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H. ADELMANN

CLOTHESLINE PULLEY

Filed Jan. 24, 1923

Fig. 1.

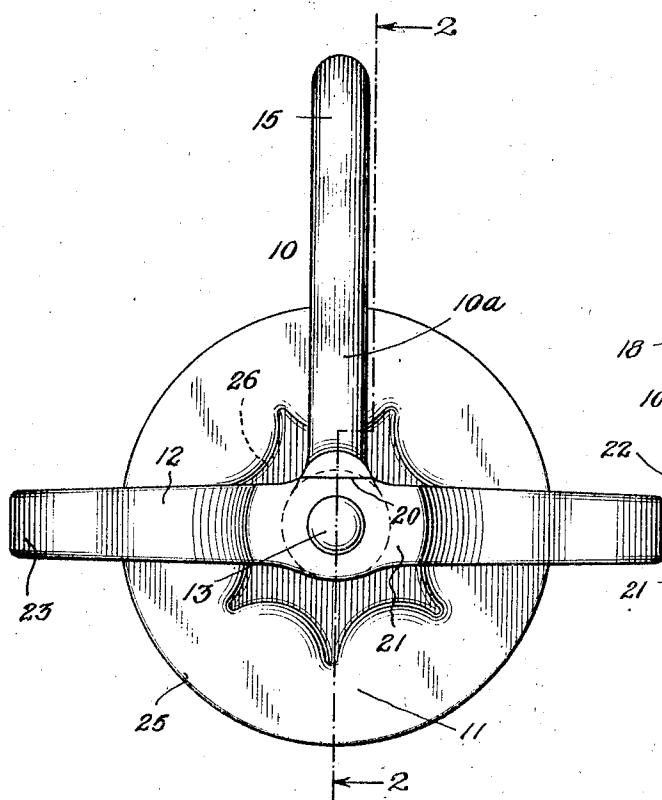


Fig. 2.

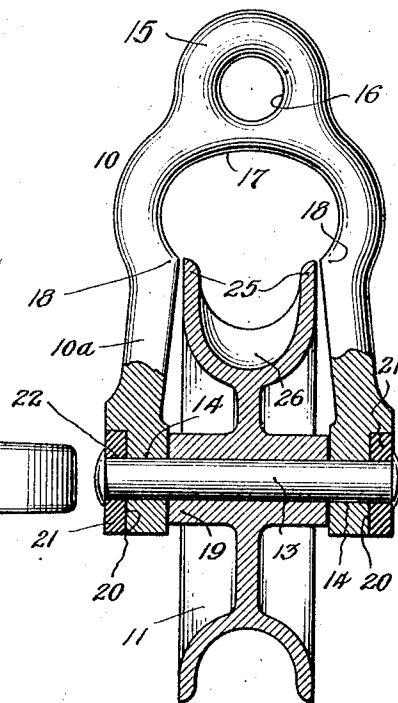
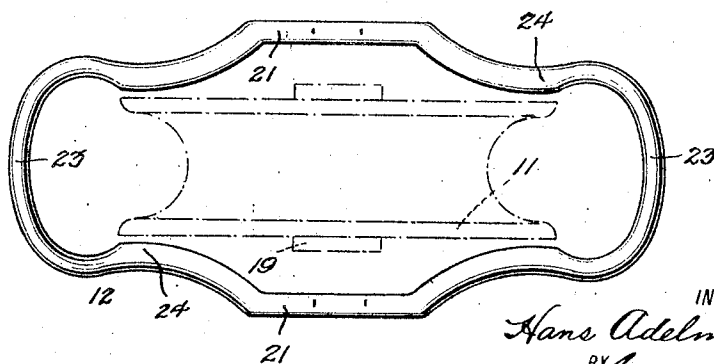


Fig. 3.



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CLOTHESLINE PULLEY.

Application filed January 24, 1923. Serial No. 614,528.

To all whom it may concern:

Be it known that I, HANS ADELMANN, a citizen of the United States, residing at New York city, borough of the Bronx, in the county of Bronx and State of New York, have invented certain new and useful Improvements in Clothesline Pulleys, of which the following is a specification.

This invention relates to pulleys such as are used for the hanging of endless clothes lines or other analogous ropes or cords.

