(No Model.)

T. SHIELDS.

DRIVE CHAIN.

No. 286,338. Patented Oct. 9, 1883.

Fig. 1.

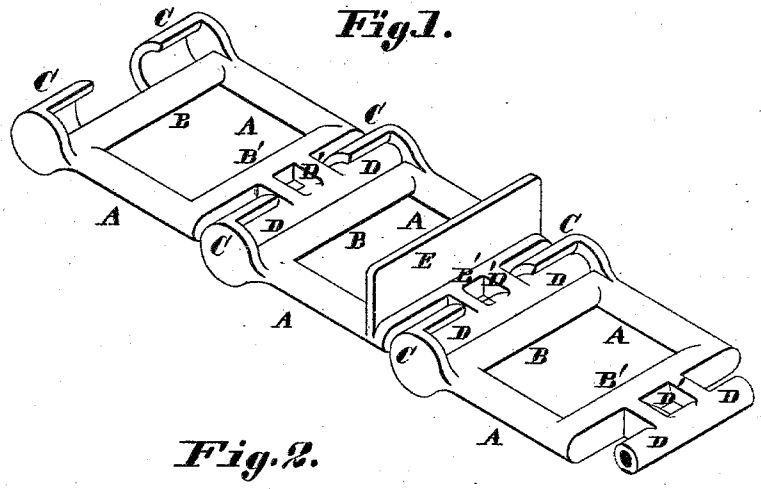


Fig. 2.

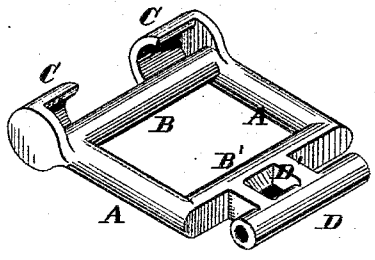
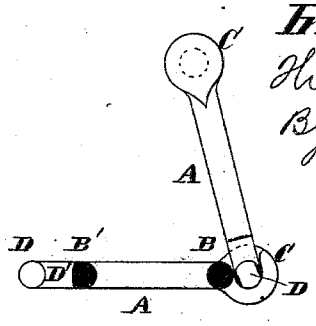


Fig. 3.



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UNITED STATES PATENT OFFICE.

THOMAS SHIELDS, OF ST. LOUIS, MISSOURI.

DRIVE-CHAIN.

SPECIFICATION forming part of Letters Patent No. 286,338, dated October 9, 1883.

Application filed June 2, 1883. (No model.)

To all whom it may concern:

Be it known that I, THOMAS SHIELDS, of the city of St. Louis, in the State of Missouri, have invented a certain new and useful Improvement in Drive-Chains, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification, and in which—

Figure 1 is a perspective view showing three links, one of which is provided with a carrying-flange. Fig. 2 is a similar view of a single link. Fig. 3 shows two links, one in edge view and one in longitudinal section, illustrating the manner of connecting them.

My invention consists in certain novel features of construction, hereinafter fully described and claimed.

The links are all alike, each consisting of side bars, A A, and end bars, B B′. At one end of the link are sockets C C, which project forward from the bar B, and at the other end of the link is a bar, D, connected to the bar B′ by an arm or arms, D′, and whose ends fit in the socket C, as shown. The arm or arms D′ of one link fit in between the sockets of another when the two are connected, the ends of the bar D reaching beyond the arm or arms and fitting in the sockets. The sockets, as shown, have closed outer ends, closed bottoms, closed fronts, and partly-closed tops, so that they have great strength; and two links are connected by placing them at or near right angles to each other, as shown in Fig. 3, then inserting the ends of the bar D of one link into the sockets of the other, and then the links are straightened out, and, as shown in Fig. 1, the ends of the bar become somewhat inclosed by the sockets, so that the links while in this position are prevented from being disconnected. To increase the strength of the cross-bar in large links, rendering it less likely to break in straining and lighter in weight, it is made hollow, as shown in Figs. 1 and 2, and, if desired, the links, or part of them, may be provided with flanges E, as shown in Fig. 1, for carrying purposes, where the chain is to be used as such, and the sides of the links, as well as the top, may also be provided with flanges, also for the same purpose, and each link may be thus flanged, or part of them only may be flanged, and plain links placed between them.

I claim as my invention—

A drive-chain link consisting of side bars, A, end bars, B and B′, hollow connecting cross-bar D, arms D′, connecting the cross-bar to one end bar, and the socket C in rear of the other end bar, as shown and described.

THOMAS SHIELDS.

Witnesses:
GEO. H. KNIGHT,
THOMAS MORROW.