

(No Model.)

2 Sheets—Sheet 1.

D. G. REITZ.
SPLIT PULLEY.

No. 481,871.

Patented Aug. 30, 1892.

Fig. 1.

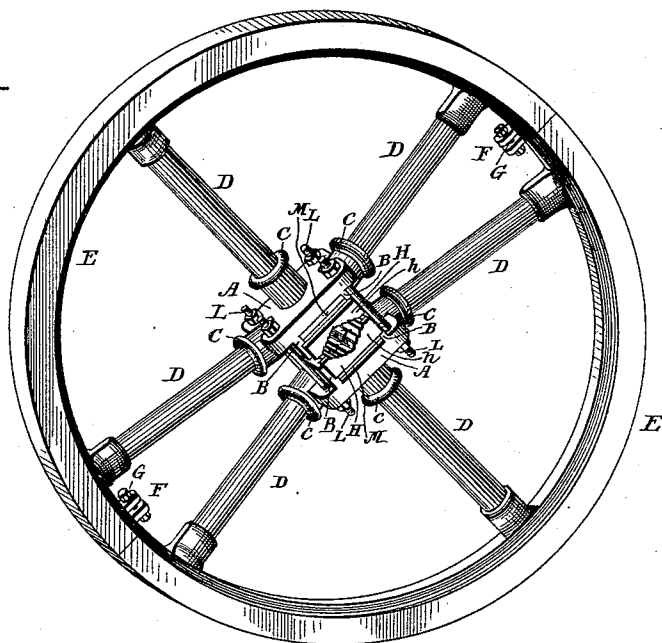
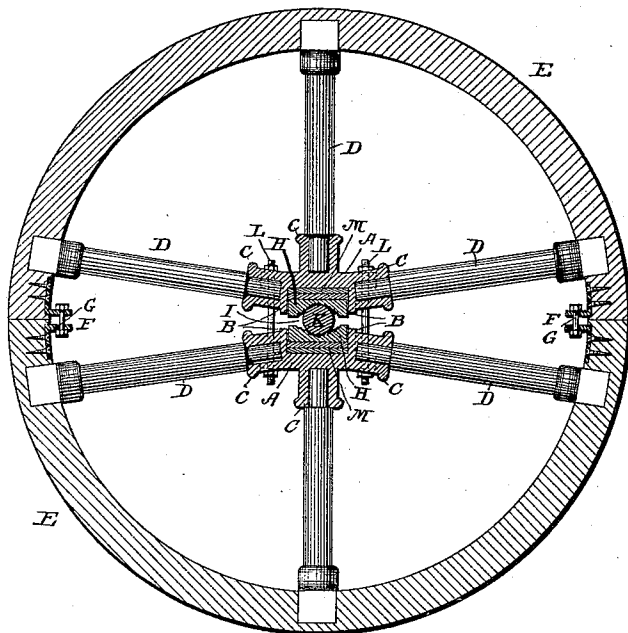


Fig. 2.



Witnesses

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2 Sheets—Sheet 2.

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Fig. 3.

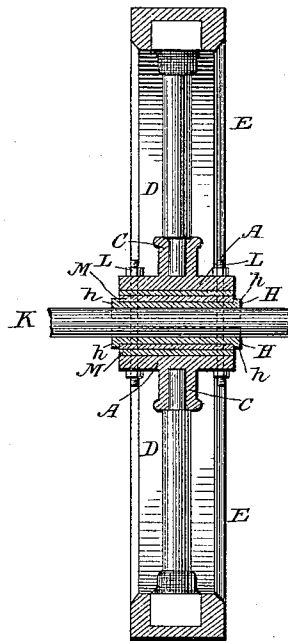


Fig. 4.

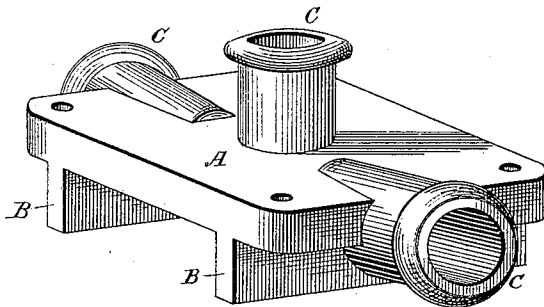
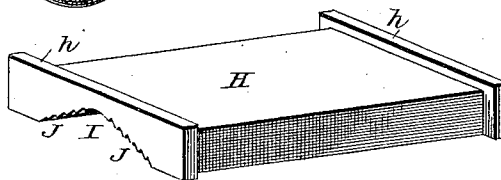


Fig. 5.



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UNITED STATES PATENT OFFICE.

DANIEL G. REITZ, OF BERLIN, PENNSYLVANIA, ASSIGNOR TO THE EUREKA
WOOD PULLEY COMPANY, OF SAME PLACE.

SPLIT PULLEY.

SPECIFICATION forming part of Letters Patent No. 481,871, dated August 30, 1892.

