

J. OPPMAN.
INTERLOCKING LINK.
APPLICATION FILED MAY 25, 1920.

1,399,646.

Patented Dec. 6, 1921.

Fig. 1.

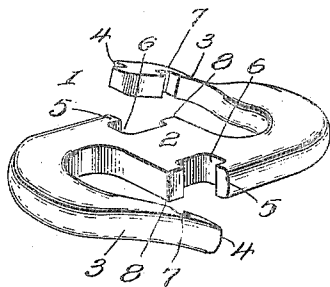


Fig. 2.

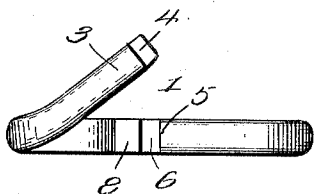


Fig. 3.

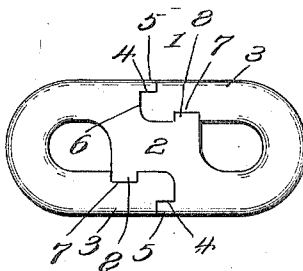
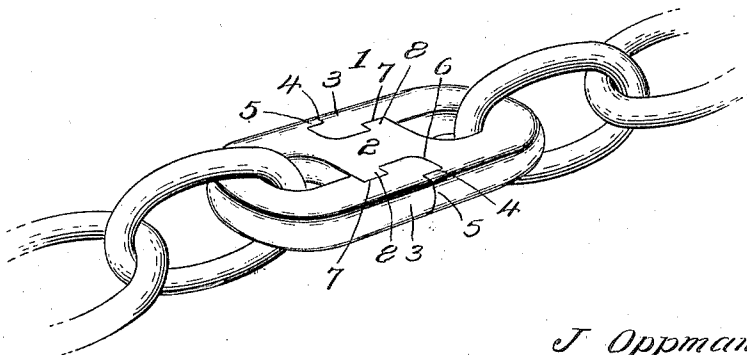


Fig. 4.



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To all whom it may concern:

Be it known that I, JOSEPH OPPMAN, a citizen of the United States, residing at Pittsburgh, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in an Interlocking Link, of which the following is a specification.

This invention relates to chain links of the interlocking type.

The object of the invention is to provide a simply constructed strong and efficient chain link of this character especially designed for use in connection with non-skid chains for vehicles although obviously they may be used for other purposes.

With these and other objects in view, the invention consists in certain novel features of construction as hereinafter shown and described and then specifically pointed out in the claims, and in the drawings illustrative of the preferred embodiment of the invention.

In the accompanying drawing:

Figure 1 represents a perspective view of a link blank constructed in accordance with this invention with its opposed hook-like ends open.

Fig. 2 is an edge view of the link blank with its hooks open.

Fig. 3 is a front or face view of the link with the hooks closed, and,

Fig. 4 is a perspective view of two ends of a chain connected by this improved link.

In the embodiment illustrated a link 1 is shown of elliptical configuration in general outline and is composed of a substantially rectangular central body portion 2 with hook-like members 3 extended longitudinally from opposite sides of said central portion at diagonally opposite corners thereof and of a substantially rigid strain resisting material to adapt it for heavy work. The free ends of the members 3 are exactly alike and each has a recess 4 in its outer edge at its free end to receive a longitudinally extending lug 5 carried by the base of the opposed hook at its outer edge. The formation of the lug 5 at the base of each hook provides a recess 6 between it and the opposed edge of the body 2 to receive the terminal of the other hook. Each of these hook ends is also provided on its inner edge at a point diagonally opposite the recess 4 with a laterally

opening recess 7 to receive a correspondingly shaped lug 8 projecting outwardly from one edge of the central portion 2. When these hook ends are in closed position as shown in Fig. 3 the cooperating lugs and recesses are interlockingly engaged as shown clearly in said figure and after being pressed into position cannot become accidentally detached owing to the interlocking connection of the lugs and recesses.

In constructing or making up a chain from such link blanks or connecting other links the free ends of the hooks 3 are bent outwardly or laterally as shown in Fig. 2 and to a degree sufficient to adapt them to enter and engage links to be connected as shown in Fig. 4. The free ends of the members 3 are then bent inward to cause the lugs and recesses thereof to engage the cooperating elements of the central portion 2 when they will lie flat with said central portion as is shown clearly in Figs. 3 and 4. These links may be constructed of any desired material being preferably made from hard iron or steel and when a plurality are connected to form an anti-skid chain the alternate links will be disposed edgewise adapting them to operate efficiently as anti-skidding devices.

The preferred embodiment of the invention is disclosed in the drawings and set forth in the specification, but it will be understood that any modifications within the scope of the claims may be made in the construction without departing from the principle of the invention or sacrificing any of its advantages.

What I claim is:

1. A link blank comprising a body portion of substantially rigid strain resisting material and having oppositely extending hook-like members, the free end of each hook having diagonally opposite recesses in its opposed edges and lugs carried by the base of the other hook to enter and interlockingly engage said recesses for securing the hooks in operative position, said base having a recess between said lugs to receive the correspondingly shaped hook bill whereby the parts are securely locked in closed position and held against strains exerted longitudinally or edgewise.

2. A link blank comprising a substantially rectangular body portion having oppositely extending hook-like members at diagonally

opposite corners thereof, the free end of each hook having a recess in its outer edge opening from its terminal and a longitudinally extending lug at the base of the other hook 5 to enter said recess and be interlockingly engaged therewith, said recessed hook also having a recess in its inner edge at a point spaced inwardly from its terminal, and a lug carried by said central portion to enter and interlockingly engage said recess. 10

In testimony whereof, I affix my signature hereto.

JOSEPH OPPMAN.