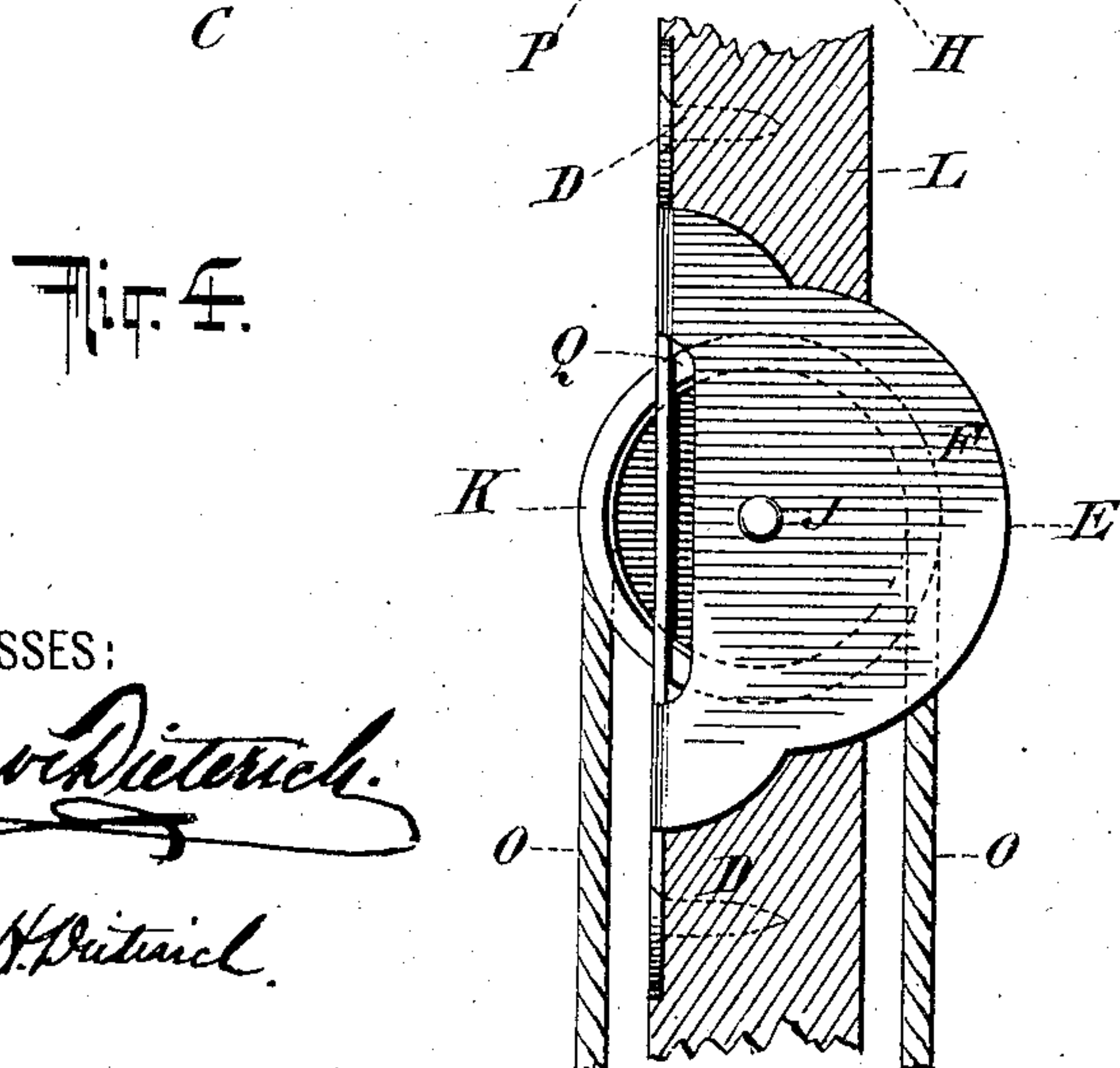
