

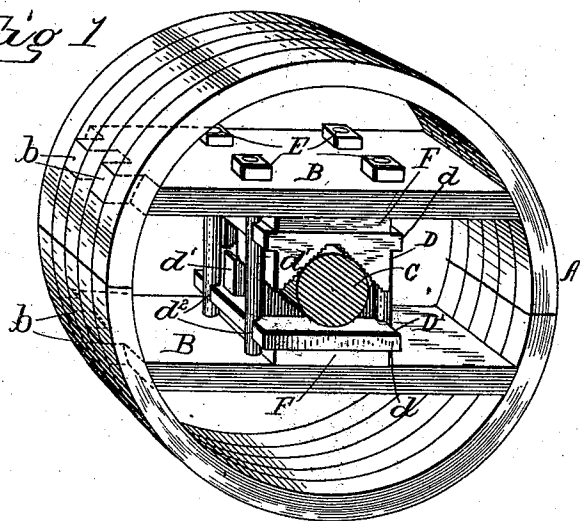
(No Model.)

W. S. MILLER.  
SPLIT PULLEY.

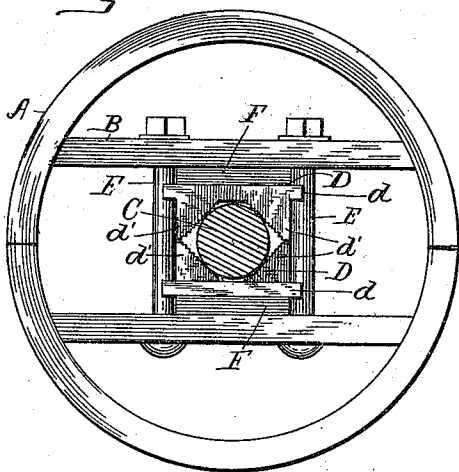
No. 502,310.

Patented Aug. 1, 1893.

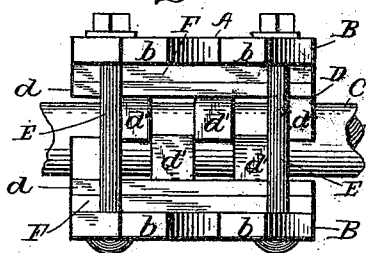
*Fig 1*



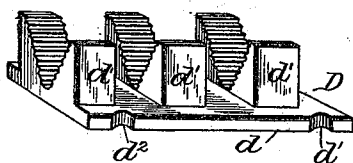
*Fig 2*



*Fig 3*



*Fig 4*



Witnesses

*M. S. Talbott*  
*M. A. Allen*

Inventor

*William S. Miller*  
By *L. S. Bacon*  
Attorney

# UNITED STATES PATENT OFFICE.

WILLIAM S. MILLER, OF MEYERSDALE, PENNSYLVANIA.

## SPLIT PULLEY.

SPECIFICATION forming part of Letters Patent No. 502,310, dated August 1, 1893.

Application filed August 26, 1892. Serial No. 444,031. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM S. MILLER, a citizen of the United States, residing at Meyersdale, in the county of Somerset and State of Pennsylvania, have invented certain new and useful Improvements in Split Pulleys; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to a new and useful improvement in split pulleys, and it consists in the construction and arrangement of parts hereinafter described and definitely pointed out in the claim.

The aim and purpose of this invention is the provision of improved means for uniting the segments or divided portions of the rims of wood or metal pulleys, and at the same time forming an effectual device for securing the pulley to the pulley shaft, which attaching means will be strong and durable. This object is obtained by the construction illustrated in the accompanying drawings, wherein like letters of reference indicate corresponding parts in the several views and in which—

Figure 1 is a perspective view of a pulley; a section of shaft, and the clamping blocks. Fig. 2 is end elevation of a pulley. Fig. 3 is a detail side view of the clamping blocks in position on the shaft. Fig. 4 is a detail perspective of a clamping block.

In the drawings A represents the pulley rim divided centrally into like parts, formed as is usual with recesses to receive the tongues or tenons *b* of the pulley arms B, which arms are located on opposite sides of the splits in the pulley above and below the shaft C.

D, D' are the clamping blocks, which are formed of any suitable material, having an elongated flat cap or base *d*, and formed with a series of integral ribs or tongues *d'* extending transversely to points adjacent to the edges of the caps, the respective ribs being arranged a short distance apart. These ribs are formed with V shaped grooves at or near their centers having serrated or stepped side walls forming gripping surfaces. The ribs or tongues *d'* are formed on the respective

caps alternately at different points and sufficiently far apart, to allow an interlocking of the same when the clamping blocks are adjusted to their proper positions on the shaft. By this means the clamping blocks are interlocked and all independent longitudinal movement prevented.

The edges of the caps *d* have semi-circular recesses *d<sup>2</sup>* formed in their sides near their ends, in which the binding bolts E rest after passing through the arms B. These bolts are provided with suitable nuts on their outer ends, as is usual in this form of device, and by passing the bolts into the recesses in the caps of the clamping blocks the latter are held firmly in place and all independent movement prevented.

Interposed between the inner faces of the arms and the outer faces of the clamping blocks are flat adjusting strips F. These strips adapt the blocks to shafts of different diameters, and the flat faces of the clamping blocks and arms are readily adjusted in place, and as the nuts on the bolts are forced up, the strips are tightly fixed in place. By the use of the elongated clamping blocks, and adjusting strips an even and regular pressure is brought on the shaft, resulting in little or no injury thereto.

It will be observed that by loosening the bolts the clamping blocks may be readily drawn out and replaced, and furthermore the construction is such that a direct uniform pressure is brought on opposite sides of the shaft.

I am aware that many minor changes in the construction and arrangement of the device can be made and substituted for those herein shown and described without in the least departing from the nature and principle of this invention.

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

In a split pulley, the combination with a rim and pulley arms, of elongated clamping blocks adapted to be arranged on opposite sides of a shaft and having flat outer faces and each provided on its inner face with a series of separated integral ribs having V-shaped grooves

therein formed with serrations, the ribs on one block being arranged directly opposite and adapted to enter the spaces between the ribs on the other block, the outer edges of the  
5 blocks having grooves therein and bolts passing through the arms and grooves, substantially as described.

In testimony whereof I affix my signature in presence of two witnesses.

WM. S. MILLER.

Witnesses:

ORVILLE W. BOYER,  
JOHN A. GLESSNER.