Among the objects of the invention is to provide a pulley including a frame, so designed or constructed as to make it impossible for the line to become wedged between the wheel and the frame and which will permit free transmission through the frame of the knot or knots that may be formed in the line.

Another object of the invention is to provide an improved form of guard or shackle the plane of which is at right angles to that of the frame, and so constructed as to make it impossible for the line to become snarled or fouled while passing the wheel.

A still further object of the improvement is to improve the means for assembling the several parts of the pulley as to make it not only reliable and rigid but also of the neatest and most practical nature.

With the foregoing and other objects in view the invention consists in the arrangement and combination of parts hereinafter described and claimed, and while the invention is not restricted to the exact details of construction disclosed or suggested herein, still for the purpose of illustrating a practical embodiment thereof reference is had to the accompanying drawings, in which like reference characters designate the same parts in the several views, and in which—

Figure 1 is a side elevation of my improved pulley.

Fig. 2 is a vertical transverse section on the line 2—2 of Fig. 1.

Fig. 3 is a plan view of the shackle showing its preferred form and indicating in dot and dash lines its relation to the wheel.

By the term pulley as used herein I wish to be understood as covering the entire construction to avoid confusion of terms with respect to the wheel of the pulley.

Referring now more specifically to the drawings I show my improvement as comprising three and only three principal parts,

a frame 10, a wheel 11 journaled within the frame, and a shackle or line guard 12. These three parts are assembled and held permanently in fixed relation to one another by means of a pivot bolt 13, the ends of which are preferably upset to make as neat a construction as possible.

The frame comprises a structure of generally U-shape having two spaced leg portions 10^a terminating in bearings having aligned holes 14 through which the bolt 13 projects. The top or crotch portion 15 of the frame is provided with a hanger hole 16 next adjacent to which portion the sides of the frame are looped outward forming a large oval or curved opening 17 joined to the straight portions of the legs at shoulders or knees 18, the two knees being spaced from each other approximately the same distance as the width of the periphery of the wheel and directly between which knees the periphery of the wheel rolls. The leg portions of the frame diverge from said knees toward the pivot bolt, and located between the bearing portions of the legs is a hub portion 19 of the wheel, the ends of which are adapted to bear against one or the other of said bearing portions of the legs to prevent undue movement of the wheel lengthwise of the pivot.

The outer or remote sides of the bearing ends of the legs are recessed at 20 for the reception of the shackle 12. This member comprises two parallel sides 21 having holes 22 registering with the holes 14 and through which the pivot bolt passes as shown in Fig. 2. The depth and width of the recesses or notches formed in the legs corresponds exactly to the cross section of the flat portions 21 of the shackle so that the outer surface of each flat portion constitutes a continuation of the outer surface of the adjacent frame leg. Each flat portion of the shackle is locked in rigid position with respect to the plane of the frame at right angles, the upsetting of the pivot bolt serving to make the structure practically integral, but with the wheel free to spin around the pivot bolt. The end portions 23 of the shackle correspond approximately in shape to the opening 17 of the frame, leaving ample room for any knot formed in the line to pass freely there-through in either direction. The portions 24 of the shackle between the flat sides 21

and the loops 23 are bent inward into close proximity to the flanges 25 of the wheel.

As shown in Figs. 1 and 2 the body of the wheel is provided with a succession of pits 5 26 which are designed to receive the knots of the line and facilitate the passage of the line through the frame and shackle in conjunction with the openings and loops formed therein as above described.

10 A pulley made in accordance with this invention is unusually neat and reliable, being practically indestructible and so designed as to make it impossible for the line to catch while passing along the same or become detached from the pulley because of
15 any failure of the pulley.

I claim:

A clothes line pulley comprising a flat frame having two spaced legs terminating

in pivot ends, a wheel rotatable within the 20 frame, an endless shackle connected to the remote outside portions of the pivot ends of the frame at right angles to the plane of the frame, and a pivot bolt passing through the sides of the shackle, the ends of the 25 frame, and the hub of the wheel, holding said parts permanently together, the outside portions of the pivot ends of the frame being recessed to receive the side portions of the shackle, the cross section of the 30 shackle sides being the same as the depth and width of said recesses, and the end portions of the shackle being looped to form enlarged openings for the passage of knots formed in the line. 35

In testimony whereof I affix my signature.

HANS ADELMANN.