(No Model.)

M. T. & M. O. REEVES.

HUB FOR SPLIT PULLEYS.

No. 403,858. Patented May 21. 1889.

Fig. 5.

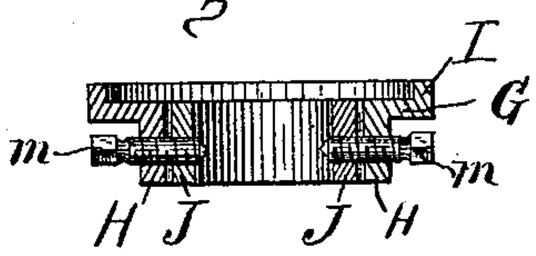


Fig. 4

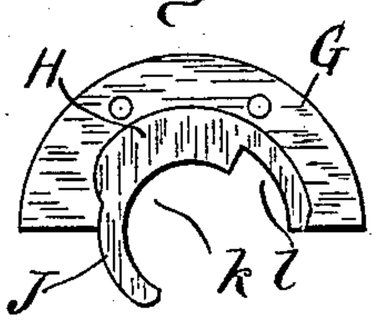


Fig. 3.

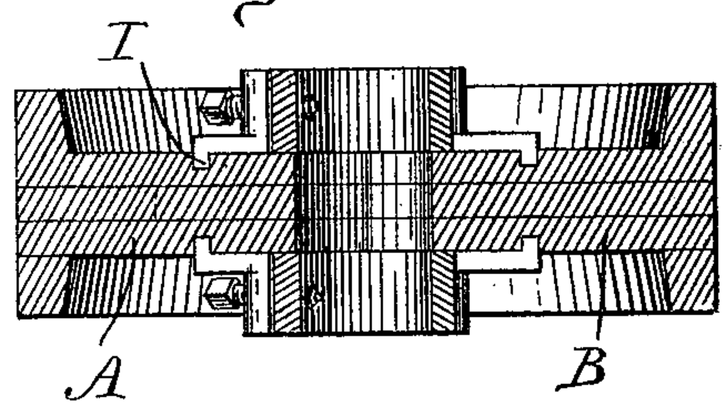


Fig. 1.

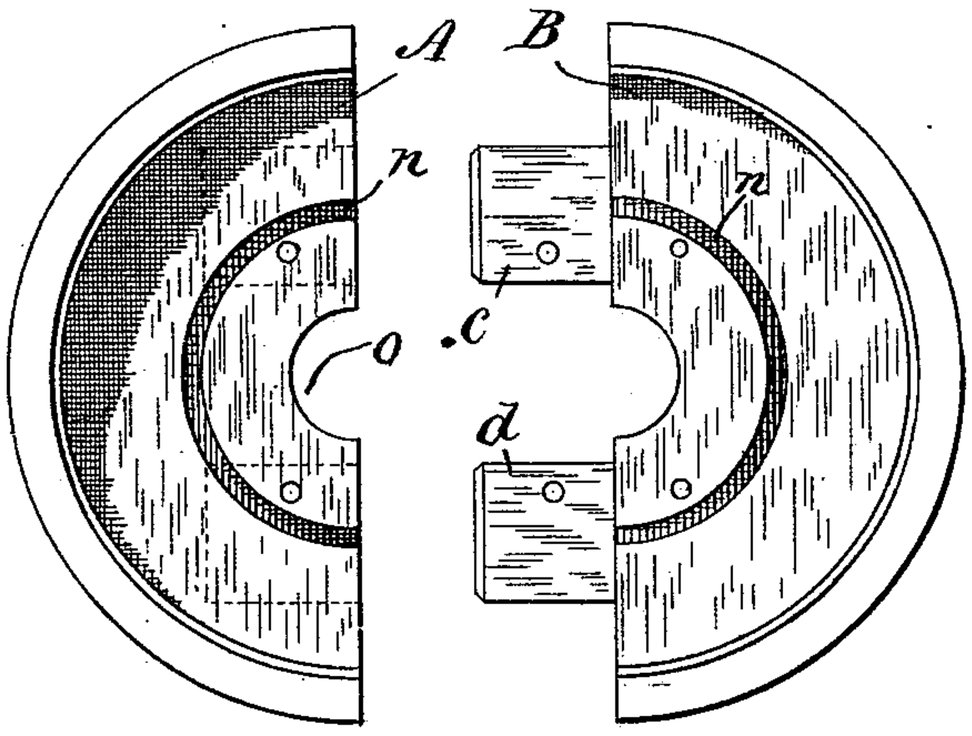
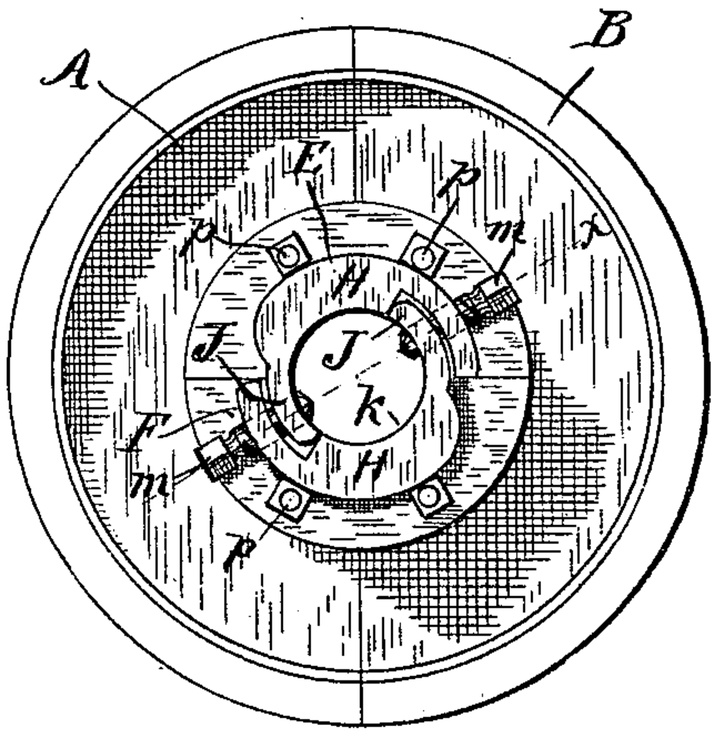


Fig. 2.



