

(No Model.)

J. O'CONNELL & G. E. MEDCRAFT.
BELTING.

No. 487,855.

Patented Dec. 13, 1892.

FIG. 1.

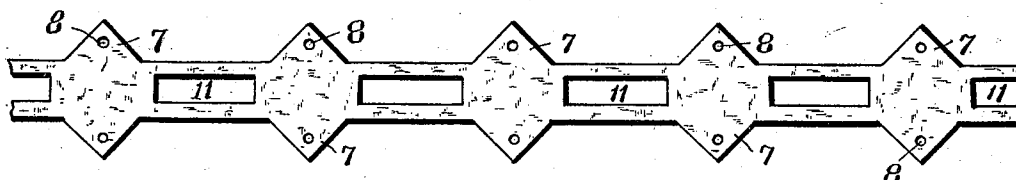


FIG. 2.

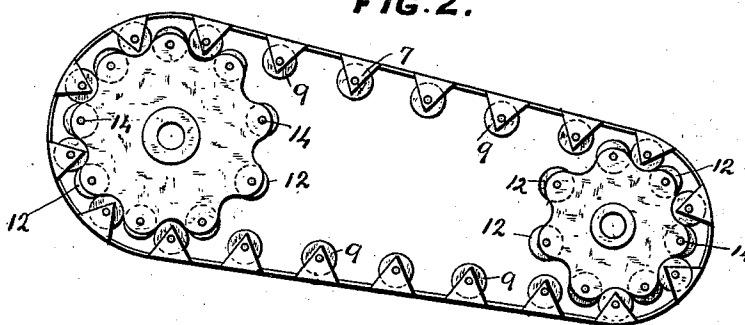


FIG. 3.

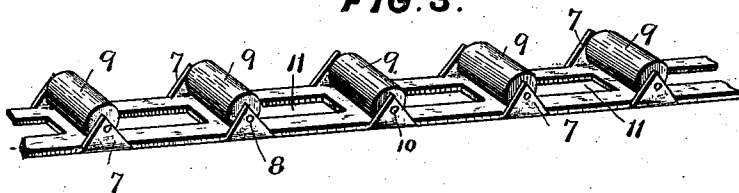


FIG. 4.

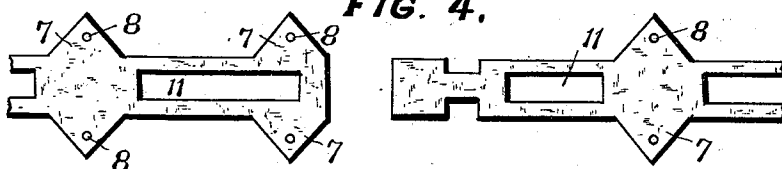


FIG. 5.

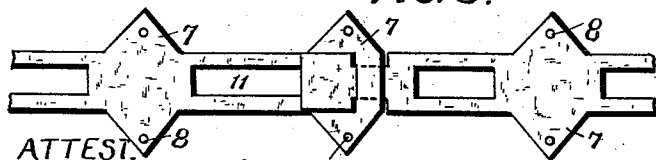
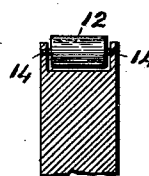


FIG. 6.



ATTEST.

J. Henry Kaiser
Wm. J. Gibson

INVENTORS.

James O'Connell
George E. Medcraft.

By

Am. Vale
Attorney

UNITED STATES PATENT OFFICE.

JAMES O'CONNELL AND GEORGE EDWIN MEDCRAFT, OF MOUNT STERLING,
KENTUCKY.

BELTING.

SPECIFICATION forming part of Letters Patent No. 487,855, dated December 13, 1892.

Application filed August 24, 1892. Serial No. 443,951. (No model.)

To all whom it may concern:

Be it known that we, JAMES O'CONNELL and GEORGE EDWIN MEDCRAFT, citizens of the United States of America, residing at Mount Sterling, in the county of Montgomery and State of Kentucky, have invented certain new and useful Improvements in Belting, of which the following is a specification, reference being had therein to the accompanying drawings.

The object of our invention is to provide an antifriction-belt which will afford an improved metallic belt-gearing adapted to various mechanical uses.

In the drawings, Figure 1 is a plan view of our belt before adjusting the lugs for the reception of the antifriction-rollers. Fig. 2 is a side elevation of our belt, shown in connection with a sprocket-wheel. Fig. 3 is a bottom view in perspective of our belt, the antifriction-rollers in place. Figs. 4 and 5 are details of the connection at ends of the belt. Fig. 6 is a detail of one of the projections upon the sprocket-wheel.

Like characters of reference indicate the same parts throughout the several views.

Our belt is stamped out of sheet-steel or other suitable metal of the required thickness.

In the lugs 7 are the openings 8 for the reception of the spindles of the antifriction-rollers 9. The lugs are bent up by means of any suitable appliance which may be specially constructed for the purpose, and the antifriction-rollers are adjusted between the opposing lugs, revolving upon spindles 10 in openings 8.

Between the antifriction-rollers 9 are the rectangular openings 11, stamped or cut out for the purpose of affording means for operating our belt in connection with a sprocket-wheel of ordinary construction.

The ends of the metallic band are fastened together by means of the notch 15, let into the band at one end thereof to interlock with one of the openings 11 at the opposing end of the band.

The sprocket-wheel shown in the drawings to be operated with our belt has antifriction-rollers 12, located in the projections upon the rim of the wheel, said projections having depressions between the sides of the rim to receive and afford room for the operation of the antifriction-rollers 12, which have their bearings in the sides of the rim at 14. These antifriction-rollers 12 may be cast revoluble in their bearings and integral with the sprocket-wheel, or they may be constructed with a spring-catch in one end of the spindle, by depressing which they can be inserted in place similarly to the common means employed for inserting the bobbin in the shuttle of sewing-machines.

The sprocket-wheel is not claimed herein, but is reserved for a future application.

Having thus described our invention, we claim—

1. As an improved article of manufacture, a belt stamped or cut from sheet metal having lugs with openings for the reception of the spindles of antifriction-rollers, in combination with antifriction-rollers having their bearings in said lugs, substantially as described.

2. As an improved article of manufacture, a belt stamped or cut from sheet metal having lugs with openings for the reception of the spindles of antifriction-rollers and rectangular openings between the lugs for the reception of the cogs upon the ordinary sprocket-wheel, in combination with antifriction-rollers having their bearings in said lugs, substantially as described.

In testimony whereof we affix our signatures in presence of two witnesses.

JAMES O'CONNELL.
GEORGE EDWIN MEDCRAFT.

Witnesses:

W. V. LEACH,
F. HURLEY.