Application filed April 15, 1892. Serial No. 429,338. (No. model.)

To all whom it may concern:

Be it known that I, DANIEL G. REITZ, a citizen of the United States, residing at Berlin, in the county of Somerset and State of Pennsylvania, have invented a new and useful Split Pulley, of which the following is a specification.

This invention relates to split pulleys; and it has for its object to provide an improved wood split pulley, simple in construction, and inexpensive to manufacture.

To this end the invention provides a split pulley which may be secured on different sizes of shafting, so that the pulley will run true, while at the same time means are provided for readily and easily centering the pulley on the shafting.

The main object of the invention is to simplify and improve upon the construction of wood split pulleys.

With these and many other objects in view, which will readily appear as the nature of the invention is better understood, the same consists in the novel construction, combination, and arrangement of parts hereinafter more fully described, illustrated, and claimed.

In the accompanying drawings, Figure 1 is a perspective view of a split pulley constructed in accordance with this invention. Fig. 2 is a vertical transverse sectional view of the same. Fig. 3 is a vertical longitudinal sectional view. Fig. 4 is a detail in perspective of one of the hub section-plates. Fig. 5 is a similar view of one of the clamping blocks.

Referring to the accompanying drawings, A A represent the opposite hub sections or plates of the pulley-wheel, provided upon their faces facing each other with the parallel projecting flanges B, forming squared pockets or recesses between the flanges for the accommodation of the clamping devices to be presently described. Each of the hub-plates A are further provided with the integral side and top tubular spoke-sockets C, projecting outwardly and laterally from the sides and top of each plate, and receiving the inner ends of the pulley-spokes D. The other end of the pulley-spokes D are securely mortised in the half-rims E, forming one-half of the wheel or pulley. The half-rims E, encircling

the outer ends of the radiating spokes of each hub-section, are provided near their meeting end with the inner clamping-lugs F, which are engaged by the securing-bolts G. The said securing-bolts G, engaging the lugs F, securely clamp the half-rims E firmly together to form a continuous pulley-rim encircling the outer ends of the spokes projecting from each hub section or plate.

Loosely fitting and working in the pockets or recesses between the flanges B, projecting inwardly from each hub-plate, are the opposing clamping-blocks H. The said clamping-blocks H are provided with end flanges h, working over the outer ends of the flanges B to prevent the said blocks from being laterally displaced, and are further provided with the V-shaped clamping-grooves I. The said grooves I are provided with serrated grasping-faces J, which, when the said blocks are clamped onto the shaft K, bite the same and effectually prevent the wheel from slipping thereon, while at the same time allowing the pulley to be clamped true on the shaft.

Passing through each of the four corners of the hub plates or sections A are the clamping-bolts L, which when tightened draw the opposite hub sections or plates toward each other and securely clamp the clamping-blocks carried thereby onto the shaft and also provide means for the ready removal of the hub-sections from one shaft in order to place the wheel upon another shaft without the manipulation of a multiplicity of clamping-bolts and securing devices.

In order to adjust the pulley upon a shaft of smaller diameter than the clamping-blocks in each of the hub-plates will grasp, adjusting strips or blocks M may then be employed. Such strips or blocks M for each hub plate or section are cut of even thicknesses and are placed back of each clamping-block and within the recesses or pockets inclosed by the opposite flanges, so that the said clamping-blocks will be held off sufficiently from the hub-plates in order to tightly and firmly grasp the shaft when the clamping-bolts are manipulated. This construction avoids the use of complicated adjusting-bushings and other devices which render the pulleys more expensive

sive and less easily manipulated. Furthermore, by the construction described, it can be readily seen that the clamping-blocks are simple in construction and may be readily removed and replaced, while at the same time the said blocks are free from lugs or clamping-screws and are easily controlled by the four main bolts passing through the opposite corners of the hub-plates.

10 The construction, operation, and many advantages of the herein-described split pulley are thought to be apparent without further description.

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

1. In a split pulley, the opposite adjustable hub plates or sections having squared pockets or recesses, the spokes connected with each of said plates and the rim of the pulley, opposing clamping-blocks loosely fitting in said pockets or recesses and overlapping the open ends of the same, and adjusting strips or blocks removably inserted in said pockets or

recesses back of said clamping-blocks, substantially as set forth. 25

2. In a split pulley, the opposite hub-plates having parallel projecting flanges in from the edges thereof, and a series of integral tubular spoke-sockets projecting outwardly therefrom, the registering half-rims removably clamped together, the spokes tenoned in said rims and having their inner ends fitted in said sockets, opposing clamping-blocks loosely and adjustably mounted between said flanges and provided with V-shaped clamping-grooves, and end flanges overlapping the ends of the plate-flanges, and clamping-bolts passing through the corners of said hub-plates outside of the flanges thereof, substantially as set forth. 30 35 40

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

DANIEL G. REITZ.

Witnesses:

JACOB J. ZORN,

BENJAMIN F. RAYMAN.