

(No Model.)

A. AMSBURY.
CAM FOR STAMP MILLS.

No. 502,219.

Patented July 25, 1893.

Fig. 1.

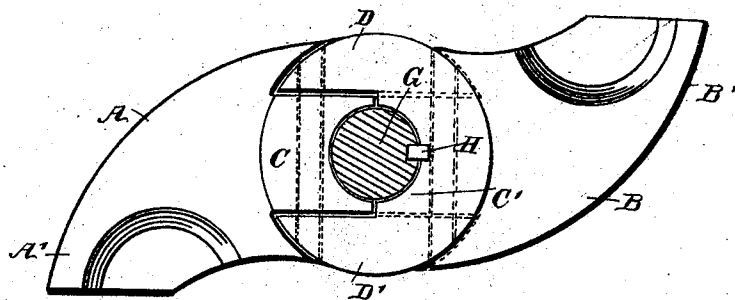


Fig. 2.

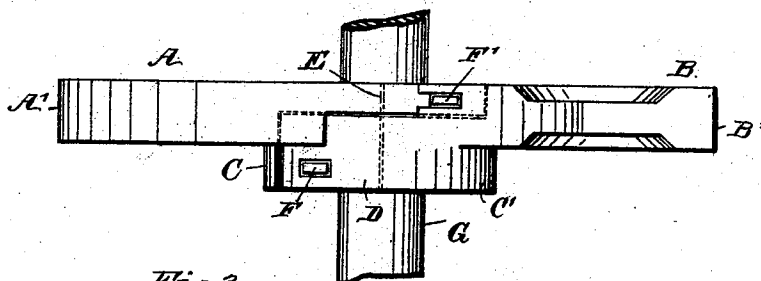


Fig. 3.

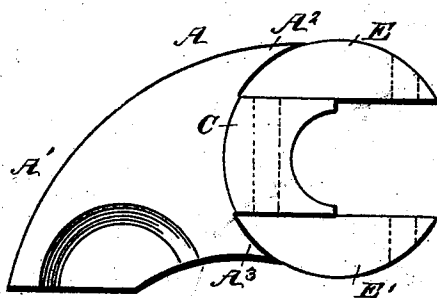


Fig. 5.

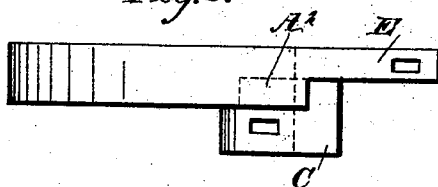


Fig. 4.

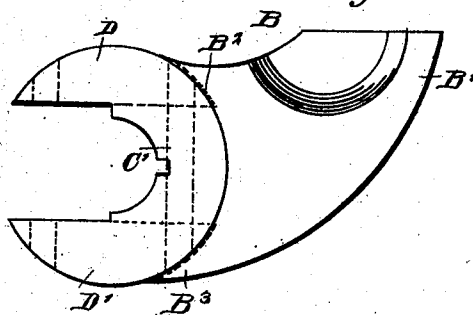
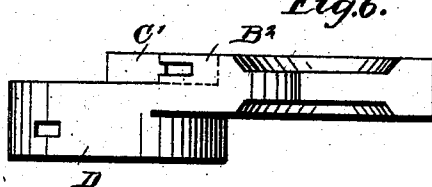


Fig. 6.



WITNESSES:

J. McCreale
C. Sedgwick

INVENTOR

A. Ambury
BY Munn & Co

ATTORNEYS.

UNITED STATES PATENT OFFICE.

ALBERT AMSBURY, OF KEYSTONE, SOUTH DAKOTA, ASSIGNOR OF ONE-HALF
TO EUGENE LITTLE, OF SAME PLACE.

CAM FOR STAMP-MILLS.

SPECIFICATION forming part of Letters Patent No. 502,219, dated July 25, 1893.

Application filed March 28, 1893. Serial No. 467,948. (No model.)

To all whom it may concern:

Be it known that I, ALBERT AMSBURY, of Keystone, in the county of Pennington and State of South Dakota, have invented a new and Improved Cam for Stamp-Mills, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved stamp mill cam, which is simple and durable in construction, and arranged for convenient application to the revolvable shaft, without disturbing the latter in its bearings or removing the other cams on the said shaft.

The invention consists of certain parts and details, and combinations of the same, as will be hereinafter described and then pointed out in the claim.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a face view of the improvement. Fig. 2 is a plan view of the same. Figs. 3 and 4 are face views of the cam sections detached; and Figs. 5 and 6 are plan views of the same.

The improved cam for stamp mills is composed of the two sections A and B, provided with the usual toe part A' and B' respectively, and with the heels C and C' respectively, forming the hub of the cam. From the heel C' extend parallel flanges D and D', adapted to engage, with their opposite faces, the top and bottom of part of the heel C, while the rear faces of the said flanges D and D' fit against flanges E and E' projecting from the top and bottom of the heel C. The front, rounded edges of the flanges D and D' are adapted to abut on shoulders A² and A³ respectively, formed on the cam section A above and below the heel C. In a like manner, the curved edges of the flanges E and E' fit on shoulders B² and B³ respectively on the cam section B. When the two cam sections are fitted together, as illustrated in Fig. 1, then the heel parts C and C' form a complete hub and are also interlocked one with the other by the flanges engaging the respective

parts, as shown. It is further understood that the flanges E and E' fit over part of the heel C', in a manner similar to that in which the flanges D and D' fit over part of the heel C.

In order to fasten the interlocking sections together, I provide two keys F and F', of which the key F passes through an aperture in the flange D and then through a corresponding registering aperture in the heel C, to finally pass through an aperture in the lower flange D'. The key F' passes through apertures in the flanges E, E', and a registering aperture in the heel C, as illustrated in the drawings.

The cam sections A and B are applied to the shaft G previous to interlocking the same, the two sections being fitted over the shaft from opposite sides and then pushed together to interlock with their several parts, as above described, care being taken that the heel C' engages, with its key-way, the key H on the shaft G. When the two sections are thus fitted, one on the other, and on the shaft G, then the keys F and F' are driven into their respective registering apertures, so as to fasten the two sections firmly together, at the same time fastening the sections on the shaft. In case one or both of the sections are broken, the respective section of the entire cam can be readily removed, by first removing the keys and then removing the respective section or sections and replacing the same by new ones of a like construction. It will be seen that by this arrangement any desired depth of hub can be given to the cam to securely hold the latter to the shaft, and the cam can be readily applied at any time without disturbing the shaft in its bearings, or the other cams held on the said shaft.

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

A two part cam consisting in the sections A B, provided with toes A' B', heels C C' recessed to fit the shaft and form the hub; the parallel flanges E E' projecting from the heel C, shoulders A² A³, at the bases of the said flanges, parallel flanges D D' projecting from

the heel C', receiving the heel C between their adjacent edges and lying face to face with the flanges E E' shoulders B² B³ at the base of flanges D D'; the extremities of the
5 flanges D D' and E E' projecting respectively under the shoulders A² A³ and B² B³, and the said heels having key ways or apertures registering with similar aligned ways or apertures through the respective pairs of flanges, substantially as set forth.

ALBERT AMSBURY.

Witnesses:

EUGENE LITTLE,
WILLIAM S. GREEN.