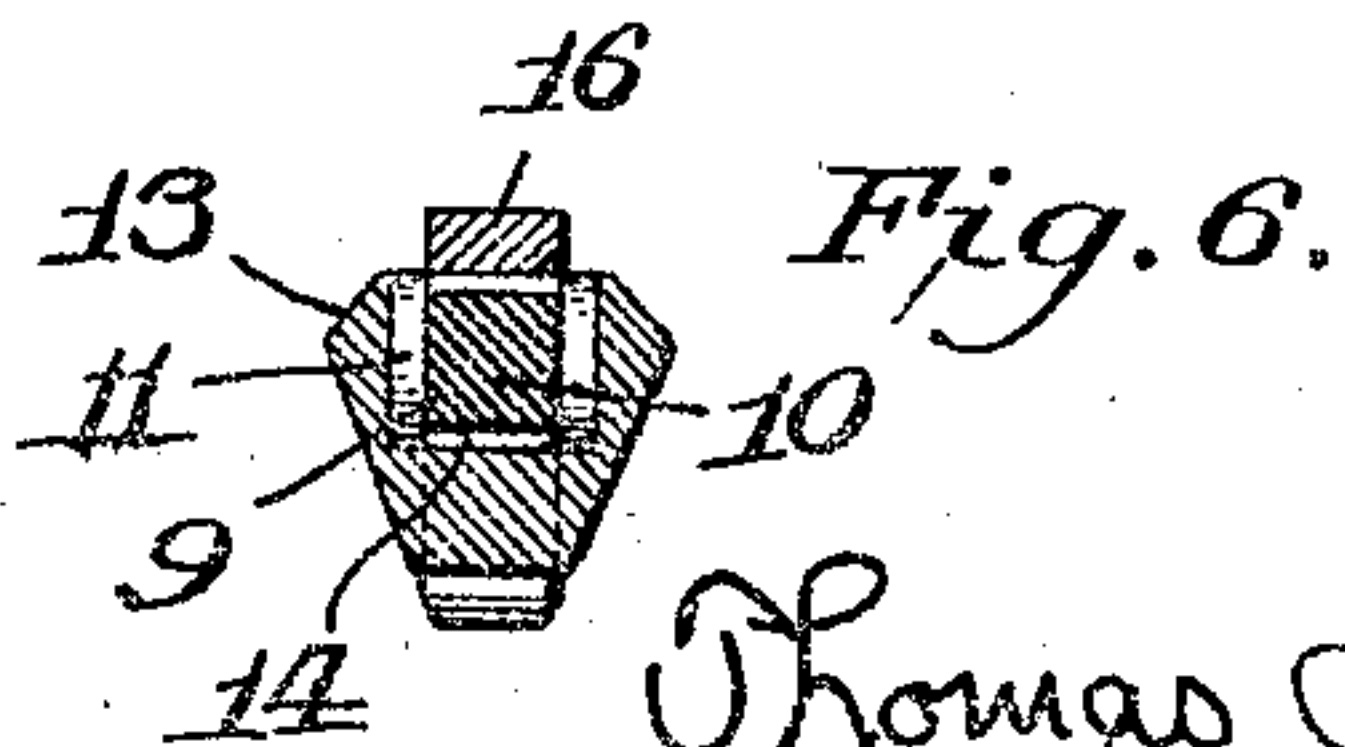
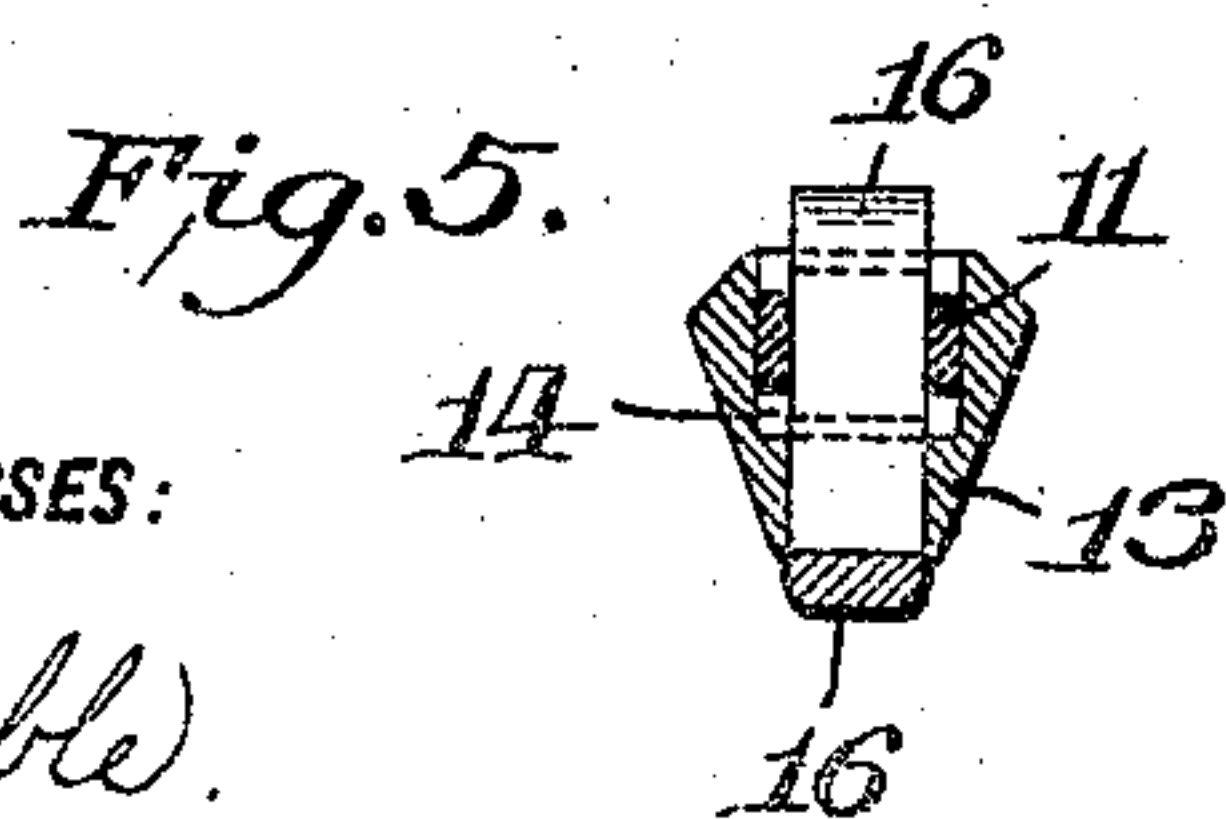
