

(No Model.)

T. R. ALMOND
BELT SHIPPER

No. 594,187.

Patented Nov. 23, 1897.

Fig. 1.

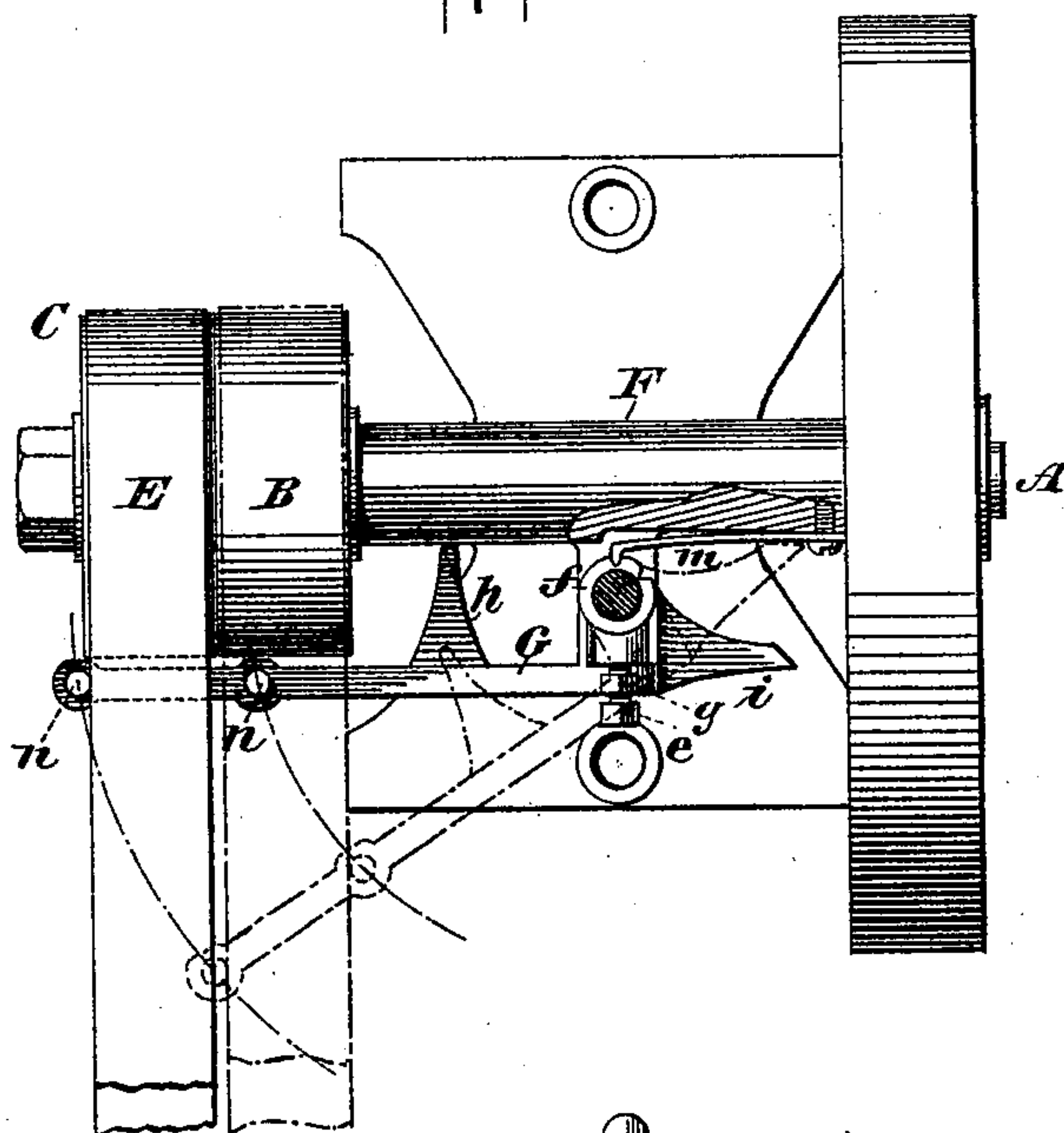


