(No Model.)

J. HENDERSON.

SNATCH BLOCK.

No. 458,658. Patented Sept. 1, 1891.

Fig. 1.

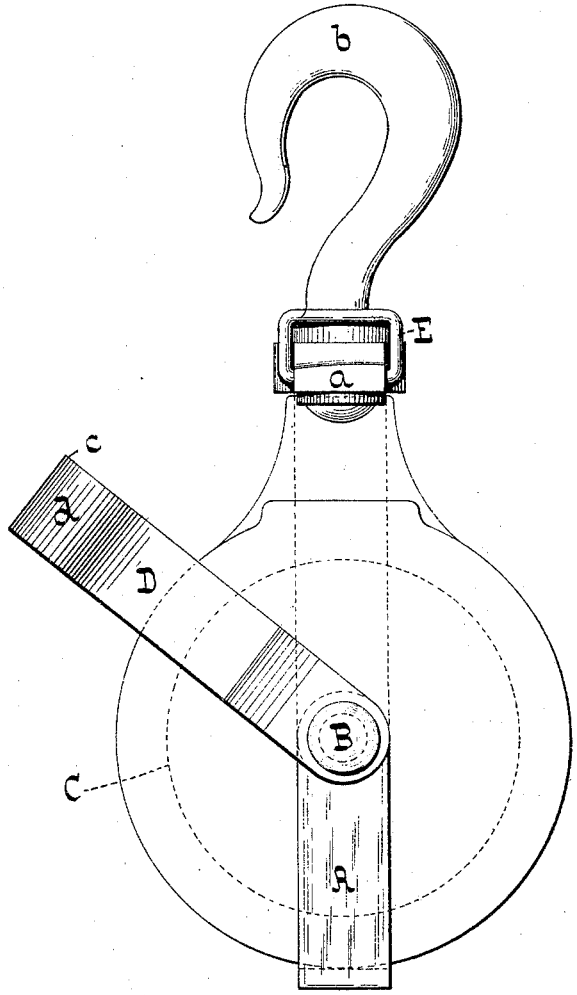
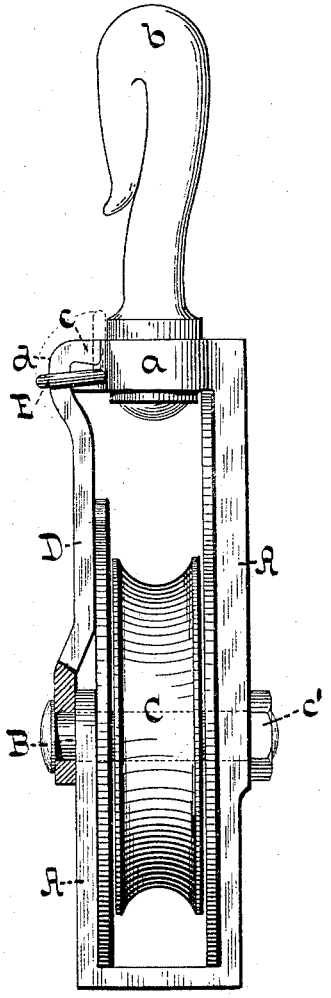


Fig. 2.



WITNESSES:

W. A. Bristol

A. Faber du Faur

INVENTOR

BY John Henderson.

A. Faber du Faur

his ATTORNEY

UNITED STATES PATENT OFFICE.

JOHN HENDERSON, OF HOBOKEN, NEW JERSEY.

SNATCH-BLOCK.

SPECIFICATION forming part of Letters Patent No. 458,658, dated September 1, 1891.

Application filed May 2, 1891. Serial No. 391,412. (No model.)

To all whom it may concern:

Be it known that I, JOHN HENDERSON, a subject of the Queen of Great Britain, and a resident of Hoboken, in the county of Hudson and State of New Jersey, have invented certain new and useful Improvements in Snatch-Blocks, of which the following is a specification.

My invention has reference to improvements in snatch-blocks, and particularly to that class that opens at the side for the introduction of the rope or chain; and it has for its object to obtain extreme security and rigidity of construction combined with simplicity and also ease of repair.

To this end my invention consists, essentially, in combining with a frame, open at one side, a strap which is adapted to swing laterally about the sheave-axle and to overlap the bridge of the frame with its upper or free end, and means for securing the free end of the strap to the bridge, all of which is more fully pointed out in the following specification and claims and illustrated in the accompanying drawings, in which—

Figure 1 represents a face view of a snatch-block constructed according to my invention, the strap being turned to one side for the insertion or removal of the rope or chain. Fig. 2 is a side elevation showing the strap closed and locked.

Similar letters indicate corresponding parts.

In the drawings, the letter A designates the frame, the lower portion of which is **U**-shaped to support the opposite ends of the sheave-axle B, upon which is mounted to run loosely the sheave C. The upper end of the frame terminates in a bridge *a*, to which is secured the hook *b*. The open side of the frame between the sheave-axle B and the bridge *a* is closed by a strap D, which turns about the axle as a pivot, its upper end being arranged to engage with the bridge. The axle B, for the purpose of acting as a pivot for the strap D, is made somewhat longer than usual and is secured by a nut *c'* engaging its end. The strap may be held from lateral movement by any suitable means—such, for instance, as the buckle E, which embraces the upper end of the former and is secured in the bridge. To throw the strain caused by the load directly upon the bridge and not upon the fastening device or buckle E, the upper end of the strap D is turned inwardly at approximately right angles or provided with a projection, as *c*, Fig. 2, which is adapted to overlap the recessed outer end of the bridge *a*. The contact-surfaces of the overlapping parts of the bridge and strap are beveled, as shown in Fig. 2, to prevent the strap from spreading outwardly under the action of the load, and, furthermore, said contact-surfaces, instead of being formed concentric with the axis of the strap, may be made eccentric, as shown in Fig. 1, whereby the strap is caused to wedge itself upon the bridge when closed. It is now evident that in case of breakage of the strap a new one can be readily substituted by simply removing the axle, while, when in use, the block is perfectly rigid.

In the example illustrated in the drawings I have also shown the outer surface of the upper end of the strap cam-shaped or curved, as at *d*, so that the buckle will bind upon the strap and thereby prevent the former from accidentally working loose.

The frame of the snatch-block may be made of any suitable material. In the present instance I have illustrated and described it as made of metal. However, the same structure could be embodied in a wooden block with slight modifications.

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

1. A snatch-block embodying in its structure a strap pivoted to the sheave-axle to swing laterally and a buckle pivoted to the frame and adapted to engage with the upper end of the strap, substantially as described.

2. A snatch-block embodying in its structure a strap pivoted to the sheave-axle to swing laterally and having its free end bent at approximately right angles to extend over the bridge and a fastening device, substantially as described.

3. A snatch-block embodying in its structure a strap pivoted to the sheave-axle to swing laterally and having its free end provided with an outer cam surface and a buckle hinged to the bridge of the frame and adapted to embrace the strap at its cam-shaped portion, substantially as described.

4. A snatch-block embodying in its struct-

ure a strap pivoted to the sheave-axle and having its free end bent over at approximately right angles to extend over the bridge, the contact-surfaces of the bridge and strap being beveled, and a fastening device, substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 28th day of April, 1891.

JOHN HENDERSON.

Witnesses:
A. FABER DU FAUR,
G. H. F. MEYER.