening of the metal plate *f* at two points a proper distance apart, and preferably a greater distance apart, as shown, than the length of the bearing-surface at *g*.

What I claim as new, and desire to secure by Letters Patent, is—

1. An attachment-link for conveyers, formed or provided with devices *e e*, or their equivalents, and a bearing-surface, *g*, the said devices

being arranged in the proper relationship to the portion *g* of the link, as described, and being properly shaped to permit the employment, in connection with the link, of a metallic flight, *f*, in the manner explained, and to effect the retention of said flight in place through the media of suitable fastening devices, all as set forth.

2. In combination with an attachment-link, *A*, for conveyers, having a bearing-surface for the flight at *g*, and provided with projecting

devices *e e*, or their equivalents, a metallic flight, *f*, cut out at the lower edge to fit over the end of the link and secured to the latter, all substantially as and for the purposes set forth.

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.