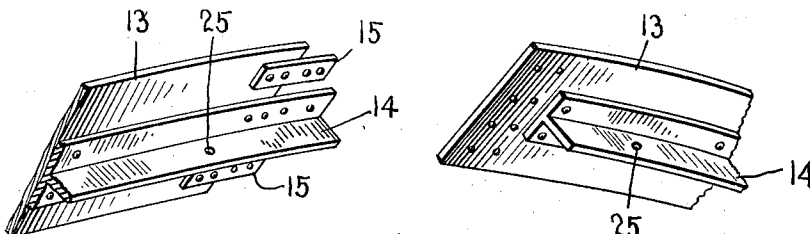
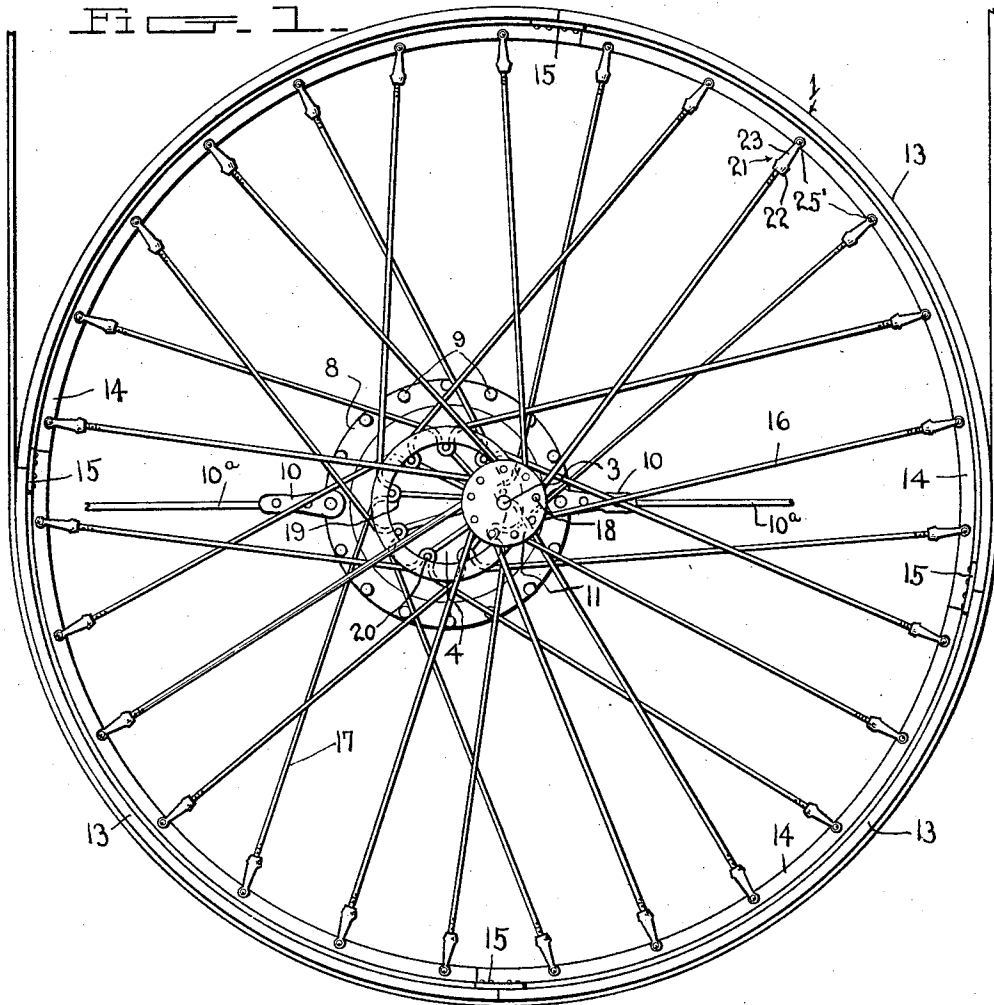


H. W. & D. R. BLAKESLEE.
BAND WHEEL FOR PUMPING MACHINES.
APPLICATION FILED MAR. 9, 1911.

1,033,753.

Patented July 23, 1912.