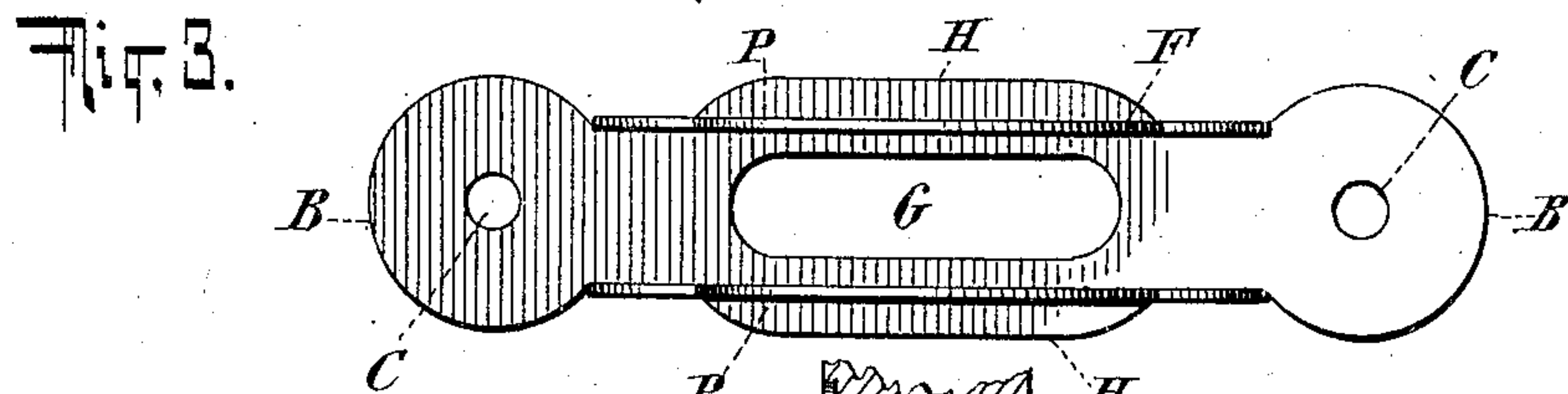
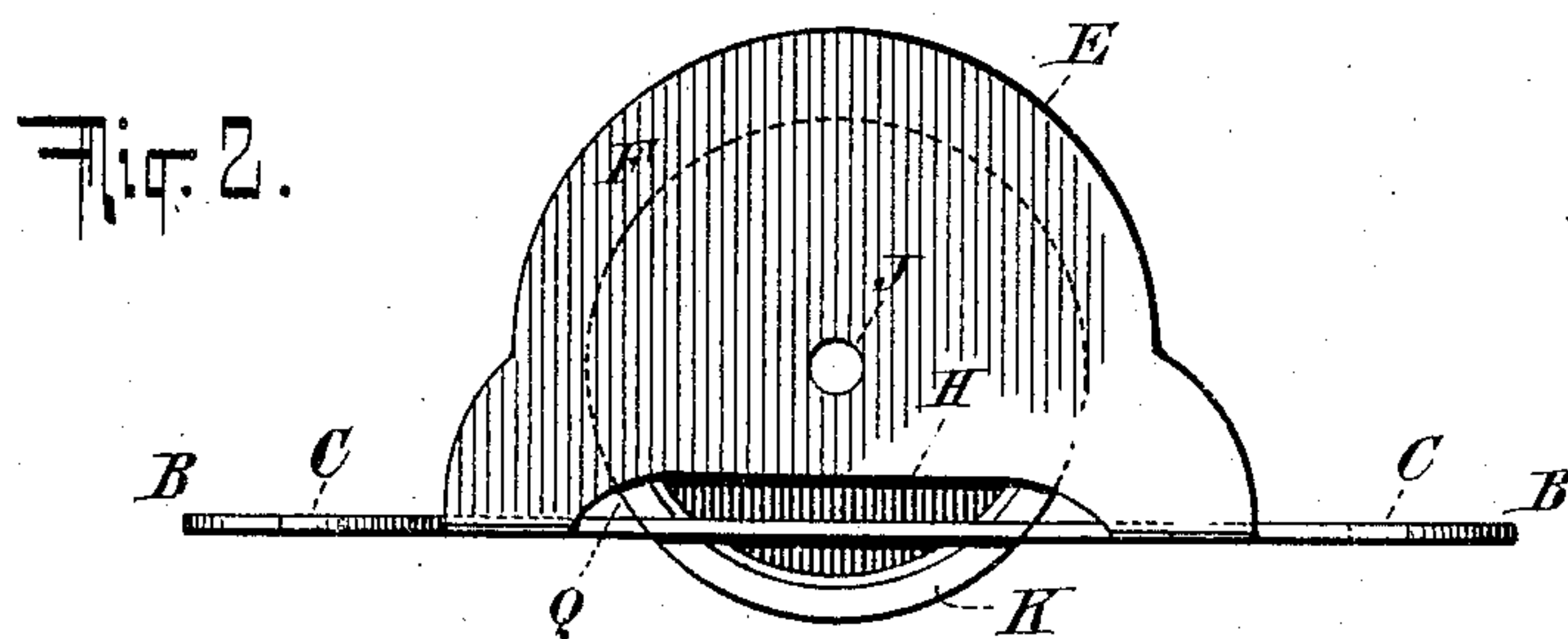
