

(No Model.)

D. SCHUSTEK.
Drive Chain.

No. 233,118.

Patented Oct. 12, 1880.

Fig. 1.

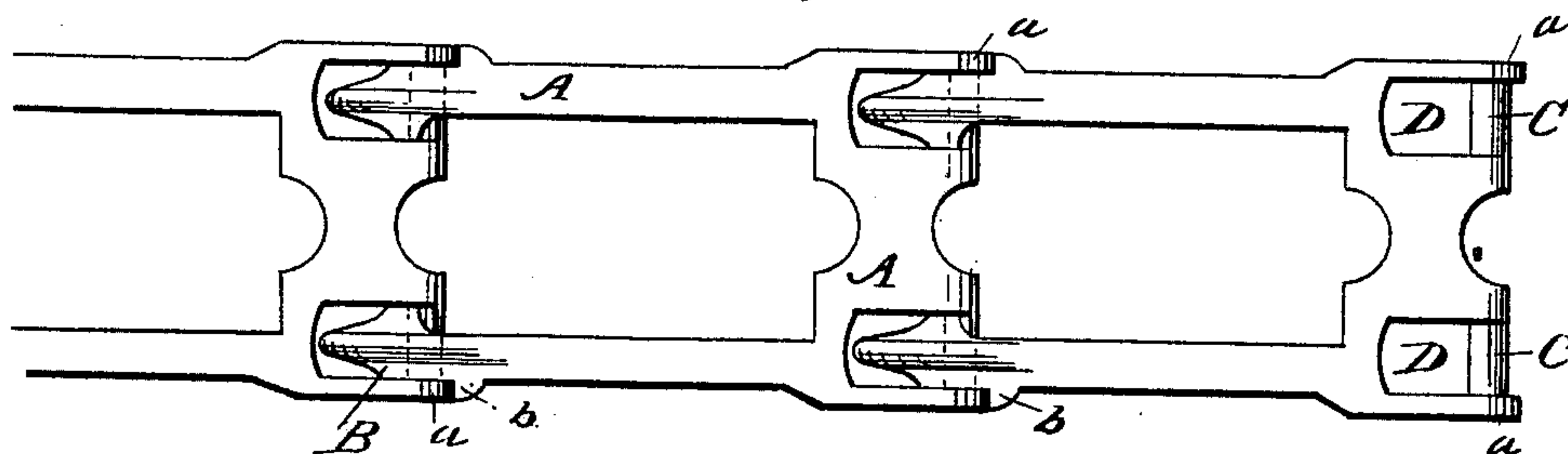


Fig. 2.

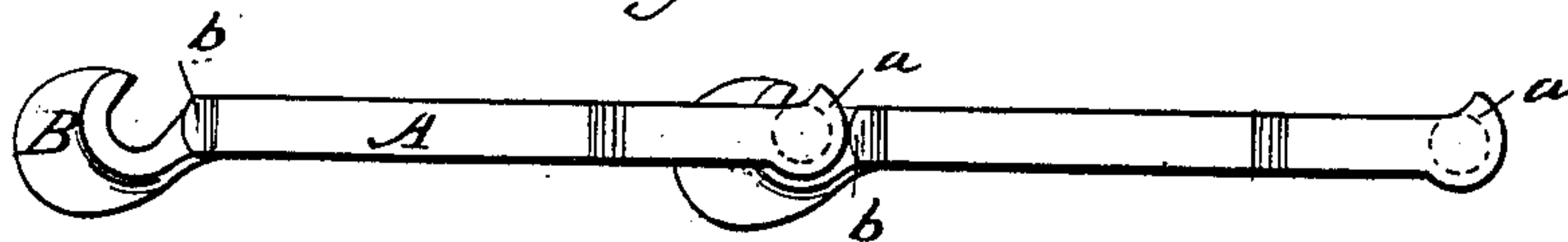


Fig. 3.