2 SHEETS-SHEET 1.



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FIG 2

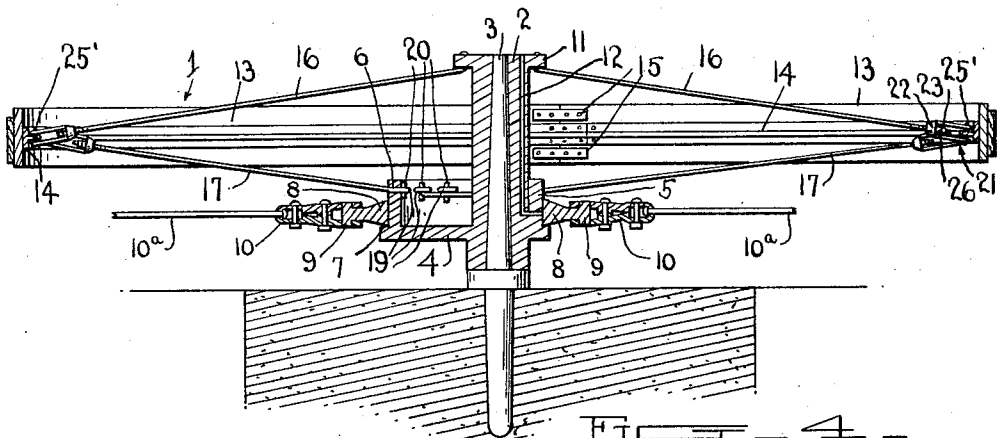
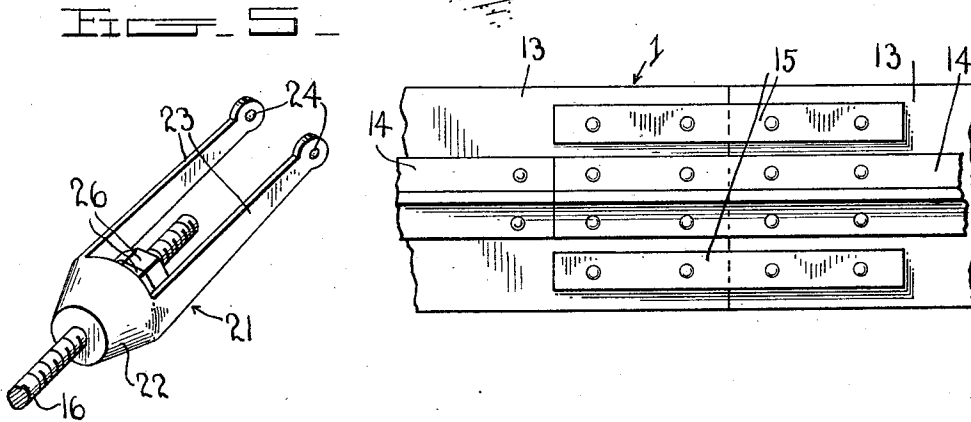


FIG 4



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UNITED STATES PATENT OFFICE.

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BAND-WHEEL FOR PUMPING-MACHINES.

1,033,753.

Specification of Letters Patent.

Patented July 23, 1912.

Application filed March 9, 1911. Serial No. 613,377.

To all whom it may concern:

Be it known that we, HENRY W. BLAKESLEE and DANIEL R. BLAKESLEE, citizens of the United States, residing at Nowata, in the county of Nowata and State of Oklahoma, have invented certain new and useful Improvements in Band-Wheels for Pumping-Machines; and we do 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 improvements in band wheels for pumping mechanism for oil wells.

One object of the invention is to improve the construction of pumping mechanism shown in U. S. Patent No. 892,354 granted June 30, 1908.

Another object is to provide a power mechanism provided with an improved construction of power or band wheel having a rim formed in sections and provided with means for detachably securing said sections together whereby they may be taken apart to permit the removal of the wheel when desired.

A further object is to provide an improved means for adjustably and detachably securing the spokes to the rim of the wheel.

With these and other objects in view, the invention consists of certain novel features of construction, combination and arrangement of parts as will be more fully described and particularly pointed out in the appended claim.

In the accompanying drawings: Figure 1 is a plan view of a power wheel constructed in accordance with the invention; Fig. 2 is a central vertical section of the same; Fig. 3 is a detail perspective view of the adjoining ends of two sections of the wheel rim showing the manner in which the ends are detachably secured together; Fig. 4 is an inner side view of the adjoining ends of two sections of the rim showing the same fastened together; Fig. 5 is a detail perspective view of the outer end of one of the spokes showing the construction of the clevis for securing the ends of the spokes to the rim.

Referring more particularly to the drawings, 1 denotes the band or power wheel of my improved pumping mechanism, said

wheel comprising a hub 2 which is revolvably mounted on a suitable shaft 3 arranged as shown in Fig. 2 of the drawings or in any other suitable manner. On the lower portion of the hub is formed an eccentric 4 having arranged thereon an upwardly-projecting concentric flange 5 provided with a series of transversely-disposed passages 6. The lower edge of the eccentric 4 projects a suitable distance beyond the flange 5 and forms an annular seat 7 with which is engaged an eccentric ring 8 having formed on its opposite sides adjacent to its outer edge annular studs 9 with which are engaged clevises 10 by means of which the pumping rods 10^a are connected to the pumping mechanism. On the upper end of the hub 2 is formed an annular flange 11 to which is adapted to be connected the inner ends of the upper series of wheel spokes as will be hereinafter more fully described. In the hub 2 is formed an oil port or passage 12 through which oil may be introduced to the bearing surfaces of the eccentric ring and flange 5.

