

R. A. BISKAMP.  
CHAIN FASTENER.  
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955,842.

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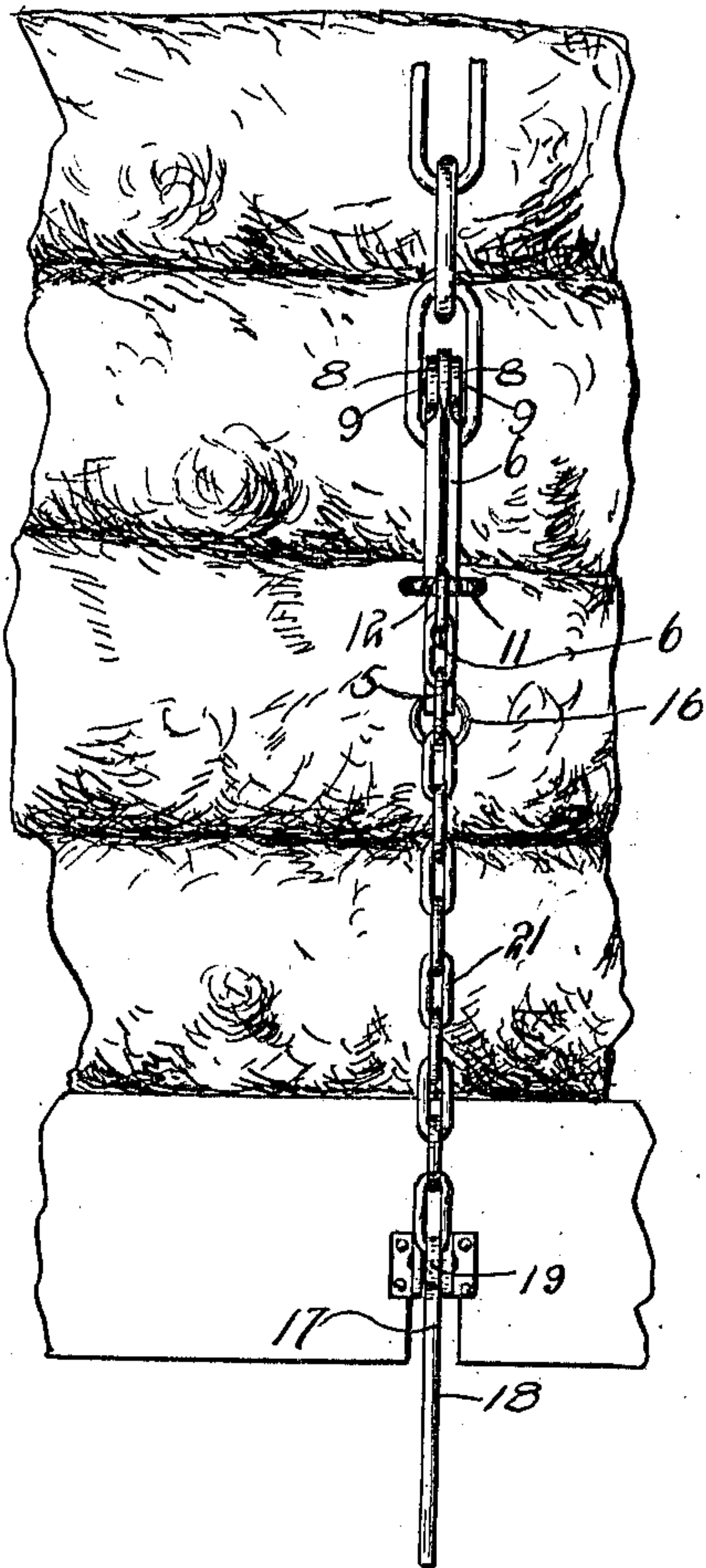


Fig. 1.