Fig. 2

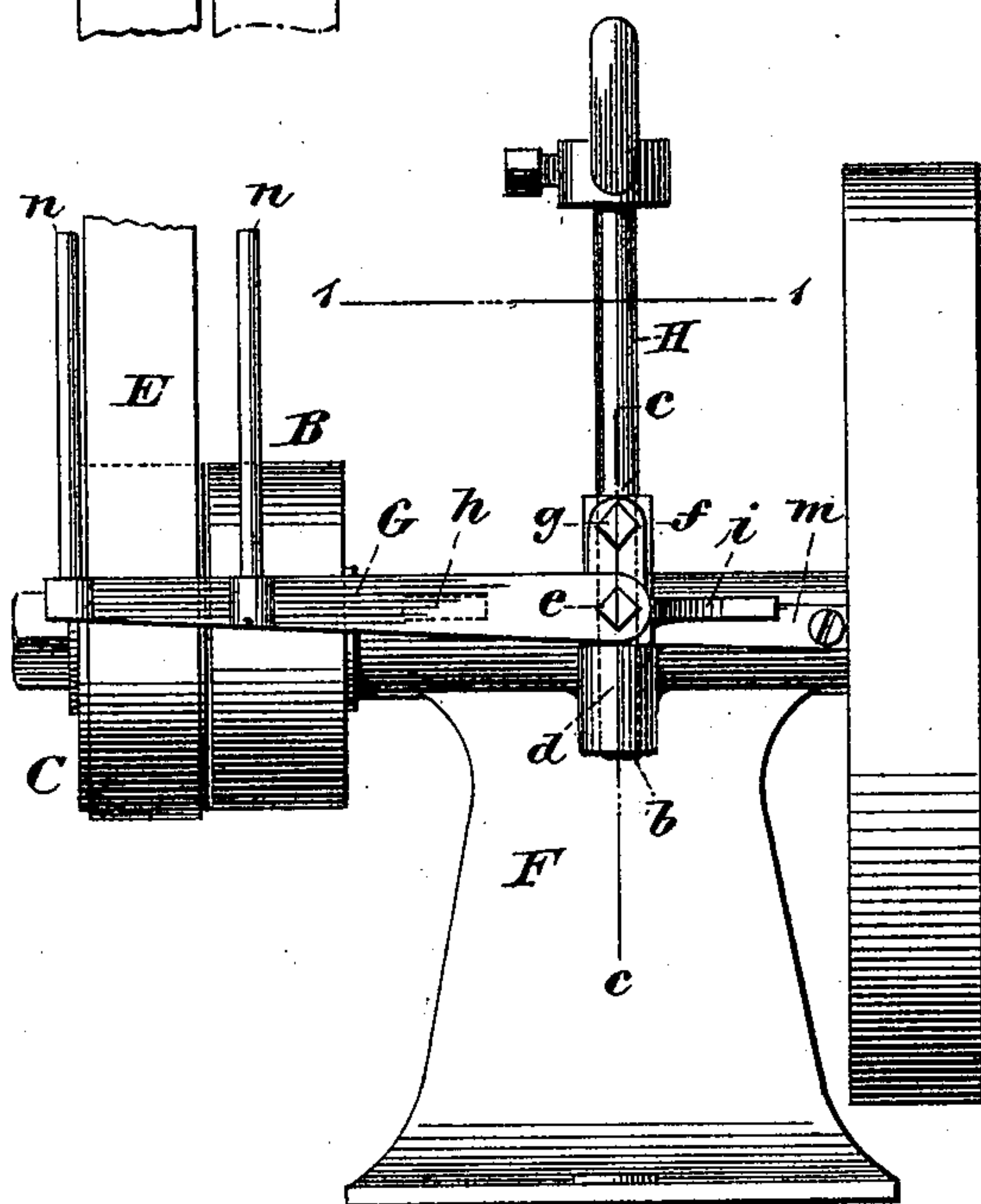
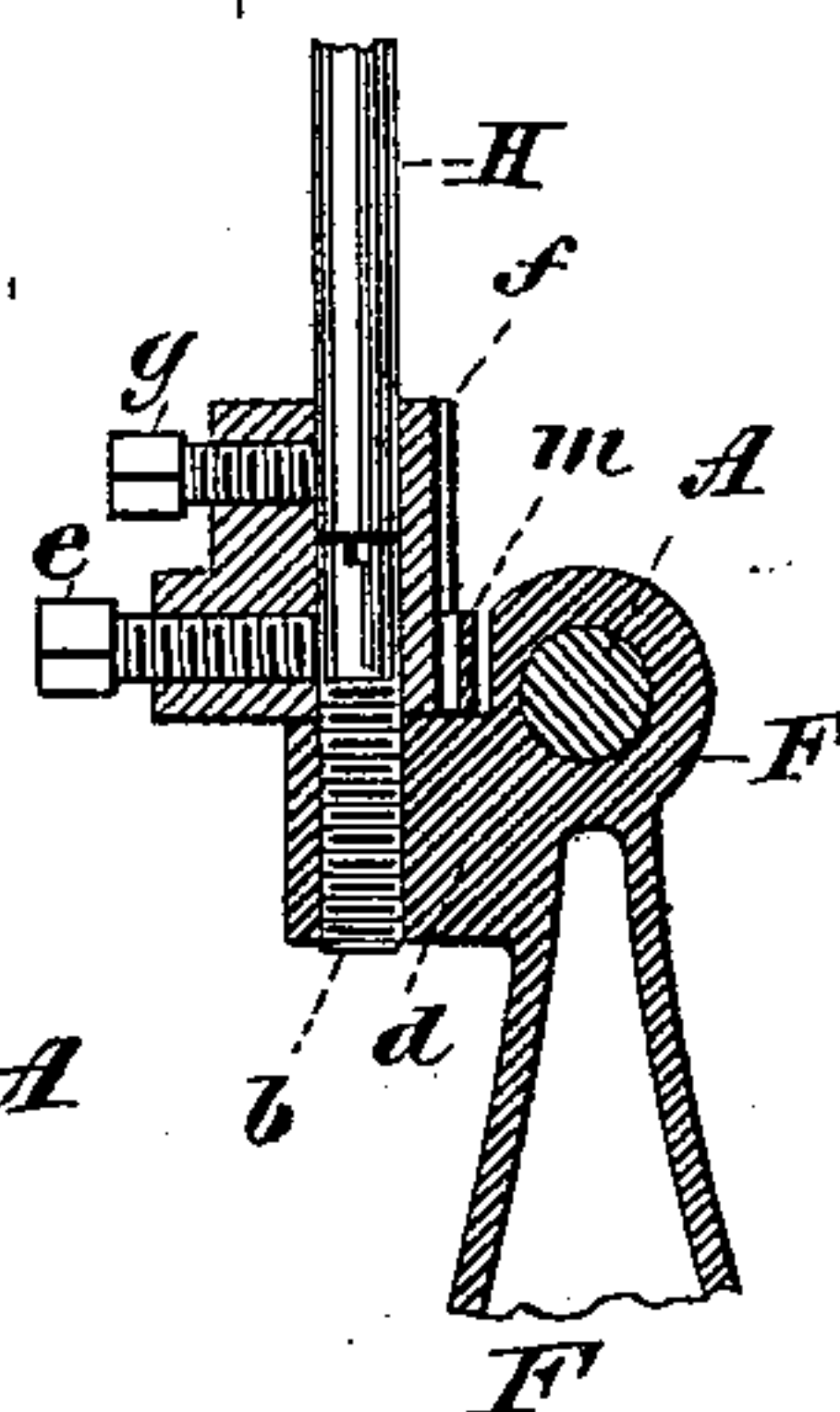


