May 10, 1927.

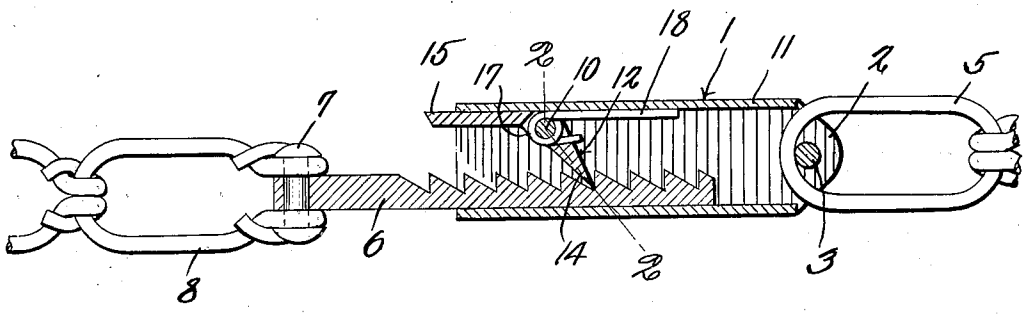
1,627,776

C. C. HAUMERSON

CHAIN COUPLING

Filed July 26, 1926

Fig. 1.



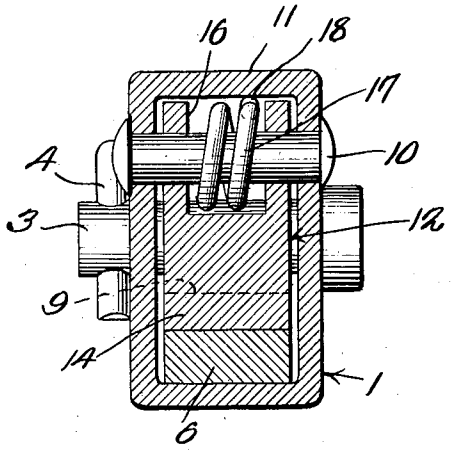


Fig. 2.

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Patented May 10, 1927. 1,627,776

UNITED STATES PATENT OFFICE.

CLIFFORD CEDRIC HAUMERSON, OF FORT ATKINSON, WISCONSIN.

CHAIN COUPLING.

Application filed July 26, 1926. Serial No. 125,017.

This invention aims to provide novel means whereby the ends of an anti-skid chain for a vehicle wheel may be connected adjustably but securely, it being possible to take up slack in the chain.

It is within the province of the disclosure to improve generally and to enhance the utility of devices of that type to which the invention appertains.

With the above and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed, may be made within the scope of what is claimed, without departing from the spirit of the invention.

In the drawings:—

Figure 1 shows in longitudinal section, a device constructed in accordance with the invention, parts being in elevation; and

Figure 2 is a cross-section on the line 2—2 of Figure 1.

The device forming the subject matter of this application comprises a tubular casing 1, which, preferably, is of approximately rectangular cross section, as shown in Figure 2, the casing being supplied at one end with projecting ears 2 in which a securing element 3, which may be a pin or the like, is removably held, as shown at 4, one of the links 5 of an anti-skid chain being mounted on the securing element 3.

A bar 6 is mounted for reciprocation in the casing 1 and is connected at 7, in any suitable way, to one of the links 8 of the anti-skid chain. The bar 6 has a rack 9.

A pivot element 10, which may be a rivet, is mounted in the side wall of the casing 1, near to one edge wall 11 of the casing 1. On the pivot element 10 is mounted an angular latch 12 including a pointed foot 14 adapted to cooperate with the rack 9 on the bar 6, the latch including a handle 15 adapted to bear against the wall of the casing 1 and projecting beyond the end of the casing, as shown in Figure 1. The latch 12 is provided at its angle with an opening 16, across which said pivot element 10 extends. Around the pivot element 10 is engaged a spring 17, one end 18 of which bears against the inner surface of the wall 11 of the casing 1, the other end of the spring bearing against the foot 14 at the end of the opening 16, the function of the spring being to hold the foot 14 engaged with the rack bar 9.

The rack bar 9 can be pushed into the casing 11, and will engage automatically with the foot 14 of the latch 12, to hold the chain taut. The latch can be tilted out of engagement with the rack 9, by swinging the latch, pressure being applied to the latch on the projecting end of the handle 15. If desired, one link after another of the skid chain may be engaged with the securing element 3, as occasion may demand, the final tightening up being brought about by sliding the rack bar into the casing, for engagement with the latch.

What is claimed is:—

In a device of the class described, a casing including a wall, a latch comprising a foot and a handle disposed at an angle to each other, the handle being in contact with said wall, and projecting outwardly beyond one end of the casing, the latch being provided with an opening located at the angle formed by the foot and the handle, a pivot element mounted in the casing, and engaged with the latch, the pivot element passing across the said opening, a spring engaged around the pivot element, one end of the spring engaging the latch at one end of the said opening, and the other end of the spring bearing against said wall of the casing, and a rack bar insertible into the casing and cooperating with the foot of the latch.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature.

CLIFFORD CEDRIC HAUMERSON.