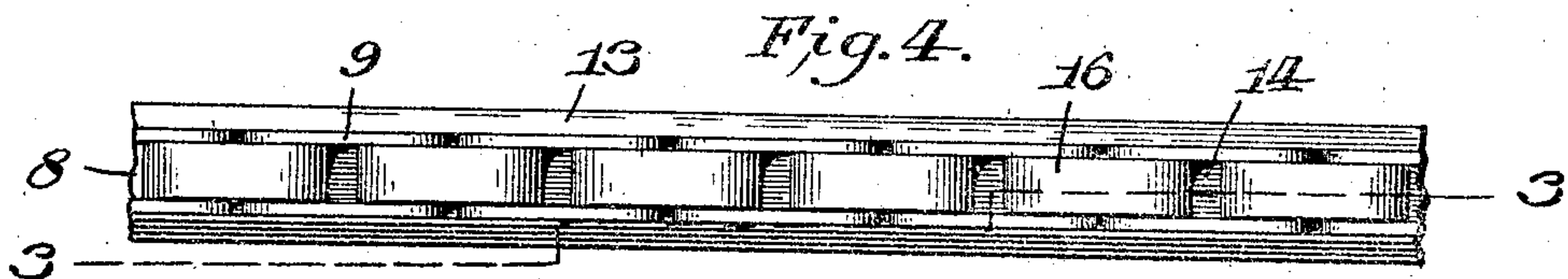
