(No Model.)

T. CORSCADEN.

PULLEY.

No. 595,559. Patented Dec. 14, 1897.

Fig. 1.

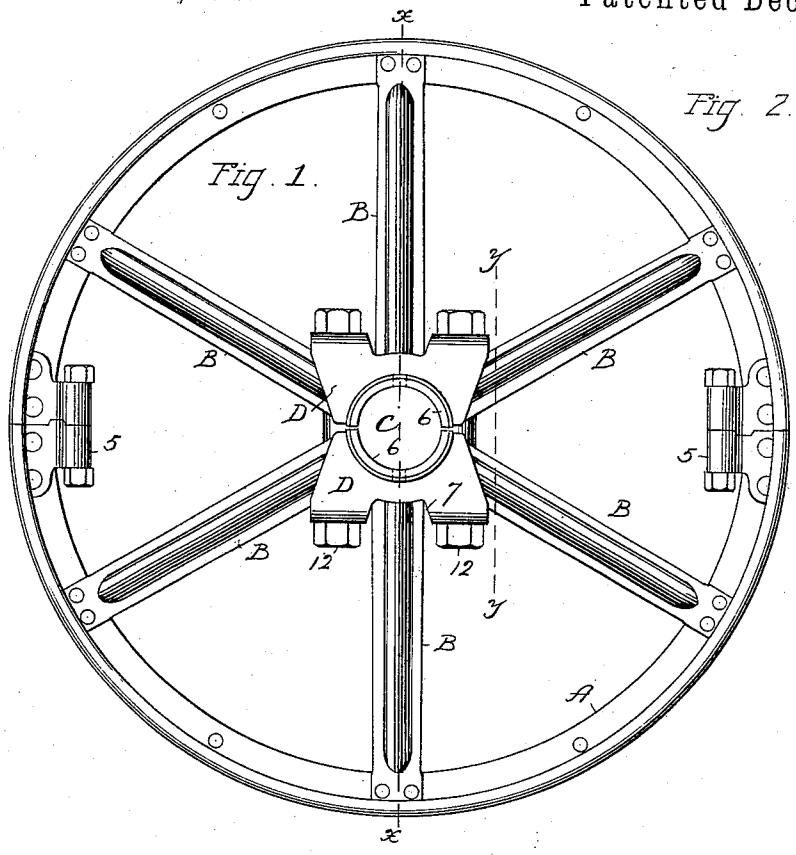


Fig. 2.

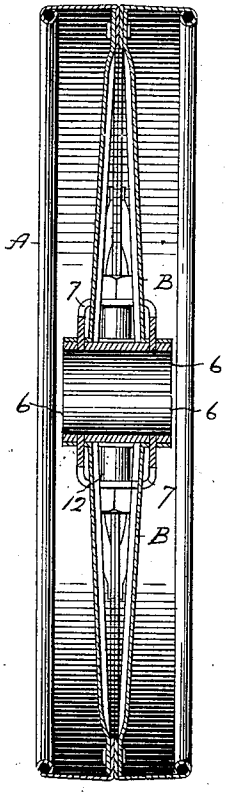


Fig. 3.

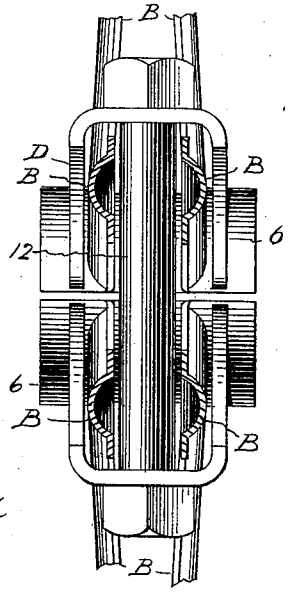
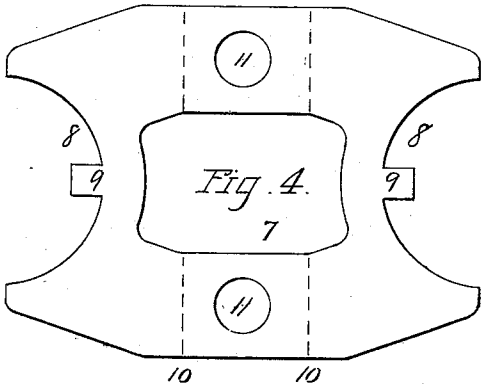


Fig. 4.



