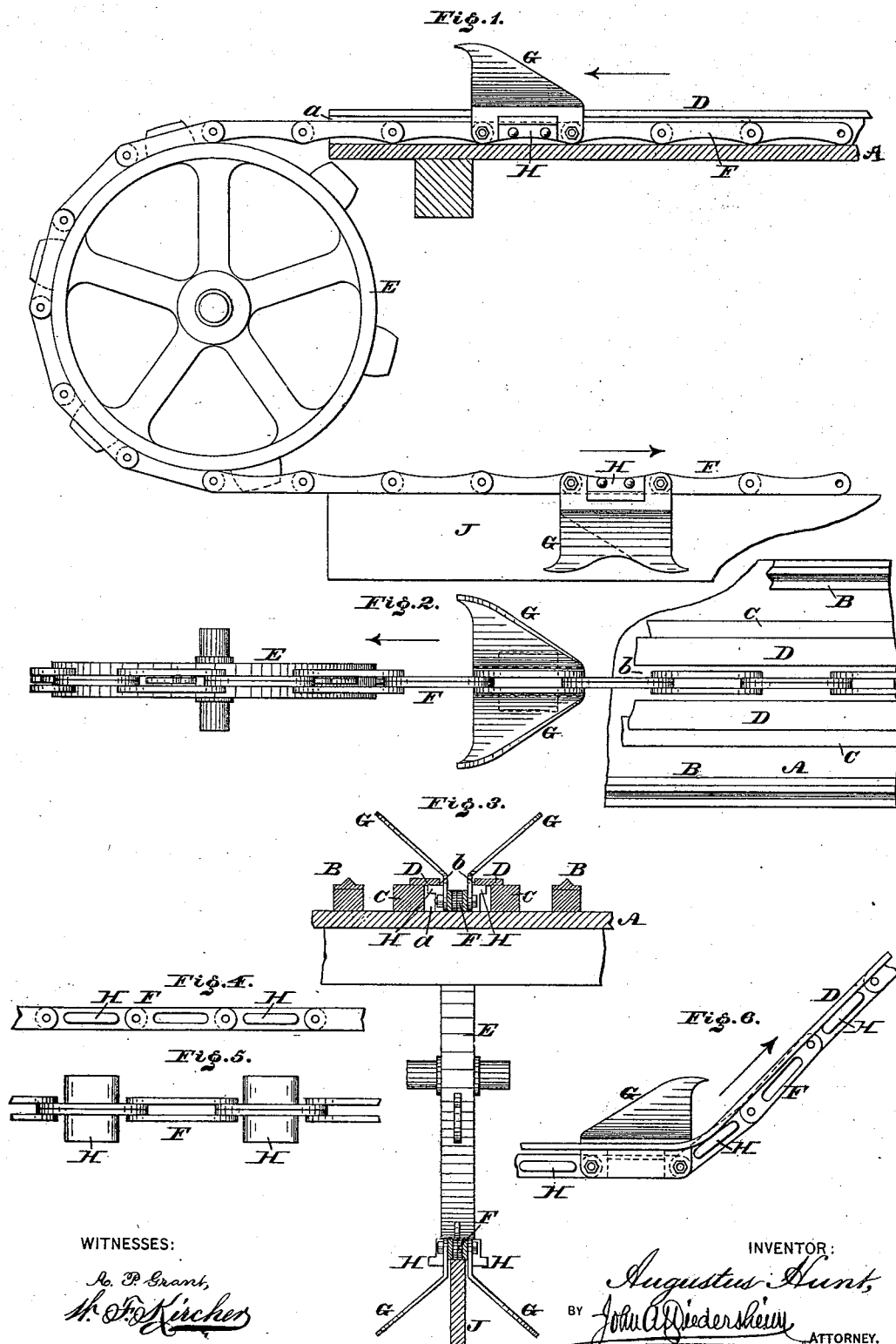


(No Model.)

A. HUNT.
ICE CONVEYER.

No. 261,231.

Patented July 18, 1882.



UNITED STATES PATENT OFFICE.

AUGUSTUS HUNT, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO
KNICKERBOCKER ICE COMPANY, OF SAME PLACE.

ICE-CONVEYER.

SPECIFICATION forming part of Letters Patent No. 261,231, dated July 18, 1882.

Application filed June 6, 1882. (No model.)

