

(No Model.)

M. O. REEVES.
SPLIT PULLEY.

No. 409,427.

Patented Aug. 20, 1889.

Fig. 2.

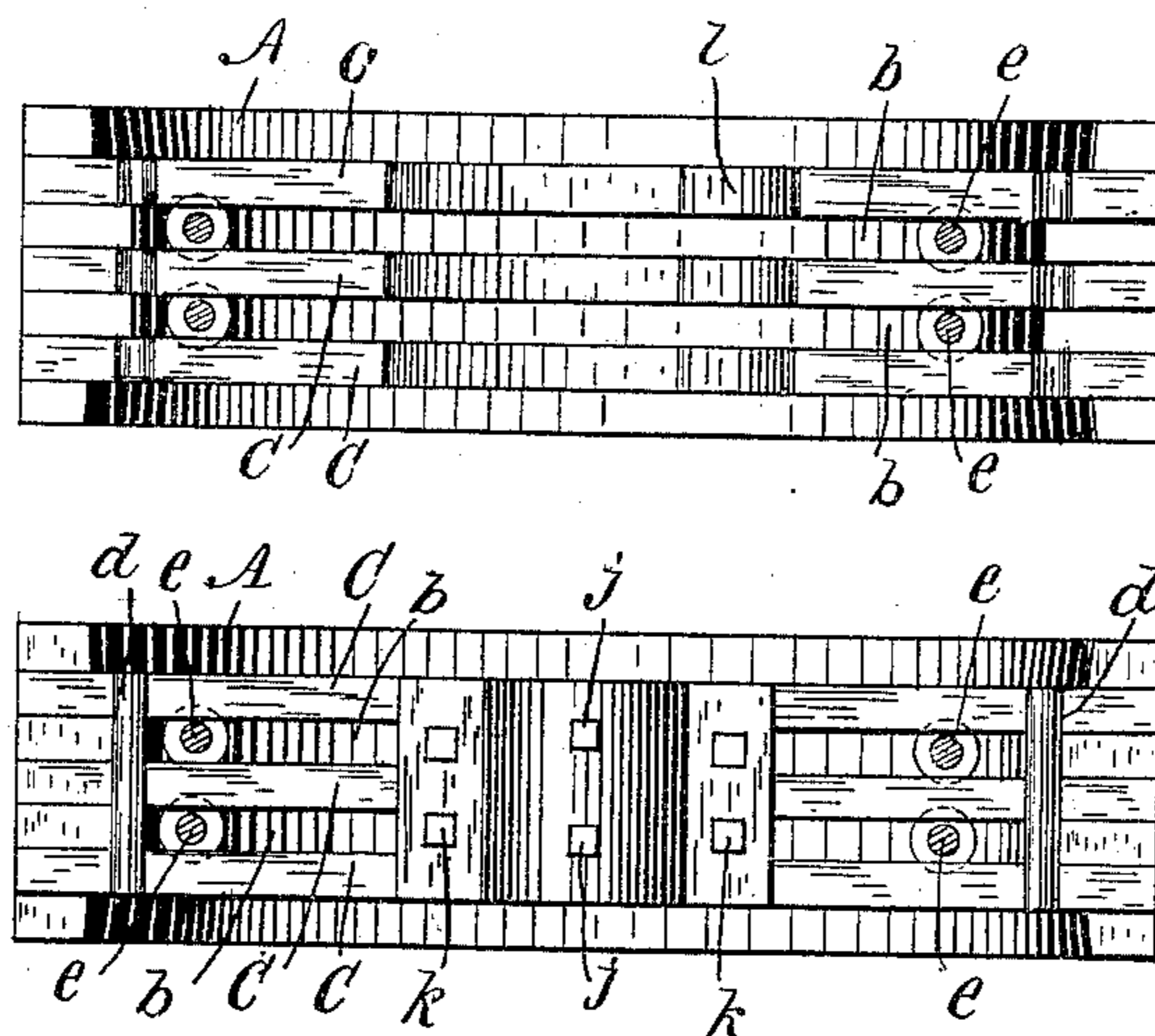
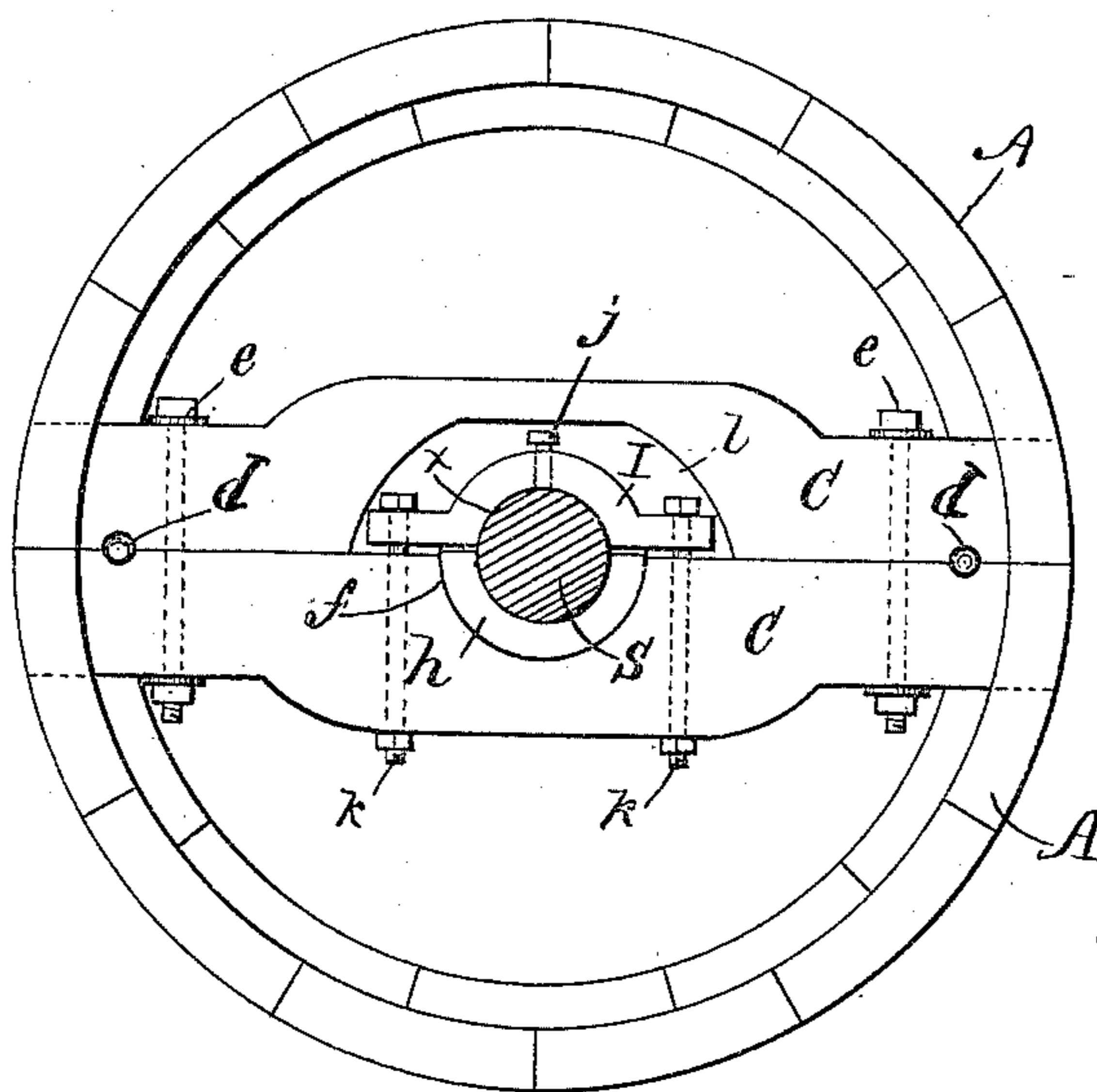


