(No Model.)

H. P. TERRY.

SHEAVE FOR PULLEY BLOCKS.

No. 412,139. Patented Oct. 1, 1889.

Fig. 1.

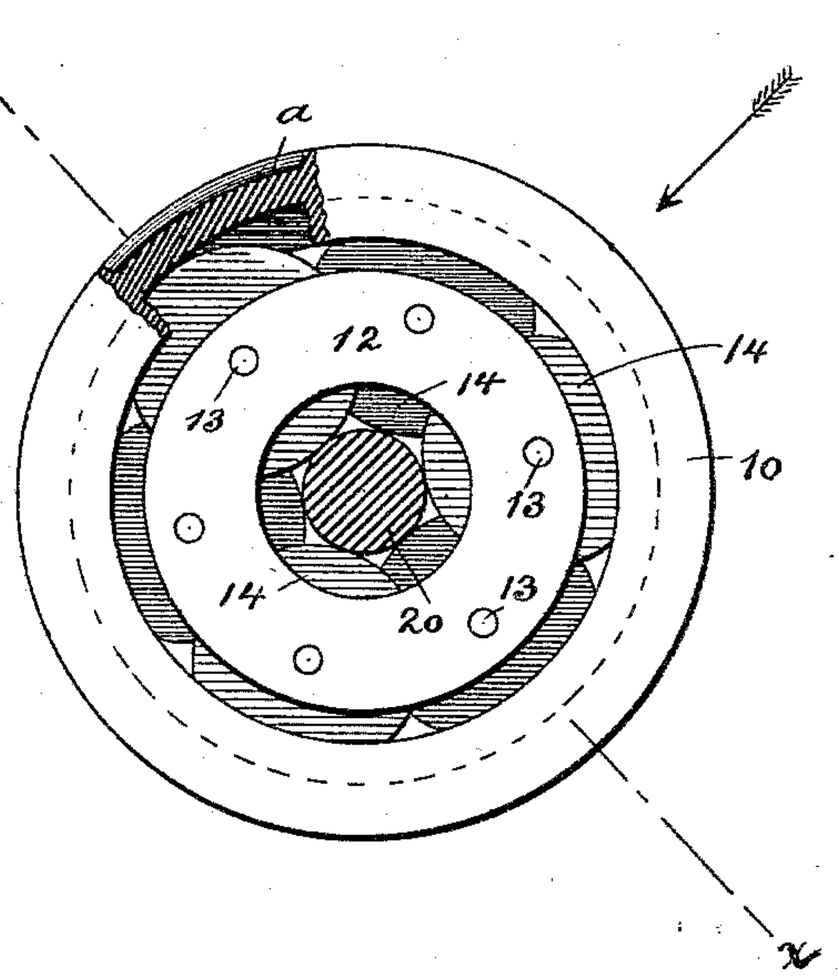
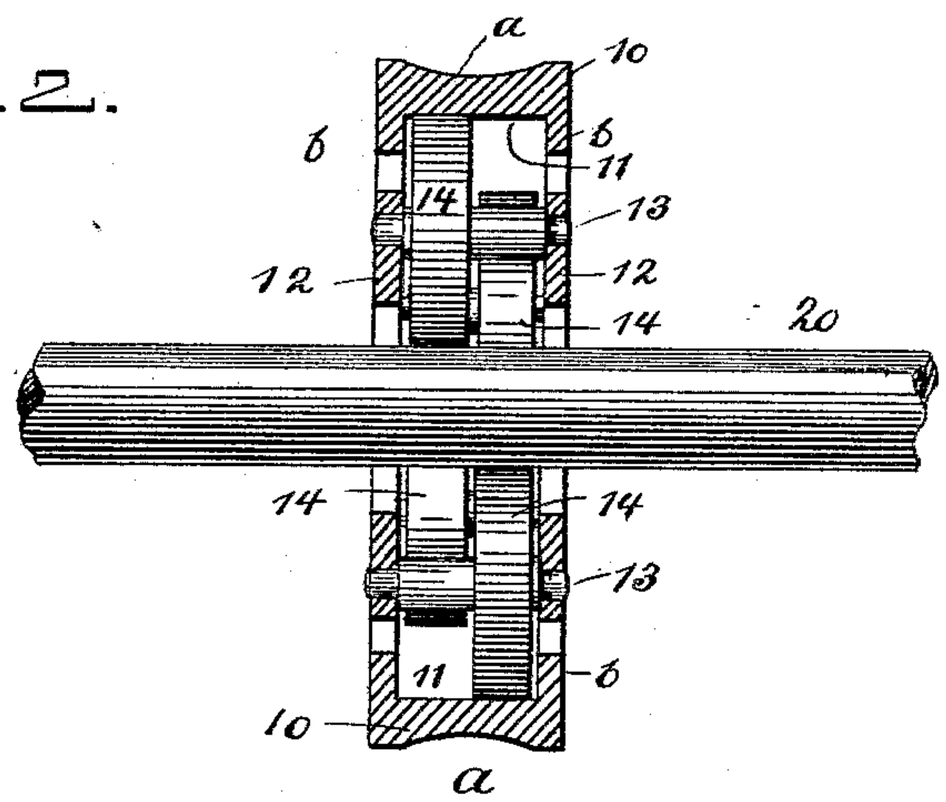


Fig. 2.



WITNESSES:

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SHEAVE FOR PULLEY-BLOCKS.

SPECIFICATION forming part of Letters Patent No. 412,139, dated October 1, 1889.

Application filed September 10, 1888. Serial No. 284,966. (No model.)

To all whom it may concern:

Be it known that I, HOWELL P. TERRY, of Brooklyn, in the county of Kings and State of New York, have invented a new and Improved Sheave for Pulley-Blocks, of which the following is a full, clear, and exact description.

This invention relates to an improvement in the mounting of pulley-block sheaves, the object of the invention being to provide a sheave which will operate with a minimum amount of friction, and one which may be quickly and readily repaired should it by any accident happen to get out of order.

The invention consists of certain novel features and combinations of parts, hereinafter fully described, and pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar figures and letters of reference indicate corresponding parts in both views.

Figure 1 is a side view of my improved sheave for pulley-blocks, parts being broken away and the block-shaft or pintle being shown in position, but in section; and Fig. 2 is a sectional view on line $x\,x$ of Fig. 1, the view being taken from the direction of the arrow shown.

In the drawings, 10 represents a rim, formed with an inner annular recess 11, and preferably with a grooved peripheral face a. Within the rim 10, I mount a number of anti-friction rolls or wheels 14, which said wheels or rolls are carried by pintles 13, that are mounted in rings 12, said rings being arranged outside of the wheels or rolls 14. The wheels or rolls 14 are so proportioned that they will bear closely against the inner peripheral face of the rim 10 and against the block-shaft or pintle 20. In the specific construction illustrated in the drawings there are six of these anti-friction rolls or wheels, three being arranged adjacent to one of the rings 12 and three adjacent to the other ring, the wheels overlapping and breaking joints, so to speak—that is, being alternately adjacent to opposite sides of the sheave. After the parts have been adjusted as represented in the drawings the side flanges b of the rim 10 will act as guides to steady the wheels 14.

By supporting the pintles 13 by means of rings arranged outside of both sets of wheels, and by overlapping said wheels, I provide for the use of much larger wheels than could otherwise be employed, and at the same time I provide for the renewal of any wheel that might happen to be broken.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The combination, with a rim formed with an internal annular recess, of rings mounted interiorly thereof, pintles extending from ring to ring, and a roller arranged upon one end of each of said pintles so as to overlap the rollers on the adjoining pintles, substantially as described.

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Witnesses:
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