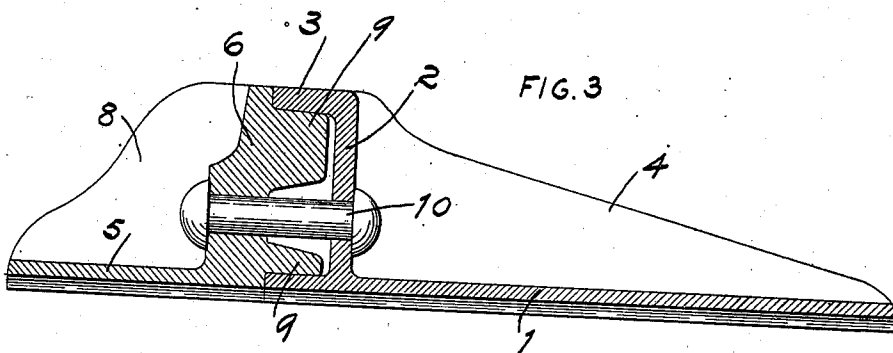
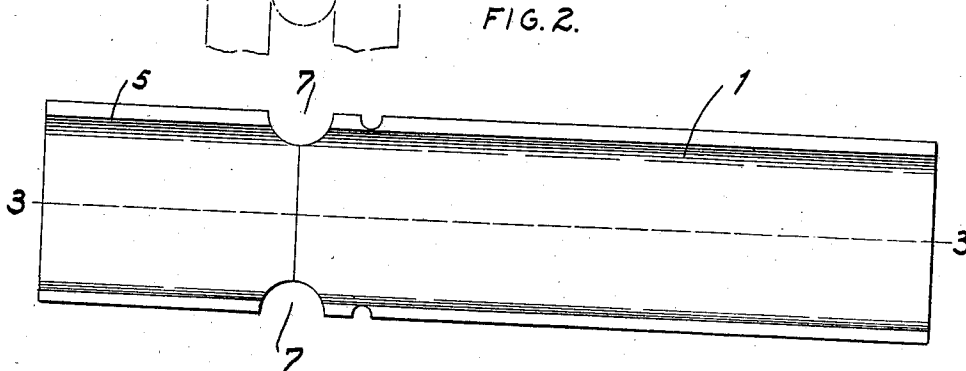
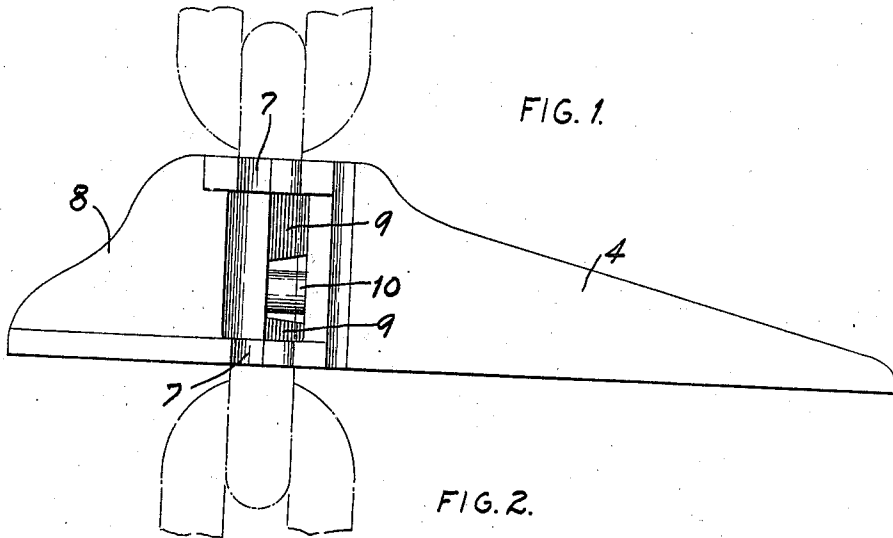


995,952.

T. A. COLEMAN.
CONVEYER CHAIN.
APPLICATION FILED JUNE 16, 1909.

Patented June 20, 1911.

2 SHEETS-SHEET 1.



WITNESSES

M. L. Smith
Alma Rehart

INVENTOR
THOMAS A. COLEMAN

BY
J. R. Cornwall ATT'Y.

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2 SHEETS-SHEET 2.

FIG. 4.

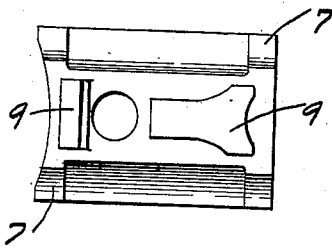


FIG. 5.