Fig. 1.



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MILTON O. REEVES, OF COLUMBUS, INDIANA, ASSIGNOR TO THE REEVES
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SPLIT PULLEY.

SPECIFICATION forming part of Letters Patent No. 409,427, dated August 20, 1889.

Application filed March 29, 1889. Serial No. 312,635. (No model.)

To all whom it may concern:

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

My invention relates to an improvement in wooden split pulleys.

The object of my improvement is to provide improved means for securing the pulley to the shaft, as hereinafter fully described.

The accompanying drawings illustrate my invention.

Figure 1 represents a side elevation of the complete pulley. Fig. 2 represents a plan of the meeting edges of the two separable semicircular sections of which the pulley is formed.

The semicircular rim A is built up of a series of annular wooden segments, several thicknesses being secured one upon another to form the width of face required in the usual well-known manner. The ends of each semicircular rim-section are connected by a series of thin cross-bars C C C of like contour arranged side by side, having their ends built into the rim A and forming a part thereof in such a manner that there are a series of spaces *b b* parallel with the plane of the pulley between the cross-bars. A compound cross-bar consisting of the bars C C C is thus formed in each section of the pulley. This construction of the cross-bar forms the subject-matter of claims in another application for a patent now pending, Serial No. 311,887, and therefore is not herein claimed. The bars C and spaces *b* of both sections are arranged to register when the two sections are put together, and the sections are temporarily held concentric with each other by pins *d d*, passing transversely across the bars in the joint. The two sections are clamped together by bolts *e e*, arranged to pass through the spaces *b* and engaging the cross-bars of both sections.

For the purpose of securing the pulley to the shaft I cut transversely across the edge of the compound cross-bar of one of the sections a central semicircular recess *f*, adapted to receive one side of the shaft, or a semicircular bushing *h*, which is of such interior di-

ameter as to fit closely one side of the shaft S.

A metallic cap I, having on its under side a semicircular groove *x*, adapted to fit the shaft and having one or more set-screws *j* passing through the cap, is clamped upon the shaft by bolts *k k*, passing through the cap and through the spaces *b* of the cross-bar. A recess *l* is cut in the compound cross-bar of the other section, so as to clear the cap I when the two sections are secured together.

In securing the pulley to a shaft the two sections are separated and that section having the semicircular groove and cap is secured to the shaft by clamping the shaft between the cap and the cross-bar and then turning the set-screws *j* in until they engage the shaft. It will be observed that when the cap I is in position on the shaft and a bushing is used the cap overlaps the edges of the semicircular bushing, and that it is therefore impossible for the bushing to turn in the cross-bar, and by the use of the set-screws in the metallic cap the shaft is held much more securely against turning than when dependence is placed on the clamping-friction alone of the cap. When one section of the pulley has been secured to the shaft, the remaining section is secured to the first by the bolts *e e*, as before explained.

I claim as my invention—

1. In a split pulley, the two semicircular rim-sections each having a diametrical cross-bar, one of which cross-bars is provided with a groove adapted to receive a shaft, the cap having a semicircular groove and provided with a set-screw projecting into said groove, means for clamping said cap and cross-bar together, so as to embrace the shaft between them, and the bolts for clamping the two pulley-sections together, all combined and arranged substantially as specified.

2. In a split pulley, the two semicircular rim-sections each having a compound diametrical cross-bar, said bar consisting of a series of thin flat bars having their ends secured in the rim and arranged side by side, with open spaces between them parallel with the plane of the pulley, one of said compound cross-bars having a central groove adapted to receive one side of a shaft, a cap adapted to receive the opposite side of the shaft and provided with a

set-screw, means for clamping said cap and cross-bars together so as to embrace the shaft between them, and bolts arranged in the spaces between the members of the compound
5 cross-bars so as to engage the bars of both rim-sections and clamp them together, all combined substantially as specified.

3. In a split pulley having two sections each provided with a diametrical cross-bar, the
10 combination, with one of said cross-bars having a central semicircular groove across its

edge, of the semicircular bushing fitted in said groove and adapted to receive one side of a shaft, and the cap adapted to receive the opposite side of the shaft and to be clamped to the
15 cross-bar and arranged to overlap the edges of the bushing so as to prevent it from turning, substantially as specified.

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Witnesses:

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