Fig. 3.



WITNESSES:

Gustav Dietrich.
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UNITED STATES PATENT OFFICE.

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BELT-SHIPPER.

SPECIFICATION forming part of Letters Patent No. 594,187, dated November 23, 1897.

Application filed October 1, 1897. Serial No. 653,690. (No model.)

To all whom it may concern:

Be it known that I, THOMAS R. ALMOND, a resident of Dunwoodie Heights, Westchester county, State of New York, have invented an Improved Belt-Shipping Apparatus, of which the following is a specification, reference being had to the accompanying drawings, forming part hereof, wherein—

Figure 1 is a plan or top view, partly in section, of my improved belt-shipping apparatus. Fig. 2 is a side elevation of the same; and Fig. 3 is a vertical cross-section on the line *c c*, Fig. 2.

This invention relates to a simple construction of belt-shipping apparatus, meaning an apparatus which is to transfer a belt from a loose to a fast pulley, and vice versa; and it consists in the novel arrangement and combination of parts hereinafter more clearly pointed out.

In the accompanying drawings the letter A represents the shaft, which carries the pulleys B and C, that are to receive the belt E. The shaft A is hung in a suitable framing or hanger F and is supposed to be the driving-shaft of any suitable machine, deriving its motion from the belt or transmitting it by the belt, as occasion may require. The pulley B is supposed to be the fast pulley and the pulley C the loose pulley.

The belt-shipping apparatus consists of a lever G, which is pivoted by the pin *b*, (see Fig. 3,) said pin being screwed into a boss or projection *d*, that extends from the main frame F, and being held by a binding-screw *e* in a corresponding boss or projection *f*, that is formed on the lever G, the lever being thus in substance an elbow-lever. The lever G also carries a suitable handle H, which by preference is held by a binding-screw *g* in the boss *f*, so that by taking hold of this handle the said lever may be turned on its pivot *b*, such pivot turning on its screw-thread when the lever is thus moved. In order to

control the throw of the lever in either direction, it is provided with two toes *h* and *i*, which are plainly shown in Fig. 1, the toe *h* striking the framework F or some projection thereof when the belt is thrown upon the loose pulley C, while the toe *i* contacts with said framework or any suitable projection thereof when the belt is shipped onto the fast pulley B. In order to prevent the belt becoming shipped spontaneously, and in fact to practically lock the lever in any of its extreme positions, I have cut two notches into the boss *f* of said lever, as shown in Fig. 1, said notches to receive the end of a spring pawl or detent *m*, which is secured to the framework F and which locks the lever in either of the positions which it may be desired to occupy. The lever G carries the projecting pins *n n*, which straddle the belt for the purpose of shipping it, as shown. All that is necessary for the attendant to do in order to ship the belt is to give the handle a slight turn, thereby swinging the lever G from the position shown by full lines in Fig. 1 to that shown by dotted lines in the same figure, or vice versa, the extent of the throw being controlled by the toes *h i* and also by the spring-click *m*, which latter holds the lever in the desired terminal position.

This arrangement of parts will be found very compact and absolutely certain in its action.

What I claim, and desire to secure by Letters Patent, is—

The combination of a frame and pulley-shaft with the pivoted shipping-lever G, said lever having the toes *h i*, and with the spring-click *m*, the said toes being arranged to alternately strike the framing of the machine, substantially as and for the purpose specified.

THOMAS R. ALMOND.

Witnesses:

MAURICE BLOCK,
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