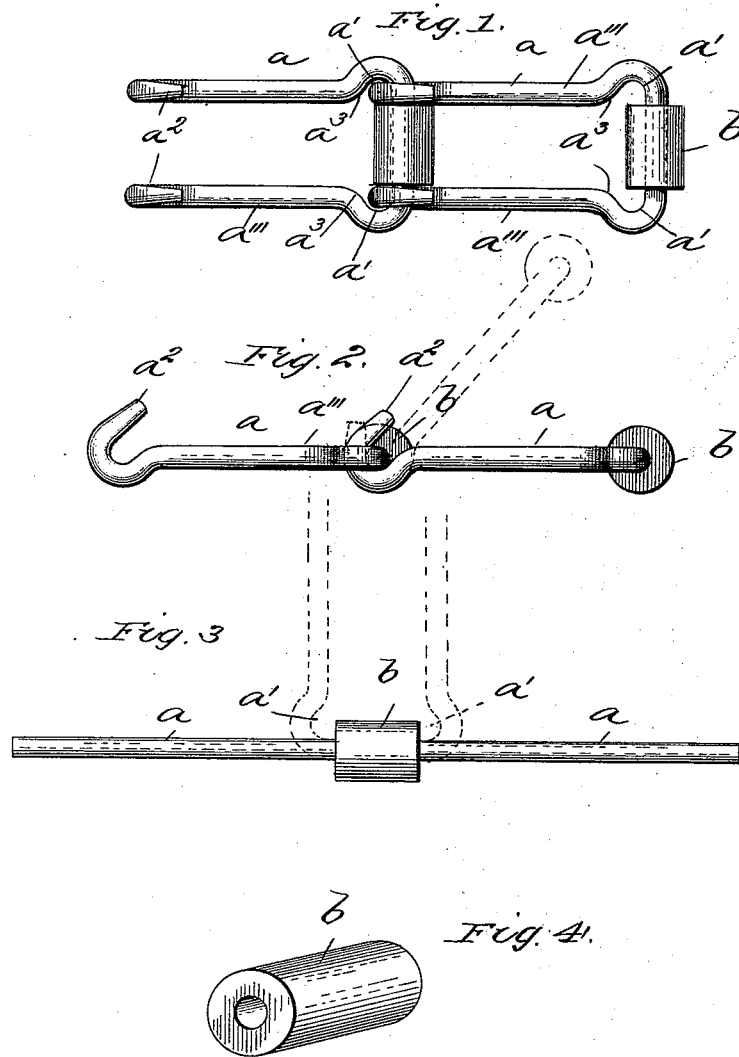


(No Model.)

O. MAXON.
LINK BELTING.

No. 494,110.

Patented Mar. 21, 1893.



Witnesses
W. H. Griswell
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UNITED STATES PATENT OFFICE.

OSCAR MAXON, OF DAYTON, OHIO, ASSIGNOR OF TWO-THIRDS TO CASPER FENZEL AND THOMAS MAXON, OF SAME PLACE.

LINK BELTING.

SPECIFICATION forming part of Letters Patent No. 494,110, dated March 21, 1893.

Application filed December 8, 1892. Serial No. 454,521. (No model.)

To all whom it may concern:

Be it known that I, OSCAR MAXON, a citizen of the United States, residing at Dayton, in the county of Montgomery and State of Ohio, have invented certain new and useful Improvements in Link Belting, of which the following is a specification, reference being had therein to the accompanying drawings, in which—

Figure 1 is a plan view of two links of my improved chain. Fig. 2 is a side elevation thereof. Fig. 3 is a detail of the straight bar from which the link is formed, showing the cylindrical bearing secured thereon; and Fig. 4 is a detail of the cylindrical bearing block.

The invention has for its object to provide a drive-chain of simple construction which will be durable and easy of manufacture; and it consists of the novel construction and arrangement of parts hereinafter described and claimed.

Referring to the letters *a* designates a bar of steel of any suitable form from which a link of the chain is formed. In the center of this bar is secured a short cylinder *b* which is formed of suitable metal and is provided with a longitudinal opening through its center and slipped and shrunk on the bar *a*, as shown in Fig. 3. I prefer this construction, but, as will be readily understood, I may form the bar *a* with a cylindrical enlargement at its middle in place of the separate cylindrical bearings shown. The two parts of the bar *a*, adjacent to the ends of the cylinder *b*, are curved, inwardly, as clearly shown in Figs. 1 and 3, to form the recesses *a'*, which receive the hooks of the connecting link as shown. The two parts of the bar are then bent outwardly at right angles to the block *b* to form the end-bar *a''* and the side bars *a'''*, said side-bars being parallel and a distance apart approximately equal to the length of the cylinder *b*, so as to bring the inner sides of the bars *a'''* in the same vertical plane with the adjacent ends of the bearing *b*. The side bar and the end bar form a substantially U shaped link. Open upwardly-turned hooks *a²* are formed on the free ends of the bars *a'''* and are so constructed that they must be placed at approximately right angles to the side bars of an adjacent link before the points of said hooks can either enter or be removed from the recesses or eyes *a'* of the adjacent link. The ends of the hooks preferably incline up-

wardly and rearwardly or toward the end-bar of the link and the eyes *a'* are so formed that the hooks cannot be removed therefrom unless they are drawn out vertically as described. When these hooks are placed in the eyes *a'* of a connecting link their sides bear against the opposite square ends of the bearing block *b*, which brings the side-bars of all the links in line with each other. The hooks *a²* are held from longitudinal movement in the eyes or recesses *a'* by the inwardly turned shoulders formed by the side-bars *a³* and from lateral movement therein by the ends of the bearing *b*, as clearly shown in Fig. 1, enough play being allowed the hooks to insure their easy working therein. The cylinders, when the chain is in use, bear on the sprocket-wheels, thereby forming a strong and solid bearing for the chain and preventing any cutting of the sprocket wheel, which is likely to occur with chains having bearing blocks of other forms.

It will be observed that I form an exceedingly simple yet very durable chain, which may be easily manufactured and readily assembled and detached. To detach the links it is simply necessary that they be shifted so as to bring the passage of the hooks at approximately right angles to the side-bars of the adjacent link, in which position the shoulders formed by the bends or bulges *a'* will not interfere with the detachment of the links.

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

A drive chain link consisting of a single metal bar bent to form a link of substantially oblong shape, a rounded bearing-block mounted on the end bar of the link, the side-bars of the link being bulged or curved outwardly adjacent the ends of bearing block to form the recess *a'*, hooks *a²* formed on the ends of the side-bars and adapted to enter the recesses *a'* of an adjacent link, being held therein from accidental displacement by the shoulders *a³* and the ends of bearing-block, the side bars of all the links of the chain being in line with one another, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

OSCAR MAXON.

Witnesses:

GEORGE SUTTON,
R. D. McELROY.