To all whom it may concern:

Be it known that I, AUGUSTUS HUNT, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Conveyers for Ice, which improvement is fully set forth in the following specification and accompanying drawings, in which—

Figure 1 is a side elevation, partly sectional, of the conveyer embodying my invention. Fig. 2 is a top or plan view thereof. Fig. 3 is a vertical section thereof. Fig. 4 is a side elevation of a modification of the chain of the conveyer. Fig. 5 is a plan view thereof. Fig. 6 is a side elevation, showing an inclined portion of the conveyer.

Similar letters of reference indicate corresponding parts in the several figures.

My invention consists of the construction of a conveyer whereby but a single chain is employed.

It also consists of fingers which are attached to the conveyer-chain, their construction being such that they unfaillingly take hold of the article to be conveyed.

It further consists of lugs which serve to guide the chain and prevent upward strain on the chain and displacement of the same.

Referring to the drawings, A represents a platform, to which are attached tracks B B, by which ice and other articles may be conveyed to a place of storage, car, ship, or other means of transportation or other place, the description of the invention being hereinafter limited to the conveyance of ice.

To the platform A are secured rails C C, which are separated from each other and extend parallel with the tracks B, and to the top of said rails C are fastened horizontal rails D, which are separated from each other and overhang the space *a* between the two rails C.

E represents sprocket or toothed wheels, one of which is properly mounted at each end of the platform A, and passing around said wheels E is an endless chain, F, which moves in the space *a* between the rails C. The chain F is preferably formed of jointed links, and to the same are connected at intervals fingers or jaws G, which at the bottom are of width less than the throat *b* between the horizontal rails

D, so as to move in said throat when the chain F moves in the space *a*, and the upper part of the fingers flare in opposite directions or widen, so as to be salient, as more readily shown in Figs. 2 and 3. The outer ends of the fingers are pointed, so as to take firm hold of the article to be conveyed, and the backs of the fingers are inclined to prevent shocks being injuriously imparted to them when struck from the rear.

Attached to the chain at intervals, or at the place of connection of the fingers with said chain, are laterally-projecting lugs H, whose width is such that they engage under the horizontal rails D, and thus act as barriers to the ascent of the chain and connected parts without, however, interfering with the freedom of motion of the same.

J represents a guiding board or piece, which is supported on trestles, stilts, or other means below the platform A, the width of said piece being less than the space between the part of a pair of fingers adjacent to the place of connection with the chain, the piece being so disposed that said part of the pair of fingers straddles the piece when the fingers are on the under side of the chain, (see Fig. 3,) by which means the chain is guided in its passage below the platform A.

If desired, the fingers may be double-pointed, as shown at the bottom of Fig. 1, thus adapting said fingers to engage with ice in either direction of motion of the chain.

When power is imparted to either sprocket-wheel or both wheels the chain F is moved, whereby ice placed on the tracks B B is caught by the fingers G, and thus carried to the required spot or place, the ice being unfaillingly engaged by the fingers, owing to the flaring or salient shape thereof.

The lugs H bear against the overhanging rails D, which act as flanges and receive the upward strain occasioned by the carriage of the ice, thus relieving the chain and preventing displacement of the latter, and holding said chain from contact with the rails D, thus avoiding friction of the entire length of the chain, which advantages exist to a greater extent where the rails are inclined, the upward strain on the chain then being increased. It will also

be seen that the fingers are so guided by the lugs H that only a single chain is employed to carry or move the fingers, thus simplifying and cheapening the construction of the conveyer.

5 Should the chain be slack, it may be tightened by wheels or other devices properly applied.

If desired, each rail C and D may be formed of one piece, as a track flanged inwardly at top.

10 Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The conveyer-chain having fingers or jaws extending laterally outward, substantially as and for the purpose set forth.

15 2. A platform having rails secured thereto, in combination with a chain working between the rails, fingers connected to the chain and extending laterally outward above the rails, and operating mechanism for the chain, substantially as set forth.

20 3. A platform having rails secured thereto, in combination with a chain working between the rails, said chain being provided with fin-

gers or jaws the lower ends of which move in the space between the rails and at their upper 25 ends project or extend laterally outward above said rails, substantially as set forth.

4. The platform provided with the tracks and rails on each side, in combination with the conveyer-chain having fingers or jaws and laterally-projecting lugs, substantially as and for the purpose set forth.

5. The conveyer-chain having fingers or jaws formed with inclined backs, substantially as and for the purpose set forth.

6. The conveyer-chain provided with laterally-projecting lugs which bear against rails or flanges at the top of the chain-space, substantially as and for the purpose set forth.

7. The conveyer-chain with fingers or jaws, 40 in combination with the bottom guiding-board, substantially as and for the purpose set forth.

AUGUSTUS HUNT.

Witnesses:

J. A. WIEDERSHEIM,
A. P. GRANT.