S. T. Lamb,

Improved Chain Coupling.

No. 121,225. Patented Nov. 21, 1871.

Fig. 1.

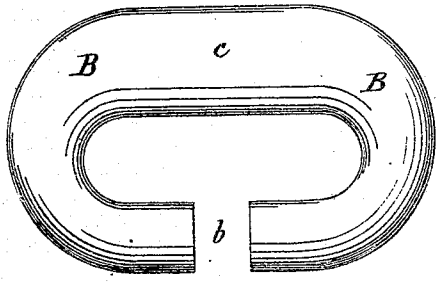


Fig. 2.

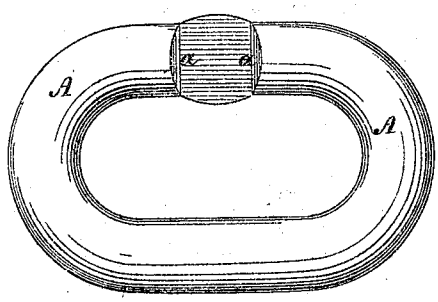


Fig. 3.

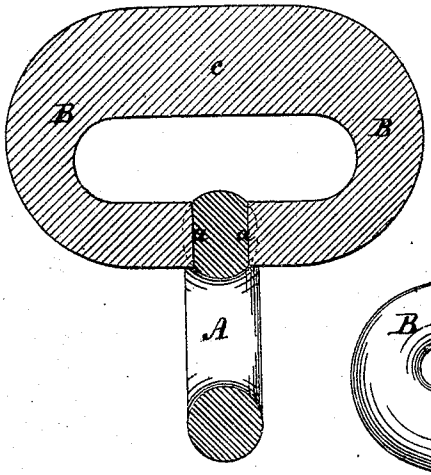
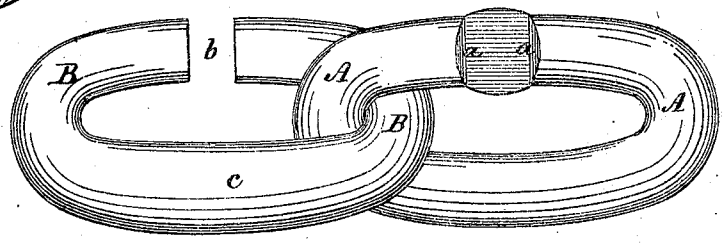


Fig. 4

Fig. 5.



Witnesses.
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UNITED STATES PATENT OFFICE.

SALEM T. LAMB, OF NEW ALBANY, INDIANA.

IMPROVEMENT IN LINKS FOR CHAIN-COUPLINGS.

Specification forming part of Letters Patent No. 121,225, dated November 21, 1871.

To all whom it may concern:

Be it known that I, SALEM T. LAMB, of New Albany, in the county of Floyd and State of Indiana, have invented certain new and useful Improvements in Links for Chain-Couplings; and that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawing making a part of the same, in which—

Figure 1 represents a side view of one of the coupling-links, which is an open one. Fig. 2 represents one of the solid or uncut links. Fig. 3 represents the manner of putting the cut and uncut links together or of slipping one into the other. Fig. 4 represents an edge view of the solid link. Fig. 5 represents the cut and uncut links as they appear in the working chain.

Similar letters of reference, where they occur in the separate figures, denote like parts in the drawing.

I am aware that several kinds of links for coupling-chains have been devised, and among them a cut link with a screw-buckle to catch over the ends and close the gap or slot has been used. This is not only expensive and troublesome, requiring tools to operate it, but it will not run over ordinary chain-pulleys when the chain is to be so used. Another kind of link is made in two longitudinal sections, with openings and projections on both sections, so as to fit together when properly placed. This kind is troublesome to operate, and also more expensive than what I propose to make and use if of wrought metal, and too unreliable if of cast metal.

My invention consists in making the solid or uncut links of a chain with depressions in or on one of its sides or bars, and the coupling-links with an opening or gap through one of its sides or bars, so that that part of the bar of one that is depressed may snugly and easily pass through the gap in the other, or vice versa, and only be separated or uncoupled by putting them again in the same relative positions, which is an unusual one in a working chain, and not likely to occur except by intention.

To enable others skilled in the art to make and use my invention, I will proceed to describe the same with reference to the drawing.

The solid or uncut links are represented at A. They have on one of their sides or bars depressions *a a*, which reduce the area of the cross-section of said side or bar, as shown more particularly in Figs. 3 and 4. The cut links are shown at B, and have a slot opening or gap, *b*, in one of their sides that will just take in or allow to pass through the reduced portions *a* of the links A. That this solid and cut link may be united it is necessary that they should be placed in the position shown in Fig. 3, which is the only one in which the reduced portion of one can pass into or through the gap in the other, and this position is one that the chain itself could scarcely ever assume, certainly not when in a strained or working position, and the links could only by design or intention be put in that right-angled position, making the accidental uncoupling almost an impossibility. When the links are coupled and straightened out, as in Fig. 5, their working position, there is no liability of their uncoupling. That the cut links may be strengthened to compensate for the slot or gap made in them they may be made of steel, and made wider at the point or part *c* than elsewhere.

The object of this construction of links or chain is to connect a chain if broken, take up the slack, or shorten or lengthen a chain, as may be required, without going to the shop, without using tools, and without liability to part, as with the ordinary open links or rings.

Having thus fully described my invention, what I claim is—

A chain-coupling, composed of links A with depressions *a a*, and links B with an opening or gap, *b*, made and united in the manner and for the purpose herein described and represented.

SALEM T. LAMB.

Witnesses:
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GEORGE L. EISMAN.

(23)