(No Model.)

F. H. C. MEY.

DRIVE CHAIN.

No. 377,572. Patented Feb. 7, 1888.

Fig. 1.

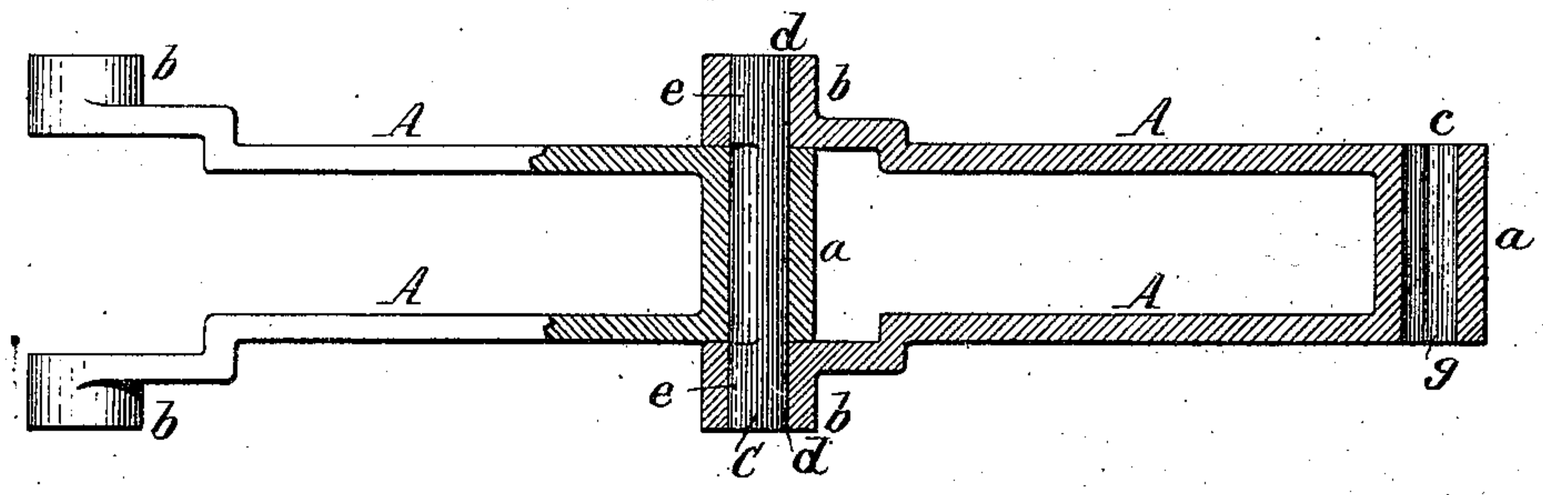


Fig. 2.

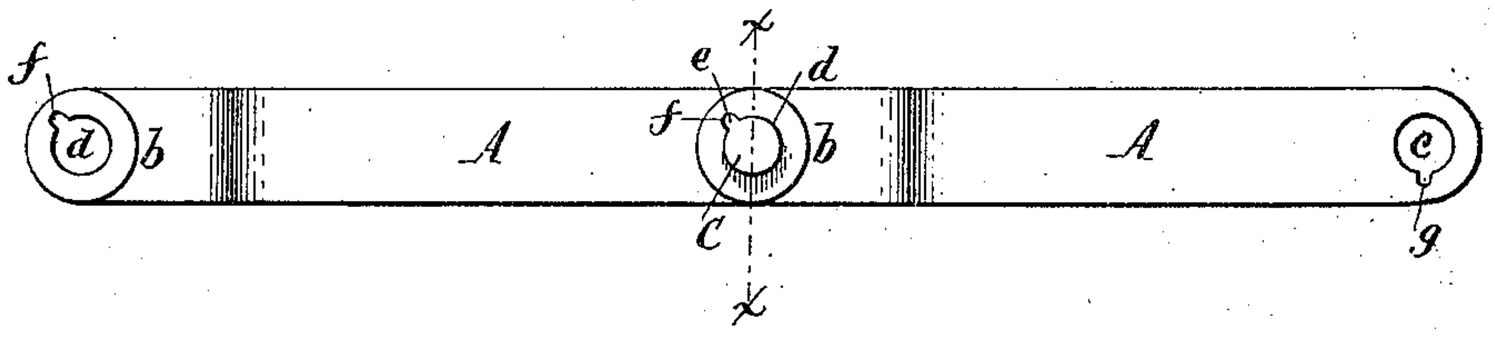


Fig. 3.