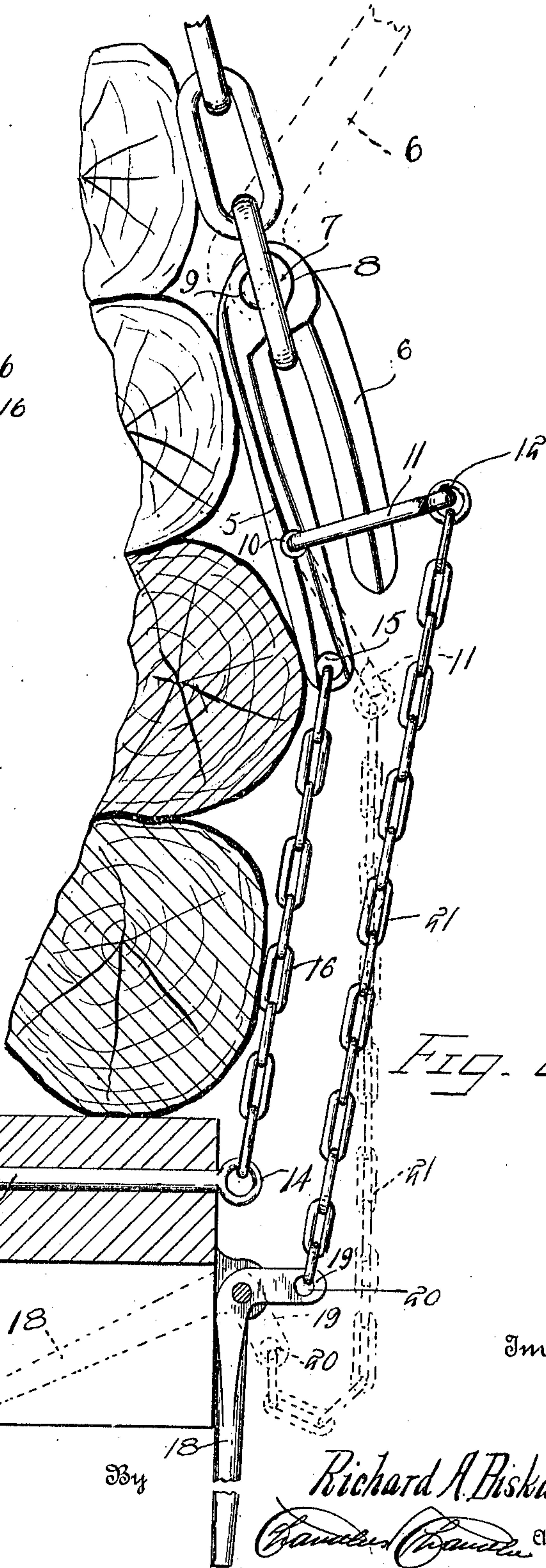


Fig. 2.

Witnesses  
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# UNITED STATES PATENT OFFICE.

RICHARD A. BISKAMP, OF JASPER, TEXAS.

CHAIN-FASTENER.

955,842.

Specification of Letters Patent. Patented Apr. 26, 1910.

Application filed August 11, 1909. Serial No. 512,450.

*To all whom it may concern:*

Be it known that I, RICHARD A. BISKAMP, a citizen of the United States, residing at Jasper, in the county of Jasper, State of Texas, have invented certain new and useful Improvements in Chain-Fasteners; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to improvements in chain holders and more particularly to the type employed for fastening the end of a chain to the body of a logging car.

One object of the invention is the provision of a holder which may be operated in an expeditious manner to release the chain it holds.

Another object is the provision of a construction which may be applied to most forms of logging cars, now in use.

With these and other objects in view as will more fully hereinafter appear, the present invention consists in certain novel details of construction and arrangement of parts, hereinafter fully described, illustrated in the accompanying drawings and more particularly pointed out in the appended claims; it being understood that various changes in the form, proportion, size and minor details of the device may be made without departing from the spirit or sacrificing any of the advantages of the invention.

In the accompanying drawings forming part of the specification:—Figure 1 is a side elevation of a logging car body showing my improved device applied thereto. Fig. 2 is a detailed end elevation of the device showing in full lines the parts in locked position and in dotted lines the parts in released position.

Similar numerals of reference are employed to designate corresponding parts throughout.

