# G. Wilson,

## Tackle Block.

No. 52,874. Patented Feb. 27, 1866.

Fig. 4.

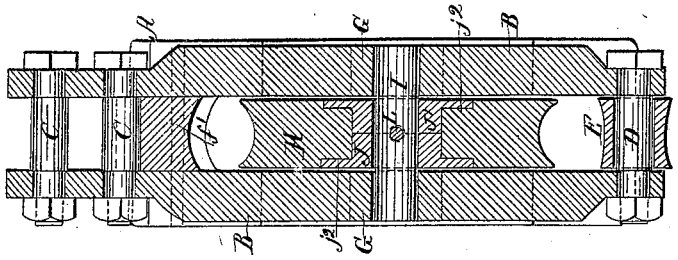


Fig. 3.

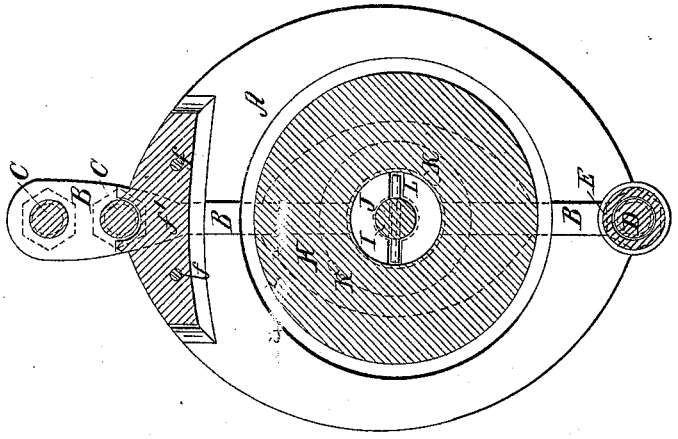


Fig. 2.

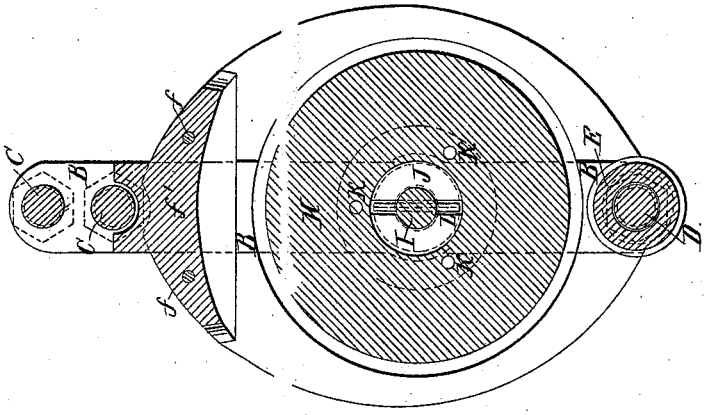
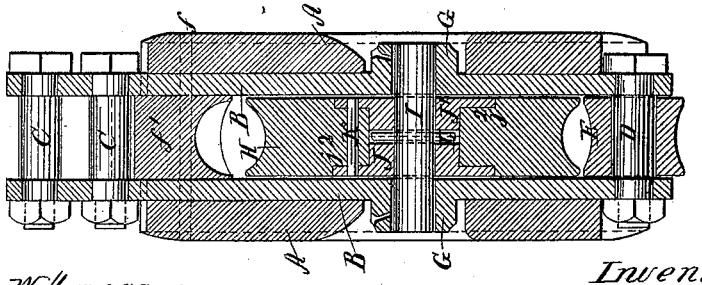


Fig. 1.



Witnesses;
H. C. Forbush
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Inventor;
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# UNITED STATES PATENT OFFICE.

GEORGE MILSOM, OF BUFFALO, NEW YORK.

## TACKLE-BLOCK.

Specification forming part of Letters Patent No. **52,874**, dated February 27, 1866.

*To all whom it may concern:*

Be it known that I, GEORGE MILSOM, of the city of Buffalo, county of Erie, and State of New York, assignor to GEO. MILSOM, HENRY SPENDELOW, and GEO. V. WATSON, of the same place, have invented a new and Improved Tackle-Block; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure I is a vertical section. Fig. II is a transverse section. Fig. III is a vertical section of a block of slightly different or modified construction, and Fig. IV is a transverse section thereof.

The nature of this invention consists, first, in forming a journal-bearing in the iron straps or frame for the shaft of the sheave to run in; second, in the application of a friction-pulley at the lower end of the block; third, in making the sheave fast to its shaft, in combination with journal-bearings in the iron frame, so that the shaft will revolve in said bearings; fourth, in an improved bush or manner of fastening the sheave to its shaft.

Letters of like name and kind refer to like parts in each of the figures.

A represents the cheek-piece or shell of the block, made of hard wood. That represented in Fig. III has a less quantity of wood than the other, there being a large central space.

B represents wrought-iron straps, which are firmly riveted or bolted to the cheek-pieces. These straps extend above the cheek-pieces sufficiently to receive two bolts, C. They also extend below far enough to receive the bolt D and friction-pulley E. These three bolts hold the straps and cheek-pieces securely together. Other small bolts or rivets *f* pass through the cheek-pieces and the top filling-piece, *f'*.

A hook may be connected with the lower bolt, D, and with the upper bolt, C, if need be.

The iron straps are projected laterally in the form of a hub, as shown at G, in order to form a journal-bearing for the shaft or axle of the sheave to run in. This projecting hub, together with the thickness of the strap, forms a long and ample bearing for the sheave-axle, so that the axle will run smooth and true therein and be capable of resisting any strain which may be brought upon the sheave.

H represents the sheave. This is made fast to its shaft or axle I by means of the bush or fastening-pieces J J'. These pieces have a sort of hub, which slips onto the axle I, and a flange, $J^2$, for fastening the same to the sheave by screws K. At about the center of the sheave a pin, L, is put through the shaft, projecting on either side thereof, as shown, and a groove is made diametrically in the hub part of both the fastening-pieces J J', so that the pin will just fill those grooves, by which means these pieces are made fast to the shaft. This mode of fastening the sheave to the shaft is very secure and permanent, and, instead of revolving the sheave upon the shaft, the shaft with the sheave revolves in its journal-bearings in the iron straps. This makes a much stronger and more durable block than any block heretofore in use.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The combination of journal-bearings formed in the iron straps B and projecting hub G with a sheave, H, made fast on the shaft I, for the purposes set forth.

2. Making the sheave fast to its axle by means of the bush or fastening-pieces J J and pin L, for the purposes and substantially as set forth.

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Witnesses:
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