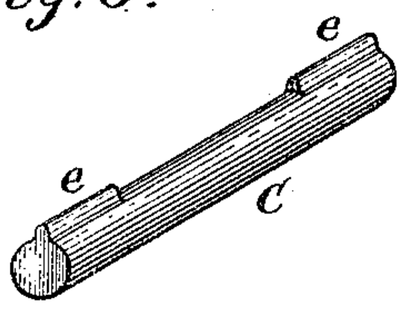
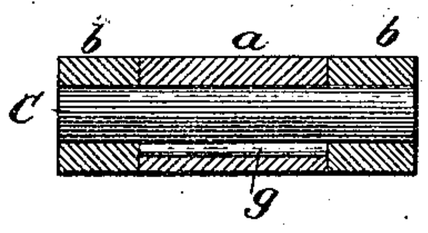


Fig. 4.



Witnesses:
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UNITED STATES PATENT OFFICE.

FREDRICK H. C. MEY, OF BUFFALO, NEW YORK.

DRIVE-CHAIN.

SPECIFICATION forming part of Letters Patent No. 377,572, dated February 7, 1888.

Application filed November 11, 1884. Serial No. 147,657. (No model.)

To all whom it may concern:

Be it known that I, FREDRICK H. C. MEY, of the city of Buffalo, in the county of Erie and State of New York, have invented new and useful Improvements in Drive-Chains, of which the following is a specification.

This invention relates to an improvement in that class of drive-chains which are composed of U-shaped links connected together by detachable bolts; and my invention has the object to produce a drive-chain of this kind which shall be simple and strong in construction and afford large bearing-surfaces on which the links turn.

My invention consists to that end of the improvements in the construction of the drive-chain, which will be hereinafter fully set forth, and pointed out in the claim.

In the accompanying drawings, Figure 1 is a partly sectional plan view of my improved drive chain. Fig. 2 is a side elevation thereof. Fig. 3 is a perspective view of one of the pins. Fig. 4 is a vertical cross-section in line *x x*, Fig. 2.

Like letters of reference refer to like parts in the several figures.

A A represent the side bars of the links, *a* the cross-pieces connecting the side bars, and *b b* the eye-pieces at the free ends of the side bars.

C represents the connecting-pins. The cross-pieces *a* are provided with bores *c* and the eye-pieces *b* with corresponding bores, *d*, for the reception of the pins C.

e e are two raised longitudinal ribs formed on both end portions of each pin C, and made of a length to fit in the bores *d* of the eye-pieces *b* only when the pin is inserted, the eye-pieces being provided with longitudinal grooves *f* for the reception of these ribs.

g is a longitudinal groove formed in each bore of each cross-piece *a* for the passage of the ribs *e* in inserting and removing the pins. The groove *g* is arranged out of line with the grooves *f* in such manner that the adjoining links must be placed in an abnormal position in order to render said grooves coincident for inserting or removing the pins. After the pin is inserted and the links are placed in a working position the pin is locked in position by the ribs *e*, bearing against the ends of the intermediate cross-pieces, *a*. The pin is held against turning in the eye-pieces *b* by the ribs *e*, and the cross-piece *a* turns upon the cylindrical inner portion of the pin between the ribs *e*, whereby long and reliable bearings are formed, on which the links turn easily and which greatly reduce the wear of the parts.

I am aware that the pintle of a drive-chain has been provided with a projection and its bearing with a corresponding groove, and I do not broadly claim such construction.

I claim as my invention—

The combination, with two links, each composed of two side bars, A, a connecting cross-piece, *a*, provided with a bore, *c*, having a longitudinal groove, *g*, and eye-pieces *b*, having bores *d*, provided with longitudinal grooves *f*, breaking joint with the groove *g*, of a cylindrical connecting-pin, C, provided on its end portions with two raised longitudinal ribs, *e*, seated in the grooves *f*, substantially as set forth.

Witness my hand this 4th day of November, 1884.

F. H. C. MEY.

Witnesses:
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