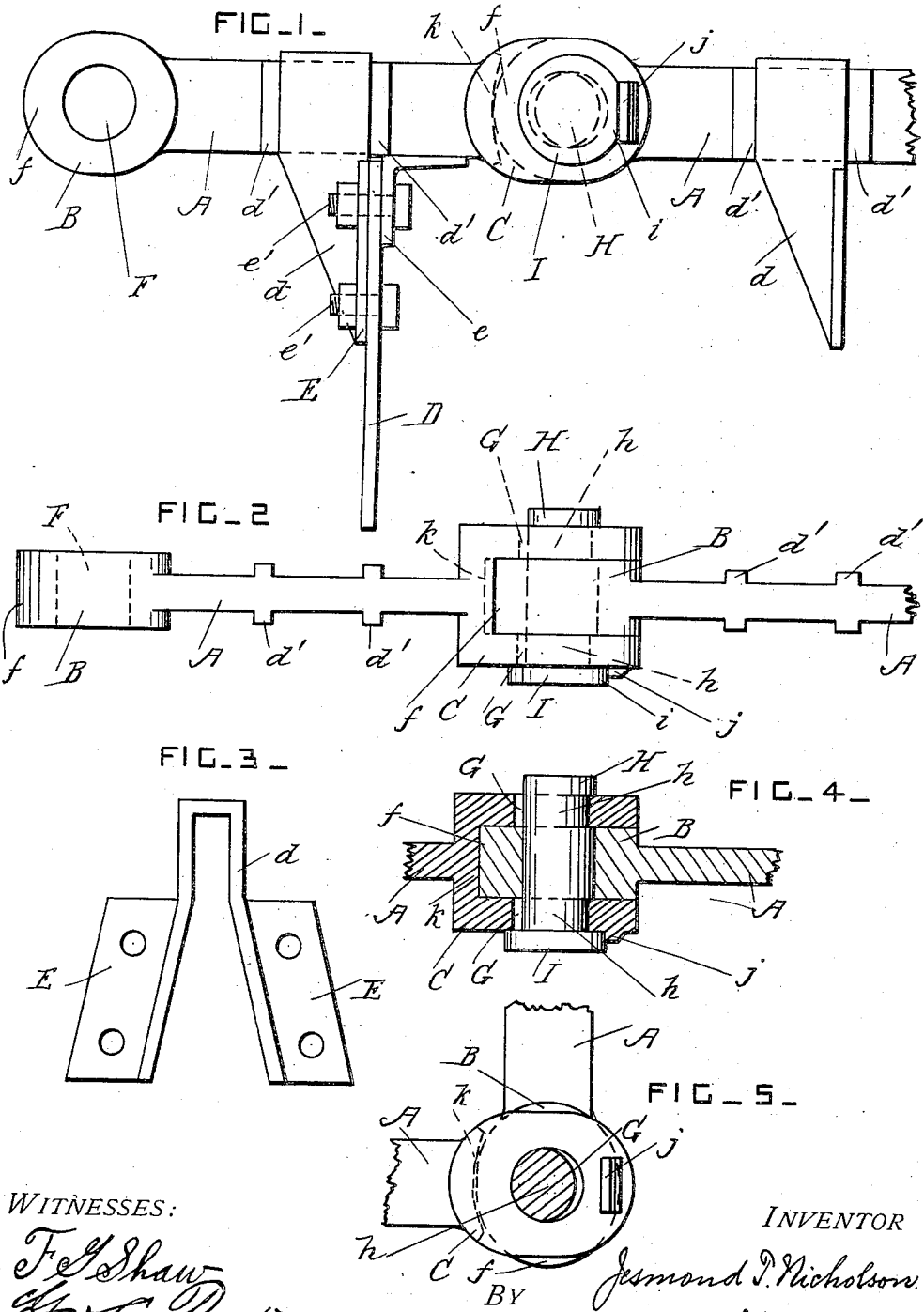


No. 886,065.

PATENTED APR. 28, 1908.

J. T. NICHOLSON.
CONVEYER CHAIN.
APPLICATION FILED DEC. 12, 1907.



WITNESSES:

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JESMOND T. NICHOLSON, OF WILKES-BARRE, PENNSYLVANIA.

CONVEYER-CHAIN.

No. 886,065.

Specification of Letters Patent.

Patented April 28, 1908.

Application filed December 12, 1907. Serial No. 406,130.