The wheel 1 is provided with a rim 13 constructed of a series of segmental sections in the form of flat metal strips or plates. To the inner sides of the sections of the rim are riveted or otherwise secured segmental T-iron reinforcing strips 14. One end of the strips 14 of each of the rim sections projects a short distance beyond one end of the section while the opposite end of the T-iron strip terminates short of this end of the plate or section of the rim a distance corresponding to the length of the projecting end of the T-iron strip at the opposite end of the plate. By this arrangement when the ends of the sections of the rim are brought together into operative engagement the projecting ends of the T-iron reinforcing strips will lap over the inner side of the adjacent ends of the segmental plates of the rims and into engagement with the end of the T-iron strip of this rim section as clearly shown in Figs. 3 and 4 of the drawings. After thus being brought together the overlapping ends of the reinforcing strips are riveted to the adjoining ends of the segmental plates forming the rim. The plates of the rim are further secured together by cleats 15 riveted to the inner sides of said ends of the plates on the opposite sides of the T-iron reinforcing

ing strip. By thus fastening the ends of the rim sections together they may be readily separated by cutting off the heads of the rivets which secure the cleats and projecting ends of the reinforcing strips to the plates.

The wheel is provided with an upper series of spokes 16 and a lower series of spokes 17. The inner ends of the spokes 16 are bent at an angle and engaged with a series of transverse passages 18 formed in the flange 11 of the hub, said angularly bent inner ends of the spokes being headed against the outer side of the flange 11 thus preventing the disengagement of the inner ends of the spokes from the hub. The lower series of spokes 17 are of double form or consist of rods bent midway between their ends to form fastening loops 19, said loops being engaged with the spoke passages 6 in the flange 5 of the eccentric and through the inner projecting ends of the loops 19 are inserted fastening pins 20 whereby the loops and inner ends of the spokes 17 are securely fastened to the eccentric. The spokes 17 when thus arranged will be tangent to the eccentric as clearly shown in Fig. 1 of the drawings.

The outer ends of the spokes 16 and 17 are threaded and loosely engaged with said outer threaded ends are clevises 21 comprising centrally-apertured heads 22 through which the threaded ends of the spokes pass and forked ends comprising parallel arms or rim engaging members 23 which are adapted to engage the opposite sides of the inwardly-projecting flange of the T-iron reinforcing strip, said arms 23 having in their outer ends transverse bolt holes 24 through which and through similar holes 25 in the T-iron strips 14 are inserted fastening bolts or rivets 25' whereby the clevises are secured to the rims of the wheel. On the threaded ends of the spokes between the arms 23 of the clevises are arranged spoke fastening and adjusting nuts 26 which are adapted to be screwed up on the ends of the spokes and into engagement with the heads of the clevises whereby the spokes are drawn up tight and firmly secured to the rim of the wheel.

From the foregoing description taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation. Various changes in the form, proportion and the minor details of construction may

be resorted to without departing from the principle or sacrificing any of the advantages of the invention as defined in the appended claim.

Having thus described our invention, what we claim is:

A band wheel for pumping machines comprising a hub, a rim composed of a plurality of segmental sections adapted to be detachably connected, segmental-shaped reinforcing members permanently secured to the sections and of substantially the same length as the latter, one end of each of which members overlaps one end of the adjacent section to be connected, said members being of T-shape in cross section and having their oppositely projecting flanges engaged with and riveted to the central portion of the rim sections, the third flanges of the T-shaped members projecting inwardly and formed at intervals with openings, additional reinforcing strips permanently secured to one end of the sections on either side of the T-shaped reinforcing members with their ends terminating on a line with the projecting ends of the same, fastenings passed through said sections and through said members and plates for detachably connecting the ends of the sections of the rim, clevises having forked ends embracing the opposite sides of the inwardly projecting flanges of the reinforcing members, the ends of the fork having openings to aline with the openings in said inwardly projecting flanges, fastenings passed through the alined openings to hingedly and removably attach the clevises to the device at equally spaced distances, spokes having their inner ends attached to the hub and their outer screw threaded ends freely passing through openings in the heads of the clevises, and projecting between the forked ends of same, and nuts adjustable upon the screw threaded ends of the spokes and bindingly brought in contact with the inner flat surfaces of the heads of the clevises within the forks thereof, whereby the parts are rigidly drawn together.

In testimony whereof we have hereunto set our hands in presence of two subscribing witnesses.

HENRY W. BLAKESLEE.
DANIEL R. BLAKESLEE.

Witnesses:

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CATHERINE E. McKEEHEEN.