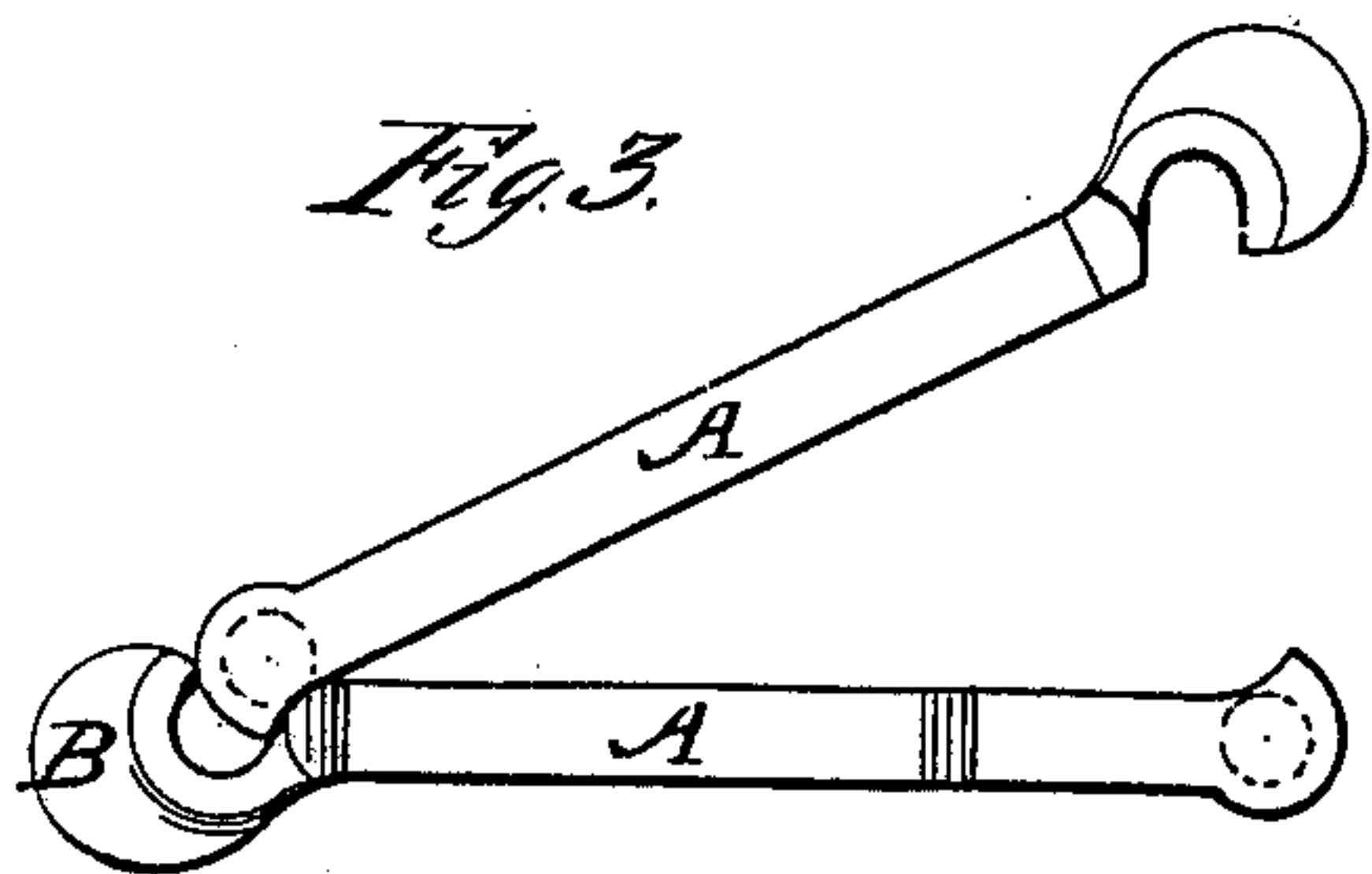
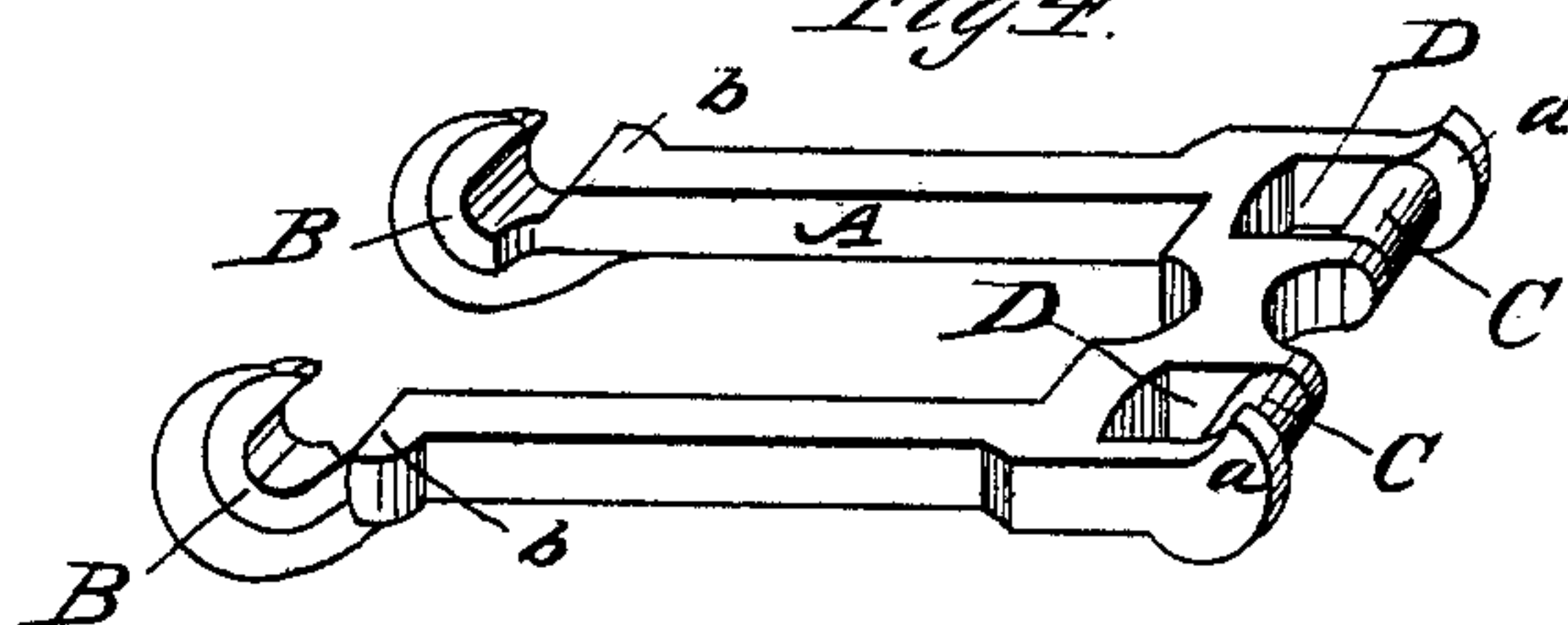