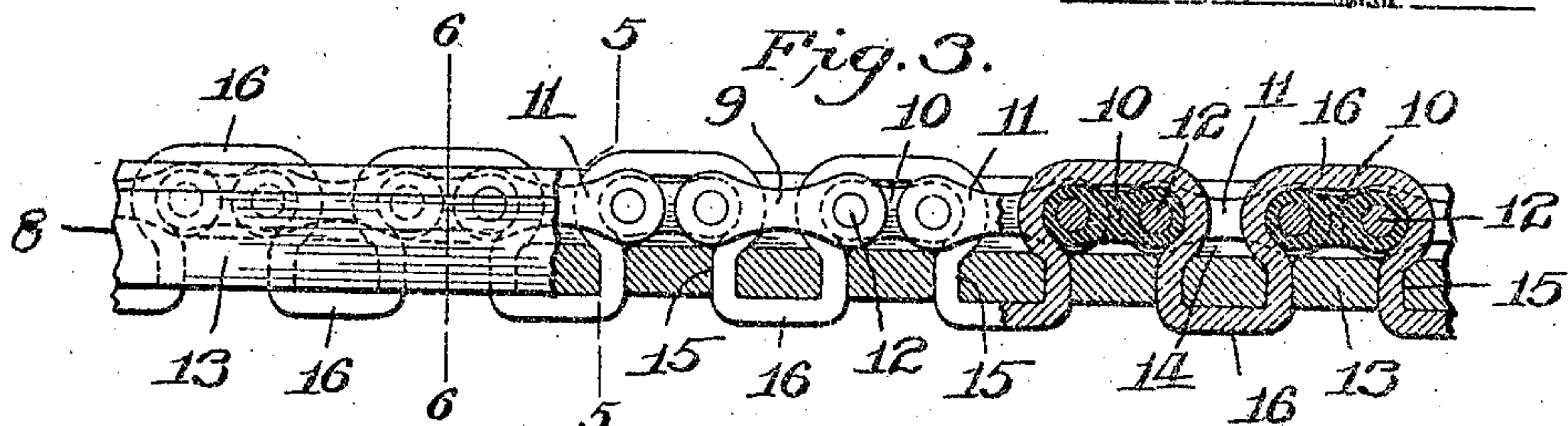
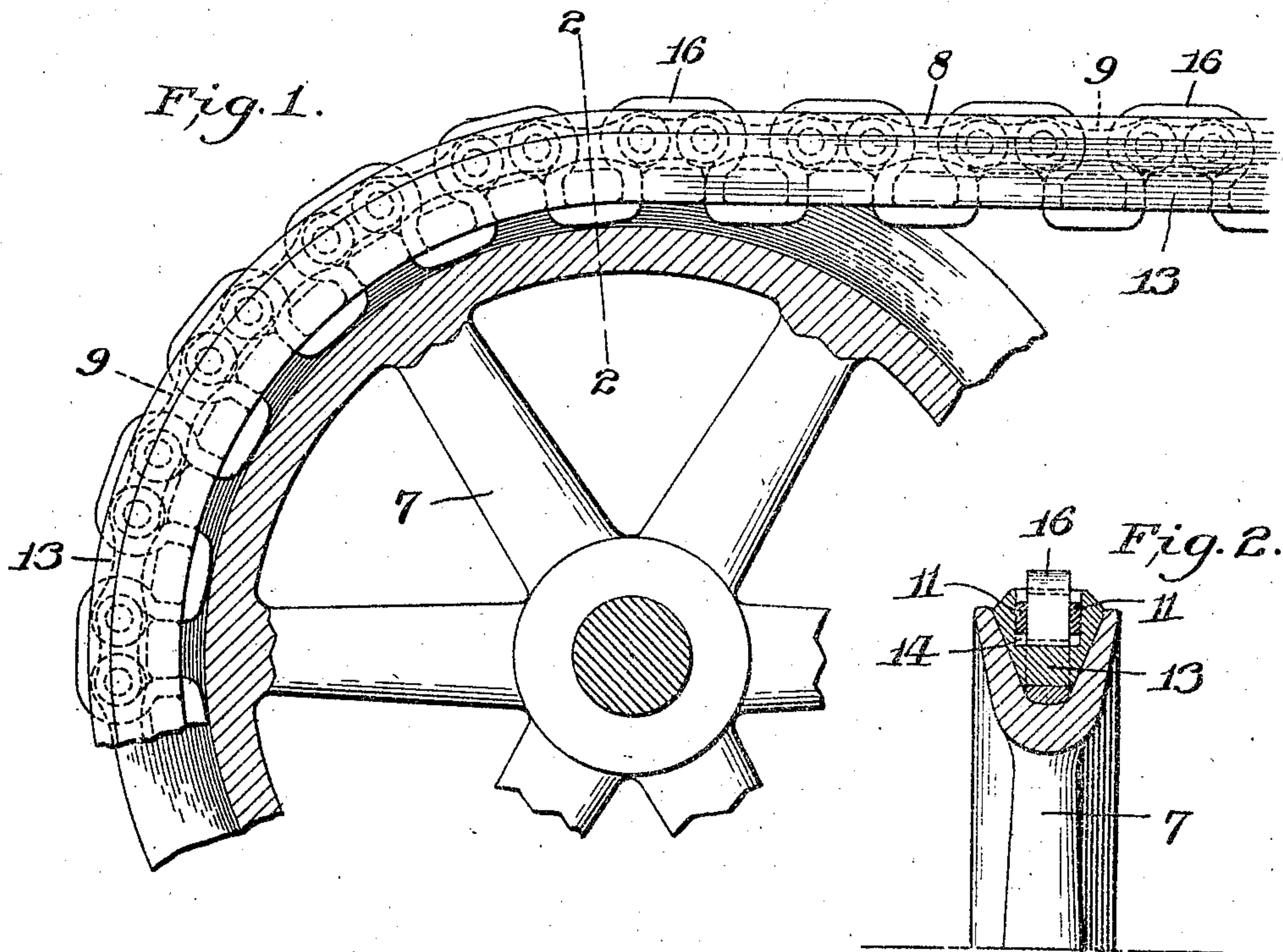