Witnesses
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UNITED STATES PATENT OFFICE.

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PULLEY.

SPECIFICATION forming part of Letters Patent No. 595,559, dated December 14, 1897.

Application filed May 11, 1897. Serial No. 636,000. (No model.)

To all whom it may concern:

Be it known that I, THOMAS CORSCADEN, a citizen of the United States, residing at New Britain, in the county of Hartford and State of Connecticut, have invented certain new and useful Improvements in Pulleys, of which the following is a specification.

My invention relates to improvements in pulleys; and the chief object of my invention is to provide a simple and efficient arrangement for clamping the two parts of the hub together for holding the pulley in place on a shaft.

In the accompanying drawings, Figure 1 is a side elevation of my pulley. Fig. 2 is a sectional view of the same on the line *x x* of Fig. 1. Fig. 3 is an enlarged sectional elevation of the middle portion of the same on the line *y y* of Fig. 1, and Fig. 4 is a plan view of the blank for the hub-clamp.

The improvement is more particularly applicable to divided pulleys, and, as shown, A designates the rim, B the spokes, and C the hub. The rim and the spokes are or may be of any ordinary construction, and, as shown, they are provided with the rim-bolt clamps 5.

My present improvement relates to the specific manner of forming the hub-clamps and their application to the pulley. The semi-cylindrical hub-shells 6 are substantially the same as I have heretofore employed, and the inner ends of the spoke-arms are turned outwardly to form partial hub-shells, which in connection with said shells 6 constitute the body of the hub. For a hub-clamp I first form a blank substantially as shown in Fig. 4, in which there are a central orifice 7 and two semicircular edge portions 8, as shown, preferably with a central lug 9, as shown. This hub-clamp is bent substantially on the lines 10, Fig. 4, so as to present in end view the form of a flattened and inverted **U**, as seen in Fig. 2, the said hub-clamp being designated by the letter D. The hub-clamp is also provided with suitable bolt-holes 11, Fig. 4. After forming the hub-clamp, as shown, and before the rim A is secured to the spokes B the hub-clamp is slipped over the middle spoke of each half of the pulley, the spoke passing through the middle orifice 7 of said hub-clamp. In securing the pulley upon the shaft the two parts are brought together and the hub-clamps are seated in place upon the ends of the hub, as shown, and with the central lugs 9 seated in suitable perforations in the hub, as indicated by broken lines in Fig. 1. In this position by an inspection of Figs. 2 and 3 it will be seen that the semicircular edge portions 8 8 of the hub-clamp rest the one upon one end of the hub and the other upon the other end of the hub, with the spokes lying between the two ends of the clamp, and for this reason I have designated this improvement as a "straddle" hub-clamp. The bolts 12 pass through the holes 11 in the top of the hub-clamp and then down between the two members of the spokes B, as best shown in Fig. 3, and by this construction I am enabled to make one clamp answer for both ends of the pulley-hub, thereby saving the expense of two clamps and two sets of bolts, and I also bring the bolts and clamps nearer to the middle of the pulley, where they are out of the way, thereby gaining a decided advantage over the employment of independent hub-clamps at each end of the pulley-hub.

I do not wish to confine myself to the precise details of construction, but reserve the right to make such changes as may fairly fall within the spirit and scope of my improvement.

I claim as my invention—

1. The herein-described hub-clamp, having a central perforation to receive the spoke-arm, and two bearing ends adapted to bear respectively upon the opposite ends of the pulley-hub, substantially as described and for the purpose specified.

2. In a divided pulley, the combination of the hub and spoke-arms with the straddle hub-clamps secured upon said arms, to span the length of the hub and clamp the hub upon its ends, outside of the spokes, substantially as described and for the purpose specified.

3. The combination of a pulley having spoke-arms arranged in pairs, separated from each other near the hub, and the clamps adapted to span the hub and bear upon the opposite ends thereof, and bolts for said hub-clamps passing through the ends thereof and between the two members of the spokes, substantially as described and for the purpose specified.

THOMAS CORSCADEN.

Witnesses:
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