Fig. 4.



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UNITED STATES PATENT OFFICE.

DANIEL SCHUSTEK, OF CHICAGO, ILLINOIS.

DRIVE-CHAIN.

SPECIFICATION forming part of Letters Patent No. 233,118, dated October 12, 1880.

Application filed April 1, 1880. (No model.)

To all whom it may concern:

Be it known that I, DANIEL SCHUSTEK, of Chicago, county of Cook, and State of Illinois, have invented certain Improvements in Drive-Chains, of which the following is a specification.

My invention relates to certain improvements upon that class of open-linked drive-chains the links of which are detachable by design, but not by accident, and which are cast of metal, without the use of a core, complete and ready for use.

My said invention will be hereinafter fully described with reference to the accompanying drawings, in which—

Figure 1 represents a plan of the under side of a drive-chain embracing in the construction of its links my improvement; Fig. 2, an edge view of two links of the chain properly connected; Fig. 3, a like view of two links turned into suitable relative positions to each other for detachment, and Fig. 4 a perspective of a single link of such a chain.

A indicates the side bars of the link; B, the hooks with which they terminate, without a cross-bar, at one end of the link; D, the two openings or eye-holes in the same cross-bar with which and into which they terminate at the other end; C, the cylindrically-formed parts of the eye-holes D, that are grasped by the hooks B; *a*, the cam-formations projecting from the ends of the side bars at the same end of the link; *b*, the convex formations or shoulders on the other ends of the side bars at the hook ends of the link.

In Fig. 2 the hooks of the right-hand link are shown as inserted properly into the eye-holes of the left-hand link, and the apexes *b* of the hooked end are in contact with the apexes *a* of the other end, and while in that position it is manifestly impossible to detach the links from each other; but if the hook end of the left link be raised and revolved upon the

other end until it shall occupy the position shown in Fig. 3, the left link may then be drawn directly out of the hooks of the right-hand link, and until it shall have reached that position the cams *a* and the convex shoulders *b* are in rolling contact with each other, and they render detachment impossible. When attaining that position, however, the points of the cams *a* will have passed beyond the shoulders *b* and within the hooks, and the two links will be free to be detached.

In Figs. 2 and 4 the interiors of the hooks are shown to have such form that in casting the sand can be removed therefrom, so that the whole link can be cast in one piece at one operation, and without the use of a core, and saving of both labor and material will result.

I am aware that W. D. Ewart, in the Letters Patent of the United States issued to him for links for drive-chains, dated March 6, 1877, shows a link having two side bars terminating in hooks without a cross-bar at one end, and at the other end connected by a plain straight cross-bar, and I therefore disclaim that construction; but

What I do claim as my invention, and desire to secure by Letters Patent, is—

A link adapted to form an integral part of a drive-chain composed of entirely similar links, each consisting of two side bars, A, provided with hooks B and convex shoulders *b* at one end, but without a cross-bar, and provided at the other end with a connecting cross-bar having two eye-holes, D, therein, and having the cylindrical parts C and cam-formations *a*, such links being adapted to connect and articulate with other similar links, as shown and described.

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Witnesses:

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