(No Model.)

J. J. WALTON.

THIMBLE FOR SHIPS' RIGGING.

No. 438,904. Patented Oct. 21, 1890.

Fig. 1

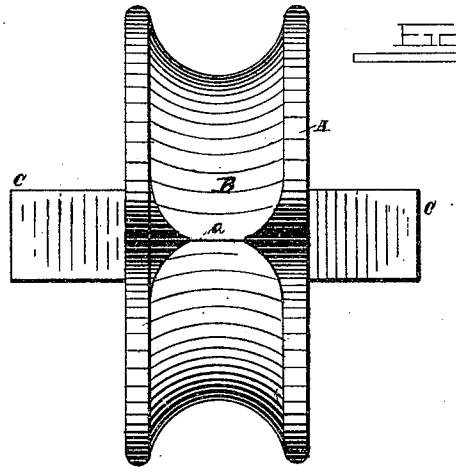


Fig. 2

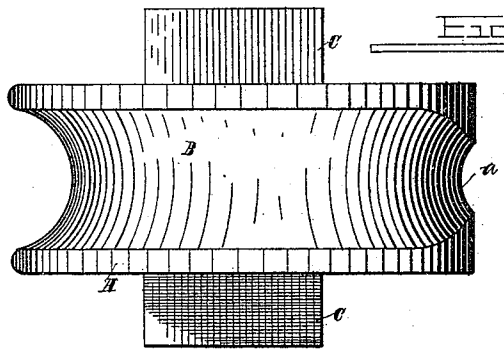
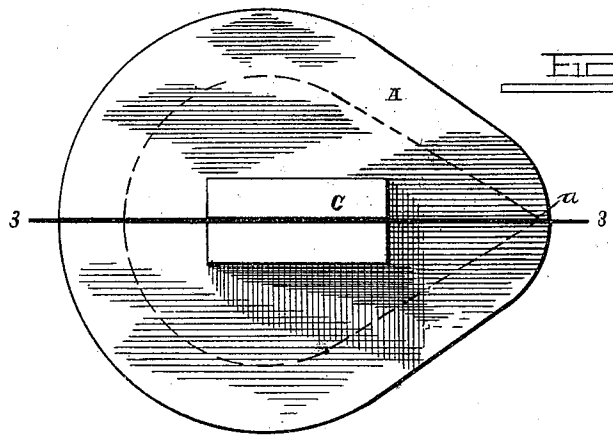


Fig. 3



WITNESSES

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UNITED STATES PATENT OFFICE.

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THIMBLE FOR SHIP'S RIGGING.

SPECIFICATION forming part of Letters Patent No. 438,904, dated October 21, 1890.

Application filed March 26, 1890. Serial No. 345,391. (No model.)

To all whom it may concern:

Be it known that I, JOSEPH J. WALTON, of Newark, in the county of Essex and State of New Jersey, have invented certain new and useful Improvements in Thimbles for Ship's Rigging; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification, in which—

Figure 1 is an edge view of my improved thimble. Fig. 2 is a top view thereof; Fig. 3, a side view.

This invention is an improvement in thimbles for use in rigging ships; and it consists in the peculiar and novel construction of thimbles, as hereinafter described.

Referring by letters to the drawings, A designates a pendulous-shaped metallic casting forming the thimble proper, being flattened on its sides and having a semicircular groove or channel B in its edge or around its periphery. This channel terminates at the apex of the thimble, the extremities of the channel meeting at an acute angle, as at *a*, so that a rope or cable resting in the channel can be bound tightly therein at all points, and the thimble be securely held and prevented from turning in the loop of the rope therearound. From the opposite flattened sides of the thimble project studs C C. These are rectangular in cross-section and are directly opposite each other, and are intended to take the place of the binding-pin usually inserted through an opening in the thimble in making it fast to a loop in the end of a free cable. The studs are not square, however, their greatest diameter lying in the same plane as the greatest diameter of the thimble, as indicated by the dotted line 3 3 on Fig. 3, and the shortest diameter of the studs being at right angles to line 3 3 and parallel with the shortest diameter of the thimble.

I am aware that pear-shaped thimbles grooved on their periphery, and oval-shaped thimbles, also grooved, have been used. Therefore

What I claim as new is—

The herein-described thimble for ship's rigging, &c., consisting of a pendulous-shaped casting having a groove or channel in its periphery, its sides flattened, and rectangular studs projecting from the opposite sides of the thimble in line with each other and cast integral with the thimble, the longest diameter of the studs being in line with the longest diameter of the thimble, all substantially as and for the purpose specified.

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

JOSEPH J. WALTON.

Witnesses:

W. H. MITCHELL,

H. S. MITCHELL.