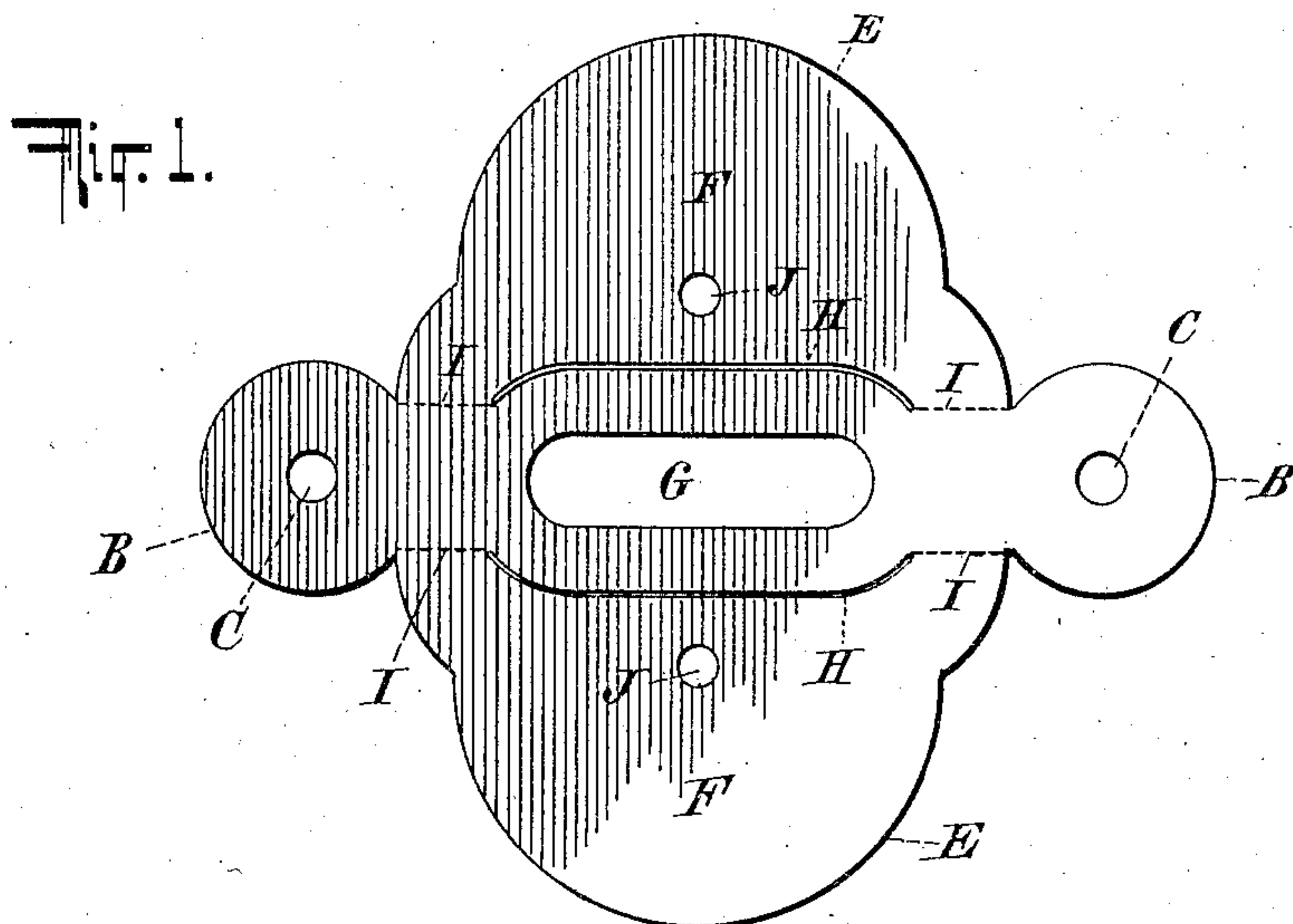


