

(No Model.)

E. HUBER.
DRIVE CHAIN.

No. 321,361.

Patented June 30, 1885.

Fig. 1.

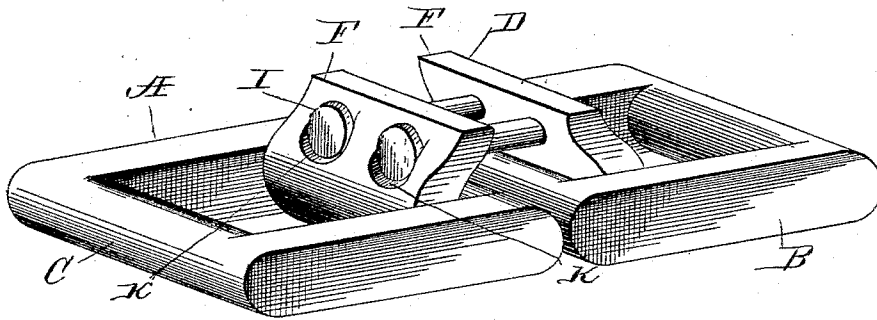


Fig. 2.

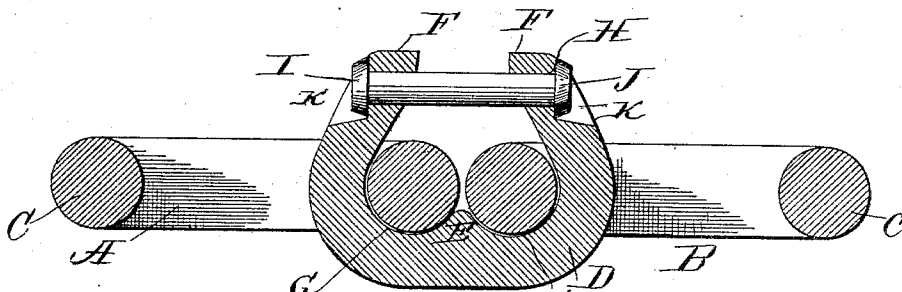
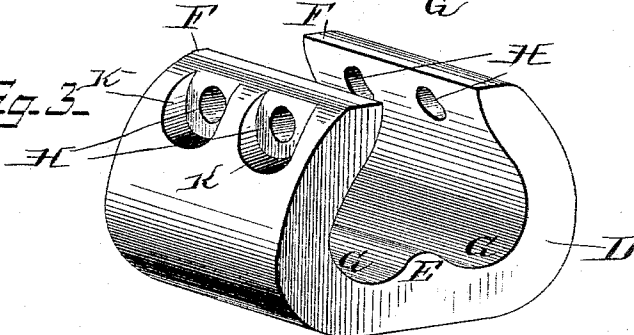


Fig. 3.



WITNESSES

F. L. O'Quinn
Wm. J. Denton

Edward Huber,
INVENTOR

by Louis Bagger & Co
Attorney

UNITED STATES PATENT OFFICE.

EDWARD HUBER, OF MARION, OHIO.

DRIVE-CHAIN

SPECIFICATION forming part of Letters Patent No. 321,361, dated June 30, 1885.

Application filed April 24, 1885. (No model.)

To all whom it may concern:

Be it known that I, EDWARD HUBER, a citizen of the United States, and a resident of Marion, in the county of Marion and State of Ohio, have invented certain new and useful Improvements in Chains; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it ap-
10 pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification, and in which—

Figure 1 is a perspective view of two of the links of my improved chain and their coupling. Fig. 2 is a longitudinal vertical section of the same, and Fig. 3 is a perspective view of the coupling.

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

20 My invention has relation to that class of drive-chains in which the end bars of two rectangular links are connected by means of a coupling-plate bent to form hooks at its ends to engage the end bars; and it consists in the improved construction and combination of
25 parts of the same, as hereinafter more fully described and claimed.

In the accompanying drawings, the letters A and B indicate two rectangular links having
30 round end bars, C.

D is the coupling-plate, which consists of a flat plate of a width equal to the width between the side bars of the link and having its ends bent or curved upward and toward each other, so as to form flat hooks F F.
35

The middle of the inner side of the coupling has a transverse rib, E, which forms seats or bearings G for the end bars of the links.

The hooked ends of the coupling-plate have

perforations H, through which bolts I, having 40 heads or nuts J upon their ends, may be inserted, spanning the space between the ends of the hooks, and thus retaining the end bars of the links.

The outer sides of the hooks are recessed or countersunk, as shown at K, at the perforations for the reception of the heads or nuts, so as to prevent the latter from projecting outside of the surfaces of the hooked ends.

It will be seen that by using rivets the chain 50 can be made entirely in one section, or of several sections riveted together, and then fastened with bolts, or it can be made entirely with the bolts, so that any link can be easily removed and replaced.

I am aware that drive-chains have been 55 made with a coupling-plate provided with hooked ends over which the end bars of the links are hooked, and having keys for retaining the end-bars in their seats, and I do not wish to claim such construction; but

I claim—

In a drive-chain, the combination, with the links, of a coupling-plate having its ends bent upward and toward each other, and bolts passing 65 through perforations in the ends of the coupling-plates in the direction of the length of the chain, or transversely to the end bars of the links spanning the space of the same, substantially as and for the purpose set forth.

70 In testimony that I claim the foregoing as my own I have hereunto affixed my signature in presence of two witnesses.

EDWARD HUBER.

Witnesses:

J. E. DAVIDS,
JOHN JONES.