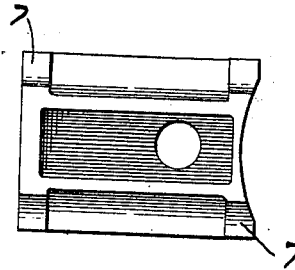


FIG. 6.

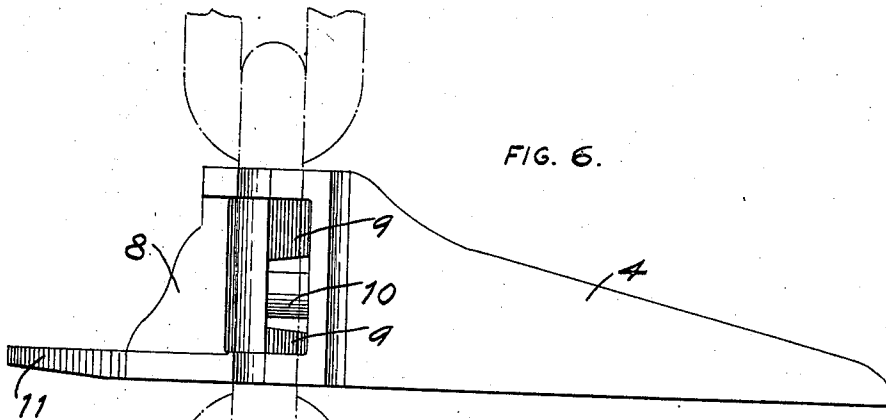
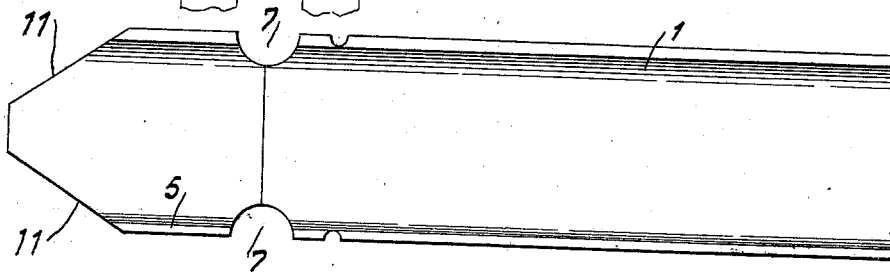


FIG. 7.



WITNESSES

M. C. Smith
Alma Rehart

INVENTOR

THOMAS A. COLEMAN

BY *J. P. Cornwall* ATT'Y.

UNITED STATES PATENT OFFICE.

THOMAS A. COLEMAN, OF LONGVILLE, LOUISIANA, ASSIGNOR TO C. T. PATTERSON COMPANY, LTD., OF NEW ORLEANS, LOUISIANA, A CORPORATION OF LOUISIANA.

CONVEYER-CHAIN.

995,952.

Specification of Letters Patent. Patented June 20, 1911.

Application filed June 16, 1909. Serial No. 502,520.

To all whom it may concern:

Be it known that I, THOMAS A. COLEMAN, a citizen of the United States, residing at Longville, Louisiana, have invented a certain new and useful Improvement in Conveyer-Chains, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to new and useful improvements in chain conveyers, particularly adapted for use in carrying off refuse lumber from sawmills, etc., and is designed as an improvement on the chain conveyer shown and described in an application for United States Letters Patent filed by me March 11th, 1909, serially numbered 482,751.

The essential features of my present invention reside in a two-part flight which is readily fixed to one of the vertical lengths of the conveyer chain in such a manner as not to impair the strength thereof.

In the application above referred to, the head or butt-end of the flight terminates immediately adjacent the link to which the flight is fixed, and such construction permits the butt or head of the flight to drop into the chain groove in the bottom of the conveyer trough thus permitting the body of the flight to swing forward and ride over the material in said trough.

It is the purpose of my present invention to overcome the defect above referred to, and to do so I propose to provide the cap or head-block of the flight with an extension which rides on the bottom of the trough on the opposite side of the groove therein from the body of the flight, which construction effectually prevents the head of the flight from dropping into the groove and consequent tilting and riding over the material in the trough.

To the above purposes, my invention consists in certain novel features of construction hereinafter described claimed, and illustrated in the accompanying drawings in which:

Figure 1 is a plan view of one of the flights of my improved conveyer chain, said chain being shown in dotted lines. Fig. 2 is an elevation looking at the face of one of the flights. Fig. 3 is a horizontal section taken

on the line 3—3, Fig. 2. Fig. 4 is an end elevation of a head block which forms a part of the flight. Fig. 5 is an end elevation of the body of the flight. Fig. 6 is a plan view of the modified form of the flight. Fig. 7 is an elevation, showing the face of the modified form of flight.