Witnesses.
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A. M. Hood.

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UNITED STATES PATENT OFFICE.

MARSHAL T. REEVES AND MILTON O. REEVES, OF COLUMBUS, INDIANA, ASSIGNORS TO THE REEVES PULLEY COMPANY, OF SAME PLACE.

HUB FOR SPLIT PULLEYS.

SPECIFICATION forming part of Letters Patent No. 403,858, dated May 21, 1889.

Application filed September 24, 1888. Serial No. 286,210. (No model.)

To all whom it may concern:

Be it known that we, MARSHAL T. REEVES and MILTON O. REEVES, citizens of the United States, residing at Columbus, in the county of Bartholomew and State of Indiana, have invented a new and useful Improvement in Hubs for Split Pulleys, of which the following is a specification.

Our invention relates to an improved metallic hub for wooden split pulleys.

The object of our improvement is to provide a metallic hub formed in two sections, which may be separated diametrically for the purpose of putting the hub onto a shaft without passing it over the end thereof, and which, when secured to the side of a diametrically-divided pulley, shall operate to hold the two sections of the pulley together, all as hereinafter fully described.

The accompanying drawings illustrate our invention.

Figure 1 represents a side elevation of a split pulley adapted to receive our improved hub and having its two sections separated. Fig. 2 represents a side elevation of the same having the hub secured thereto. Fig. 3 represents a central section of the same. Fig. 4 represents a side elevation of one section of the metallic hub; and Fig. 5, a section of the hub at *x*, Fig. 2.

A and B represent the two semi-cylindrical sections of a split pulley, which is built up of several wooden segments, laid one upon the other and secured together, portions of one section projecting to form tenons *c* and *d*, which enter corresponding recesses in the other section.

The hub consists of two like sections, E and F, each of which consists of a semicircular plate, G, having projecting from one side a semi-cylindrical boss, H, an annular flange, I, projecting from the opposite side, an annular lug, J, which projects beyond the straight edge of the section on one side of the central opening, *k*, for the shaft, and a corresponding recess, *l*, on the opposite side of said opening. When sections E and F are placed together to form a complete hub, the lug J of each enters the recess *l* of the other, and the two sections are held together by means of screws *m m*, which pass through the boss H and lugs J of both sections, the screw-thread being cut in both, as clearly shown in Fig. 5. Screws *m m* also serve as set-screws to secure the pulley on a shaft.

In constructing a pulley with a hub or hubs like that above described, the two sections E and F, forming a hub, are first put together and drilled and tapped to receive the set-screws by which they are held together. The center hole is then bored to fit the shaft, and the inner face of plate G and flange I are turned true therewith. The two sections A and B, forming the pulley, are then secured together, and an annular groove, *n*, adapted to receive and fit the flange I of the hub, is turned in one or both sides of the web of the pulley, the intention being to use two hubs on large pulleys. A central hole, *o*, adapted to receive the shaft easily, is at the same time bored in the pulley. The metallic hub is then placed on the web of the pulley with its line of division at right angles to that of the pulley, and its flange I fitting into the groove *n*, and thus securely locking the two sections of the pulley together. The hub or hubs are then securely fastened to the pulley by bolts *p p*, which pass through the plate G of the hub and the web, the arrangement being such in a pulley tenoned together, as above shown, that the bolts pass also through the tenons, thus further securing the parts together. The whole is then mounted on a suitable mandrel and the pulley turned true.

We do not herein claim the construction of pulley-sections herein shown, as that is embraced in the subject-matter of our application, Serial No. 286,209, now pending.

We claim as our invention—

1. The combination, in a split pulley, of two substantially semi-cylindrical diametrically-separable sections, each provided on its side with a semicircular annular groove, and a metallic hub adapted to be secured to the web of said pulley, and having an annular flange adapted to fit in said grooves, whereby the two pulley-sections are held together, substantially as specified.

2. A hub for split pulleys, consisting of two substantially semi-cylindrical diametrically-

separable metallic sections, each having an annular lug projecting beyond the line of division, and a corresponding recess receding from said line, the recess in each section being adapted to receive the lug of the other section, and screws passing through the body of the hub into said lugs, whereby the two sections are secured together, substantially as specified.

3. A hub for split pulleys, consisting of two substantially semi-cylindrical diametrically-separable metallic sections, each having an annular lug projecting beyond the line of division, and a corresponding recess receding from said line, the recess in each section being adapted to receive the lug of the other section, screws passing through the body of the hub and through said lugs, whereby the two sections are secured together and the hub also thereby secured to a shaft, and an annular flange projecting from the hub and adapted to enter the web of the pulley, whereby the hub is adapted to hold the two sections of a split pulley together, all substantially as specified.

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