To all whom it may concern:

Be it known that I, JESMOND T. NICHOLSON, a citizen of the United States, residing at Wilkes-Barre, in the county of Luzerne and State of Pennsylvania, have invented certain new and useful Improvements in Conveyer-Chains; and I do hereby 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 appertains to make and use the same.

This invention relates to drive chains for conveyers and elevators; and it consists in the novel construction and combination of the parts hereinafter fully described and claimed.

In the drawings, Figure 1 is a side view of a portion of a conveyer chain. Fig. 2 is a plan view of the same. Fig. 3 is a detail view of the bracket for securing the flight-plate to the link. Fig. 4 is a sectional plan view of the joint. Fig. 5 is a cross-section through the eccentric portion of the pivot-pin showing portions of the links when arranged at a right angle.

A is a link provided at one end with a single-eye B, and at the other end with a double-eye C.

D is the conveyer flight-plate. This plate is secured to the middle part of the link by a loop-shaped bracket *d* which straddles the link, and which is slid into engagement with a guide on the link. This guide preferably consists of lugs *d'* which project laterally from the sides of the link.

The bracket *d* is provided with flanges E on its end portions, and *e* is an angle-shaped fastening-bar which is secured against the link so that the bracket cannot slide in its guide. Bolts *e'* are provided for securing the said flight-plate and fastening-bar to the bracket *d*. This construction of the parts avoids the necessity of making holes or slots in the middle parts of the links.

The single-eye B has a round pin-hole F, and an eccentric end portion *f*. The double-eye C has round pin-holes G of the same size as the pin-hole F.

H is a cylindrical pivot-pin which is slidable into engagement with the holes F and G when they are placed in line with each other. This pin has two eccentric portions *h*, and a head I. The head I has a flat portion *i* on one side which engages with a stop *j* on the double-eye so that the pin is prevented from revolving when in position. A bearing *k* is

formed in the bottom of the jaw of the double eye for the eccentric portion *f* of the single-eye of the next adjacent link to engage with.

The links can only be coupled and uncoupled when placed at a right angle to each other as shown in Fig. 5. When arranged in this manner the round pin-holes are in line with each other, and the pivot-pin is then slid longitudinally into position. The links are then turned into line with each other, and the eccentric portion *f* of the single-eye forces the holes of the double-eye into engagement with the eccentric portions *h* of the pivot-pin as shown in Fig. 4. The links cannot become detached accidentally, but the pivot-pin may be taken out by placing one link at a right angle to the other so that the holes of the said eyes are moved into line with each other.

What I claim is:

1. In a conveyer chain, the combination, with a link provided with a guide at its middle part, of a loop-shaped bracket which straddles the said link and which is secured in the said guide, and a flight-plate secured to the said bracket.

2. In a conveyer chain, the combination, with a link provided with a guide at its middle part, of a loop-shaped bracket which straddles the said link and engages with its said guide, a flight-plate, a fastening-bar which prevents the said bracket from sliding, and means for securing the said flight-plate and the said fastening-bar to the end portions of the said bracket.

3. In a conveyer chain, the combination, with a link provided with a single-eye having an eccentric portion at its end, of a link provided with a double-eye having a bearing which engages with the said projection and moves the holes of the said eyes out of line with each other, and a pivot-pin slidable into engagement with the said eyes and provided with an eccentric portion which engages with one of the said eyes when the said holes are out of line and thereby prevents the said pin from sliding longitudinally.

4. In a conveyer chain, the combination, with a link provided with a single-eye having an eccentric projection at its end, of a link provided with a double-eye having a bearing which engages with the said projection and moves the holes of the said eyes out of line with each other, a pivot-pin slidable into engagement with the said holes of the said eyes and provided with eccentric portions which

engage with the holes of the said double-eye when the holes of the said eyes are moved out of line.

5 In a conveyer chain, the combination, with a link provided with a single-eye having an eccentric projection at its end, of a link provided with a double-eye having a bearing which engages with the said projection and moves the holes of the said eyes out of line
10 with each other, a pivot-pin slidable into engagement with the said eyes and provided

with an eccentric portion which engages with one of the said eyes when their said holes are out of line, and means for preventing the said pin from revolving.

In testimony whereof I have affixed my signature in the presence of two witnesses. 15

JESMOND T. NICHOLSON.

Witnesses:

W. B. YEAGER,
WARREN E. STRAW.