No. 785,107.

PATENTED MAR. 21, 1905.

T. J. KEAN.  
DRIVING BELT.  
APPLICATION FILED OCT. 8, 1903.



WITNESSES:

*J. H. Gamble.*  
*H. L. Chasman*

INVENTOR:

*Thomas J. Kean*  
BY  
*A. V. Group*  
ATTORNEY.



# UNITED STATES PATENT OFFICE.

THOMAS J. KEAN, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR OF ONE-HALF TO JOHN C. SCOTT, OF BRYN MAWR, PENNSYLVANIA.

## DRIVING-BELT

SPECIFICATION forming part of Letters Patent No. 785,107, dated March 21, 1905.

Application filed October 8, 1903. Serial No. 176,251.

*To all whom it may concern:*

Be it known that I, THOMAS J. KEAN, a citizen of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new and useful Improvements in Driving-Belts, of which the following is a specification.

This invention relates to driving-belts for the transmission of power, its object being to provide a construction in which leather and metal are combined in a manner to produce a more durable and efficient driving-belt than has been heretofore attained.

With this object in view the invention consists in the novel construction and combinations of parts, which will be hereinafter fully described and claimed.

In the drawings, Figure 1 is a fragmentary sectional elevation of a driving-pulley and my improved driving-belt. Fig. 2 is a transverse section as on the line 2 2 of Fig. 1. Fig. 3 is a sectional elevation of the driving-belt as seen from the line 3 3 of Fig. 4. Fig. 4 is a plan view of a portion of the driving-belt. Fig. 5 is a transverse section as on the line 5 5 of Fig. 3. Fig. 6 is a transverse section as on the line 6 6 of Fig. 3.

Referring to the drawings, 7 designates a portion of a driving-pulley, and 8 my improved driving-belt, which in its preferred form is of the following construction.

9 designates a flexible longitudinal metallic member, which in the present instance comprises a chain formed of the inner block-like links 10 and the outer flat links 11, pivotally connected to the links 10 by means of the transverse pins 12, thereby affording an open space between adjacent inner links 10 and each pair of opposite outer links 11.

13 designates a longitudinal strip of leather, which is preferably provided with a channel 14, in which is arranged the chain or flexible member 9, the sides of the channel extending to the top of the respective sides of the chain and thereby partially inclosing the latter in the strip of leather 13. Thus it will be seen that the strip of leather 13 extends part way around the chain and forms the outer surface

of the belt, which is engaged by the grooved pulley 7. The outer surface of the strip of leather 13 may be of any shape in cross-section to meet the various requirements. In the present instance the sides of the strip 13 are beveled to fit the V-shaped groove in the pulley 7. That portion of the leather strip 13 forming the bottom of the channel 14 is provided at intervals with perforations 15, which correspond in number with and are located adjacent to the ends of the inner links 10. Through these perforations 15 passes a lacing 16, which is provided to secure the leather strip 13 to the chain 9—that is to say, the lacing passes along the bottom of the leather strip 13, between the links 10, then up through the perforations 15 and between the links 11, and then over the tops of the links 10, as clearly shown in the drawings, thereby substantially incasing the chain in a covering of leather without destroying its flexibility and providing a more durable and efficient driving-belt than has been heretofore attained.

While I have herein shown and described my invention in a desirable and practicable form, yet I do not limit myself to this particular construction, as the same may be modified without departing from the invention.

I claim—

1. A driving-belt comprising a link chain, a longitudinal strip of leather arranged parallel to the chain, and a second strip of leather engaging the first-named strip and the chain to secure them together.

2. A driving-belt comprising a link chain, a longitudinal strip of leather provided with perforations and arranged parallel to the chain, and a lacing passing through the said perforations and engaging the chain, whereby the strip of leather is secured to the chain.

3. A driving-belt comprising a strip of leather provided with perforations and a longitudinal channel, a link chain arranged within said channel, and a lacing passing through said perforations and engaging the chain, whereby the strip of leather is secured to the chain.

4. A driving-belt comprising a chain provided with inner and outer links, a longitudinal strip of leather provided with perforations and arranged parallel to the chain, and
- 5 a lacing passing through said perforations and engaging said inner links, whereby the strip of leather is secured to the chain.
5. A driving-belt comprising a strip of leather provided with perforations and a longitudinal channel, a chain provided with inner and outer links and arranged within said

channel, and a lacing passing through said perforations and engaging said inner links, whereby the strip of leather is secured to the chain.

In testimony whereof I affix my signature<sup>15</sup>  
in presence of two witnesses.

THOMAS J. KEAN.

Witnesses:

MILDRED M. PERKINS,  
ANDREW V. GROUPE.