Phillips, Dunham & Winans.

Cleat.

No. 85,612. Patented Jan. 5, 1869.

Fig. 1.

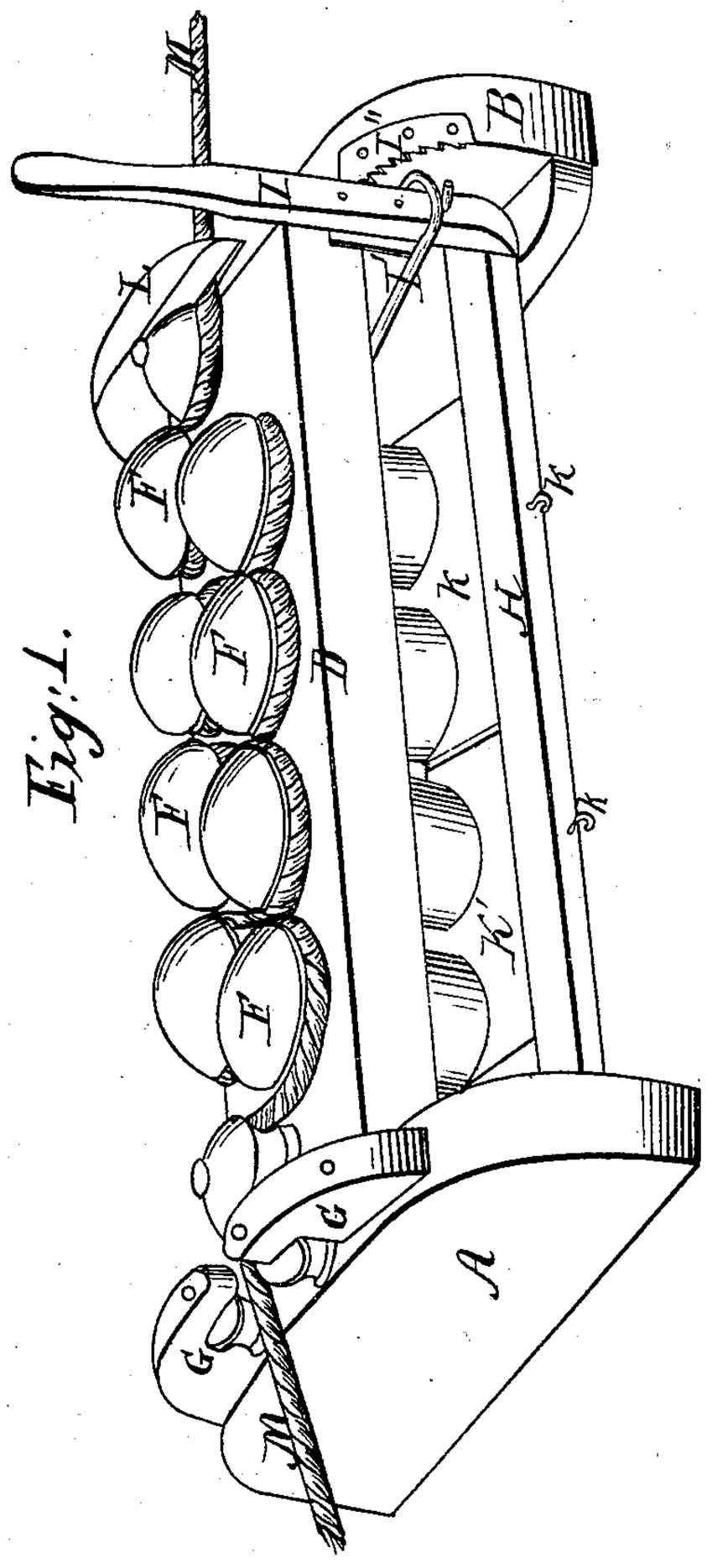
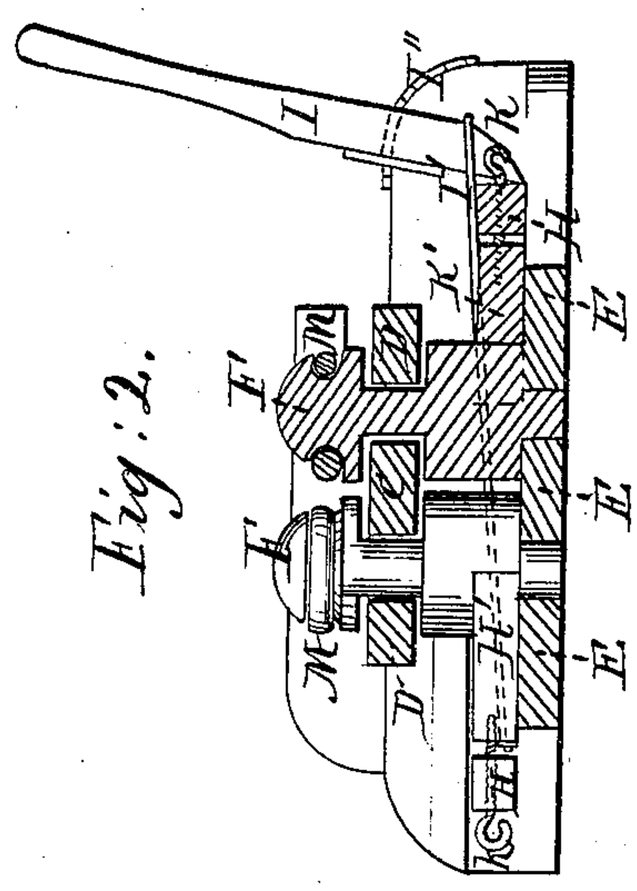


