

(No Model.)

H. GUTHRIE.
DRIVE CHAIN.

No. 469,298.

Patented Feb. 23, 1892.

Fig. 1.

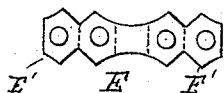


Fig. 5.

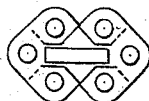


Fig. 2.



Fig. 6.

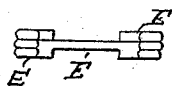


Fig. 3.



Fig. 7.

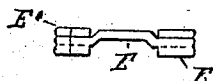


Fig. 4.

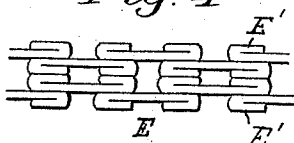


Fig. 8.

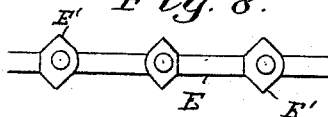
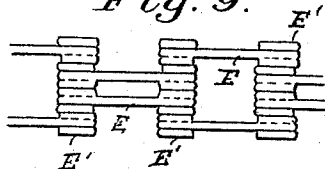


Fig. 9.



WITNESSES:

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HERBERT GUTHRIE, OF LEVENSHULME, NEAR MANCHESTER, ENGLAND.

DRIVE-CHAIN.

SPECIFICATION forming part of Letters Patent No. 469,298, dated February 23, 1892.

Application filed September 30, 1891. Serial No. 407,268. (No model.) Patented in England May 15, 1891, No. 8,329.

To all whom it may concern:

Be it known that I, HERBERT GUTHRIE, a subject of the Queen of Great Britain, residing at Levenshulme, near Manchester, in the county of Lancaster, England, have invented certain new and useful Improvements in Driving-Chain Gears, (patented in England May 15, 1891, No. 8,329,) of which the following is a full, clear, and exact description.

The object of my invention is a drive-chain; and it consists in adding greater thickness to the heads in order to give more wearing-surface without increasing the weight. This is done by stamping or punching each link out of plain material with duplicate or triplicate heads, so that when the extra heads are bent over and doubled down close the one head may be either twice or thrice the thickness, but with only the same sized shank. These links, whether made of metal, leather, or other substance, may be fastened together with tube-rivets and may also be bushed with hard-steel bushes.

In order to make my invention more clearly understood, I have shown in the accompanying drawings an illustration of the same.

Figure 1 shows one form of stamping out a chain-link E for folding back and so doubling the thickness of its heads E', as shown in Fig. 2. Figs. 3 and 4 are an edge view and plan, respectively, of part of a chain composed of links E, having double thickness of metal at their heads E'. Figs. 5, 6, and 7 are

three views of another form of link E, having treble thicknesses at the heads E'; and Figs. 8 and 9 are views of a chain composed of such links.

In the form shown in Fig. 7 the shank is joined to the heads by being offset near each head, so as to bring the outer face of the shank in the same plane with the outer faces of the heads on that side, thus forming a much stronger link.

What I claim is—

1. A link for drive-chains, having thick heads formed by integral portions of the material of the link upon both sides of the body portion, the shank being offset at each end near the heads, whereby treble thicknesses are provided at said heads, substantially as described.

2. A drive-chain comprising the independent longitudinal side bars of malleable metal having their widest faces vertically disposed, the ends of each bar being folded back to constitute a head of increased thickness, the several heads of adjacent pairs of bars being located in close relation to form the cross-bars of the chain and pierced by the securing-pin, substantially as set forth.

In testimony whereof I have hereunto set my hand in presence of two witnesses.

HERBERT GUTHRIE.

Witnesses:

S. W. GILLET,
HERBERT ROWLAND ABBEY.