The main body portion of the flight of my improved chain conveyer comprises a vertically-disposed plate 1, the front face of which is preferably concave in cross section in order to overcome any tendency of the flight to climb or ride over the refuse in the conveyer trough. Formed integral with one end of the plate 1 is a rearwardly projecting plate 2, and formed integral with the rear end of said plate is a lug 3 which is parallel to the plate 1. Formed integral with, and uniting the upper and lower edges of the plates 1 and 2, are horizontally-disposed strengthening ribs or flanges 4.

The block or cap piece which combines with the body of the flight, comprises a vertically disposed plate 5, the front face of which is concave in cross section and formed integral with one end of said plate is a rearwardly projecting plate 6 which, when the parts are assembled, fits against the ends of the plate 1 and lug 3. The adjacent corners of the plates 1 and 5 and lug 3 and plates 6 are notched or cut away at both top and bottom, as designated by 7, in order to form seats for the body portion of a chain link.

Formed integral with, and connecting the upper portions of the plates 5 and 6 are strengthening flanges 8. Formed integral with the face of the plate 6 is a pair of lugs 9 which, when the parts of the flight are assembled, occupy positions between the end of the plate 1 and the lug 3, thus forming an interlocking connection to assist in rigidly holding the parts in their proper position.

The two parts of the flight are fixed to one another and to one of the vertical lengths of the conveyer chain by means of a rivet 10 or like fastening device which passes through coinciding apertures formed through the plates 2 and 6. Thus the flight is provided with a block or head piece which extends for some little distance on the opposite side of the chain groove from the main body portion of the flight, which construction prevents the head or butt of the

flight from dropping into the chain groove and thereby tilting and riding over refuse in the trough.

In the modified form of the flight shown in Figs. 6 and 7, the outer corners of the plate 5 are cut away as designated by 11, which construction prevents the head or butt of the flight from dropping into the chain groove and yet permits the body of said flight to tilt or raise to a certain degree, which allows said flight to ride over any obstruction in the trough which might otherwise tend to break the flight or stop the conveyer.

A chain conveyer of my improved construction is very simple, strong and durable, and the flights, which are composed of but two parts, are easily and quickly applied to the conveyer chain.

It will be readily understood that minor changes in the construction and form of my improved conveyer can be made and substituted for those herein shown and described without departing from the spirit of my invention.

I claim:

1. The combination with a conveyer chain, of a two part conveyer flight comprising a flight body, there being a recess formed in the head end thereof, a head block, a pair of lugs on said head block which are spaced apart to engage in the recess in the end of the flight body, a lateral extension on the head block in alinement with the body of the flight, the upper and lower meeting corners of which flight body and head block are cut away to receive the body of one of the links of the conveyer chain, and a fastening device passing through the end of the flight body and the head block between the lugs, for rigidly uniting and attaching the same to the engaged link of the conveyer chain.

2. A two part conveyer chain flight, comprising an elongated flight body, a head block, a comparatively short lateral extension on the head block in alinement with the flight body, a lug on the head block

which occupies a corresponding recess formed in one end of the flight body, the upper and lower corners of which flight body and head block are cut away to receive the body of one of the links of a conveyer chain, and means for rigidly uniting the two parts together and clamping the same upon the engaged link of the conveyer chain.

3. A conveyer cleat comprising two separable members provided in their meeting faces with registering grooves constituting seats for a chain link, one of said members being provided with a mortise and the other member with a tenon engaging said mortise.

4. A conveyer cleat comprising two separable members provided in their meeting faces with registering grooves constituting a seat to receive a chain link, one of said members being provided with a mortise extending from the meeting face thereof intermediate the grooves, and the other member being provided with a correspondingly located tenon to engage the mortise, said tenon being disposed intermediate the link seating grooves to be straddled by the link.

5. A conveyer cleat comprising two members provided in their meeting faces with registering grooves constituting a seat for a chain link, one of said members being provided with a mortise extending from the meeting face thereof, and the other member being provided with a tenon projecting from the meeting face thereof intermediate the link seating grooves; the first mentioned member being provided with an aperture intersecting the mortise, and the second member being provided with a registering aperture intersecting the tenon, and a connecting member extending through said registering apertures.

In testimony whereof I hereunto affix my signature in the presence of two witnesses, this 9th day of June, 1909.

THOMAS A. COLEMAN.

Witnesses:

H. T. ROEHL,
E. W. BOOMER.