No. 788,361.

PATENTED APR. 25, 1905.

L. S. LACHMAN.
PULLEY FRAME.

APPLICATION FILED MAR. 4, 1904.



WITNESSES:

Gustav Dietrich.

Edwin H. Dietrich.

INVENTOR

Lawrence S. Lachman

BY

Bird & Tarbox
ATTORNEYS.

UNITED STATES PATENT OFFICE.

LAURENCE S. LACHMAN, OF NEW YORK, N. Y., ASSIGNOR TO PRESSED METAL MANUFACTURING COMPANY, A CORPORATION OF NEW JERSEY.

PULLEY-FRAME.

SPECIFICATION forming part of Letters Patent No. 788,361, dated April 25, 1905.

Application filed March 4, 1904. Serial No. 196,524.

To all whom it may concern:

Be it known that I, LAURENCE S. LACHMAN, a citizen of the United States, and a resident of the borough of Manhattan, city, county, and State of New York, have invented certain new and useful Improvements in Pulley-Frames, of which the following is a specification accompanied by drawings.

This invention relates to sheet-metal frames for pulleys, wheels, and the like; and its objects are to improve upon the construction of such sheet-metal frames made from one piece of metal by producing a strong, light, simple, and cheap article.

Further objects of the invention will hereinafter appear; and to these ends the invention consists of a sheet-metal pulley-frame for carrying out the above objects embodying the features of construction, combinations of elements, and arrangement of parts having the general mode of operation substantially as hereinafter fully described and claimed in this specification and shown in the accompanying drawings, in which—

Figure 1 is a plan view of a sheet of metal suitably cut and ready to be bent to the required shape to form the pulley-frame. Fig. 2 is a side elevation of the pulley-frame complete. Fig. 3 is a plan view of the same. Fig. 4 is a side elevation of a pulley-frame in actual use attached to the jamb of a window and supporting a pulley-wheel over which the chain or rope for the window passes.

Referring to the drawings, Fig. 1 represents a blank which has been cut on the lines B to form circular holding portions provided with apertures C for the holding screws or nails D, (shown in Fig. 4,) adapted to secure the frame in any desired position. The sheet of metal is also cut on the lines E to form the wings F, which are bent to form the supports for the bearings of the pulley or wheel when the frame is complete. The central portion of the sheet-metal frame is removed or cut out, leaving an elongated aperture G, through which the pulley or wheel is adapted to project when the device is in use. The metal is cut on the lines H at each side of the central aperture G. These slits or cuts H extend the

length of the full lines, as indicated, but do not extend along the dotted lines I, as shown. After the metal has been cut on the lines H the wings F are bent around along the dotted lines I into the position shown in Fig. 2 and substantially parallel with each other. Holes J are provided in the wings F for the bearings of the pulley-wheel K. When the wings F are bent upwardly transversely to the plane of the base portion of the frame, it will be seen that spaces Q are left between the base and the edges H of the wings upon which the metal has been cut. The portions P of the base remain flat in the plane of the base and in the finished device project out each side beyond the plane of the wings F.

In Fig. 4, L represents the jamb of a window, for instance, to which the frame A is secured, while the window-cord O passes over the wheel K to support the window on one side and the counterbalance-weight on the other.

According to this improved pulley-frame it will be seen that a light strong sheet-metal frame is obtained which may be made accurately to a given size, and any desired number of frames may be struck from the metal and formed into the desired shape, all of the same size without any variations between them. By reason of this fact the frame may be accurately fitted to the parts to which they are adapted, thereby facilitating construction and enabling the parts to be assembled more rapidly and accurately than heretofore with frames that are made from different parts secured together, as by rivets, or roughly cast from metal.

This improved pulley-frame is stronger than frames heretofore produced, and among its other advantages are the facts that it is designed from one piece of metal and still embodies all of the features which have been found desirable in frames hitherto made from a plurality of pieces of metal. The projecting base portions P at the outer sides of the wings F enable the frame to be centered and securely held in position and prevent breaking, twisting, and buckling.

Obviously some features of this invention

may be used without others, and the invention may be embodied in widely-varying forms.

Therefore, without limiting the invention
5 to the construction shown and described nor enumerating equivalents, I claim, and desire to obtain by Letters Patent, the following:

10 A frame for pulleys and wheels constructed from one piece of sheet metal, and comprising a base portion having a central aperture, the metal at each side of the central aperture being cut on curved lines forming wings attached to the base at each end of the

curved slits or cuts by portions of metal, said wings being bent substantially at right angles to the plane of the base to form bearings for the wheel, for substantially the purposes set forth. 15

In testimony whereof I have signed my name to this specification in the presence of two sub- 20 scribing witnesses.

LAURENCE S. LACHMAN.

Witnesses:

A. GORDON MURRAY,

O. MONROE MACMILLAN, Jr.