Fig. 2.



Witnesses.

Chas F Clausen

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Per D D Holloway & Co Atty's

United States Patent Office.

EVANDER PHILLIPS, EDWIN A. DUNHAM, AND AARON WINANS, OF ALBANY, ILLINOIS.

Letters Patent No. 85,612, *dated January* 5, 1869; *antedated December* 19, 1868.

IMPROVEMENT IN SNUB-POSTS FOR RAFTS, &c.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that we, EVANDER PHILLIPS, EDWIN A. DUNHAM, and AARON WINANS, of Albany, in the county of Whitesides, and State of Illinois, have invented a new and useful Improvement in Snub-Posts for Vessels, Rafts, &c.; and we do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making part of this specification, in which—

Figure 1 is a perspective view, and

Figure 2 is a vertical transverse section.

The same letters are employed in both figures for the indication of the same parts.

Our improvement relates to the construction of snub-posts, for vessels, rafts, &c., for the purpose of relieving the lines from the wear incident to the use of the ordinary posts; and

It consists in the arrangement of a series of cylinders, revolving on their respective axes, and the brakes connected therewith, for regulating the passage of the line over the same.

A is the head-block of the frame, and

B, the tail-block.

The top of the frame is composed of a central timber, C, and two side pieces, D.

The bottom is composed of one or more pieces, E, having holes in proper position, to form bearings for the lower journals of a series of cylinders, F.

The upper journals of the same are formed between the pieces C and D, forming the top of the frame.

These cylinders have grooves cut in their heads, to receive the line.

Brakes H are arranged on each side, acting against the follower-blocks K′, which are pressed against the body of the cylinders by the lever I and rod I¹, the foot of the lever pressing against one brake H, and the rod drawing on the other.

The notched plate I² is for the purpose of holding the lever when the brakes are applied.

Part of the followers may be pressed against the cylinders, by means of the screws K, whenever it is desired to increase the resistance of a part of the cylinders.

G G are pulleys in the head-block, to guide the rope, and avoid friction, and to apply always the strain directly in the line of the centre-piece C.

The kevel L holds down the line, and prevents it from rising over the heads of the cylinders.

The line M is extended across the frame, being carried alternately around the heads of the cylinders, arranged on opposite sides, as shown.

As the line passes from the coil, beyond the kevel, the resistance is regulated by the force applied to the brakes by the lever I or screws K, thus saving the line from wear, for, as it is payed out, it causes the cylinders to revolve, moving with, but not slipping on them.

What we claim as our invention, and desire to secure by Letters Patent, is—

The combination of the cylinders and the frame with the brakes, for simultaneously bearing against the cylinders, and the screws, for independently regulating the friction on the respective cylinders, the said parts being constructed and arranged substantially as described.

In testimony whereof, we have signed our names to this specification, in the presence of two subscribing witnesses.

EVANDER PHILLIPS.
EDWIN A. DUNHAM.
AARON WINANS.

Witnesses:
I. S. MARCY,
W. D. HORSHT.