The fastener in the present instance is shown to consist of a pair of jointed sections designated in general by the numerals 5 and 6. The section 5 will subsequently be termed the shank and is provided at one end with a lateral off-set 7, which is provided with a longitudinal recess whereby lugs 8 are formed. Disposed between the lugs 8, is one end of the section 6, which will subsequently be termed the bill, it being understood that this end is reduced so as to loosely fit be-

tween the lugs 8 to which it is secured by means of a pivot bolt 9, extending through openings formed in the lugs 8 and end of the bill 6. The bill is somewhat less in length than the shank portion 5 and that portion of the bill disposed between the lugs is slightly curved so that when the free end of the bill bears on the body of the shank 5, an opening will be presented between the upper end portion of the bill and upper end portion of the shank sufficient to receive the link of the chain to be secured.

Formed in the intermediate portion of the shank 5 is a transverse orifice 10, which receives a keeper 11. The latter is formed of a single piece of steel wire or other suitable material bent in the form of a loop, of a diameter to receive the free end portion of the bill when the latter is turned so as to bear on the shank 5. Formed on the outer end of the loop or keeper is an eye 12, the function of which will appear later. The device is intended to be secured to the body of a lumber car as shown in Fig. 1, and is connected by means of a bolt 13, which fits in an opening in the body of a car. The outer end of the bolt terminates in an eye 14 and the free end of the shank portion 5 is provided with a similar eye 15, and connection between the latter and eye 14 of the bolt, is established by means of a chain 16, the opposite end links of which are disposed in the eyes 14 and 15. The chain 16 may be of any desired length so that the fastener may assume an upright position with respect to the car when in engagement with the chain.

By referring now to Fig. 1, it will be seen that pivoted to the body of the car and adjacent the bolt 13, is a bell crank lever 17, the arms 18 and 19 of which are unequal in length. The longer arm projects vertically downward and the opposite or shorter arm is adjacent its free end provided with an orifice 20 and connection between the orifice 20 and eye 12 of the keeper is established by means of a chain 21, the opposite end links of which are disposed in the eye 12 and orifice 20.

With this construction it is obvious when the car is filled with logs and the retaining chain has its free end trained over the log pile and brought to the opposite side of the car on which the fastener is disposed, that by inserting the bill 6 through one link of the fastening chain, it being understood



that the parts are first held upright, and the link in which the bill is inserted will be sufficiently far from the free end of the chain to maintain the chain and bill in an upright position, and then turning the bill so as to bring it parallel with the shank 5, that the parts may be locked by turning the keeper 11 over the bill. When the keeper engages the bill the short arm 19 of the bell crank will be horizontal, so that turning the longer arm in one direction, will result in pulling the keeper downward and out of engagement with the bill and since the chain which holds the logs is tightened from that side of the car opposite to the side on which the fastener is disposed, it is evident when the keeper is brought from engagement with the bill that the strain on the chain will pull the bill upwardly permitting it to slip from the link with which it is in engagement.

From the foregoing it can be seen that I have provided a device which is comparatively simple in structure and inexpensive to manufacture, embodying few parts and these so arranged that the danger of derangement will be reduced to a minimum.

What is claimed as new, is:—

1. In a chain fastener, the combination with a car body; of a shank member having one end connected with the car body, a bill member having one end pivoted to the opposite end of the shank member, a keeper to engage with the bill member and means arranged on the car body and connected with the keeper for moving the latter from engagement with the bill.

2. In a chain fastener, the combination with a car body; of a shank member having one end connected with the car body, a bill member having one end pivoted to the opposite end of the shank member, a keeper combined with the shank member and adapted to engage with the bill member, and means arranged on the car body and connected with the keeper for moving the latter from engagement with the bill.

3. In a chain fastener, the combination with a car body; of a shank member having one end connected with the car body, a bill member having one end pivoted to the opposite end of the shank member, a keeper to engage with the bill member, a bell crank lever pivoted to the car body and a flexible connection between one arm of the bell crank lever and the keeper serving to move the latter from engagement with the bill.

4. In a chain fastener, the combination with a car body; of a shank member having one end connected with the car body, a bill member having one end pivoted to the opposite end of the shank member, a keeper carried by the shank member and adapted to engage with the bill member, a bell crank lever pivoted to the car body and a flexible connection between the bell crank lever and bill serving to move the latter from engagement with the bill.

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

RICHARD A. BISKAMP.

Witnesses:

WM. BYERLY,  
R. C. CANN.