

T. H. WOOD.
Thill-Coupling.

No 68,274.

Patented Aug. 27, 1867.

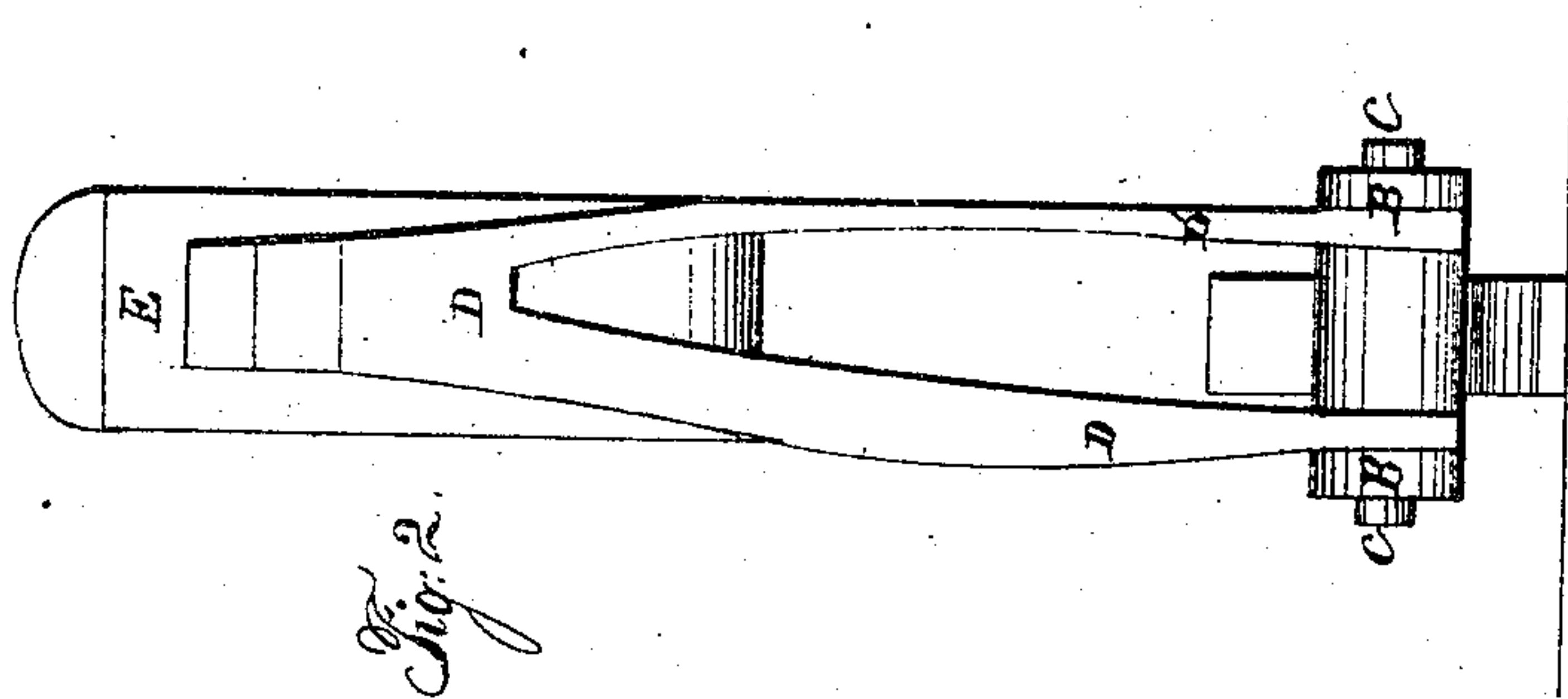


Fig. 2.

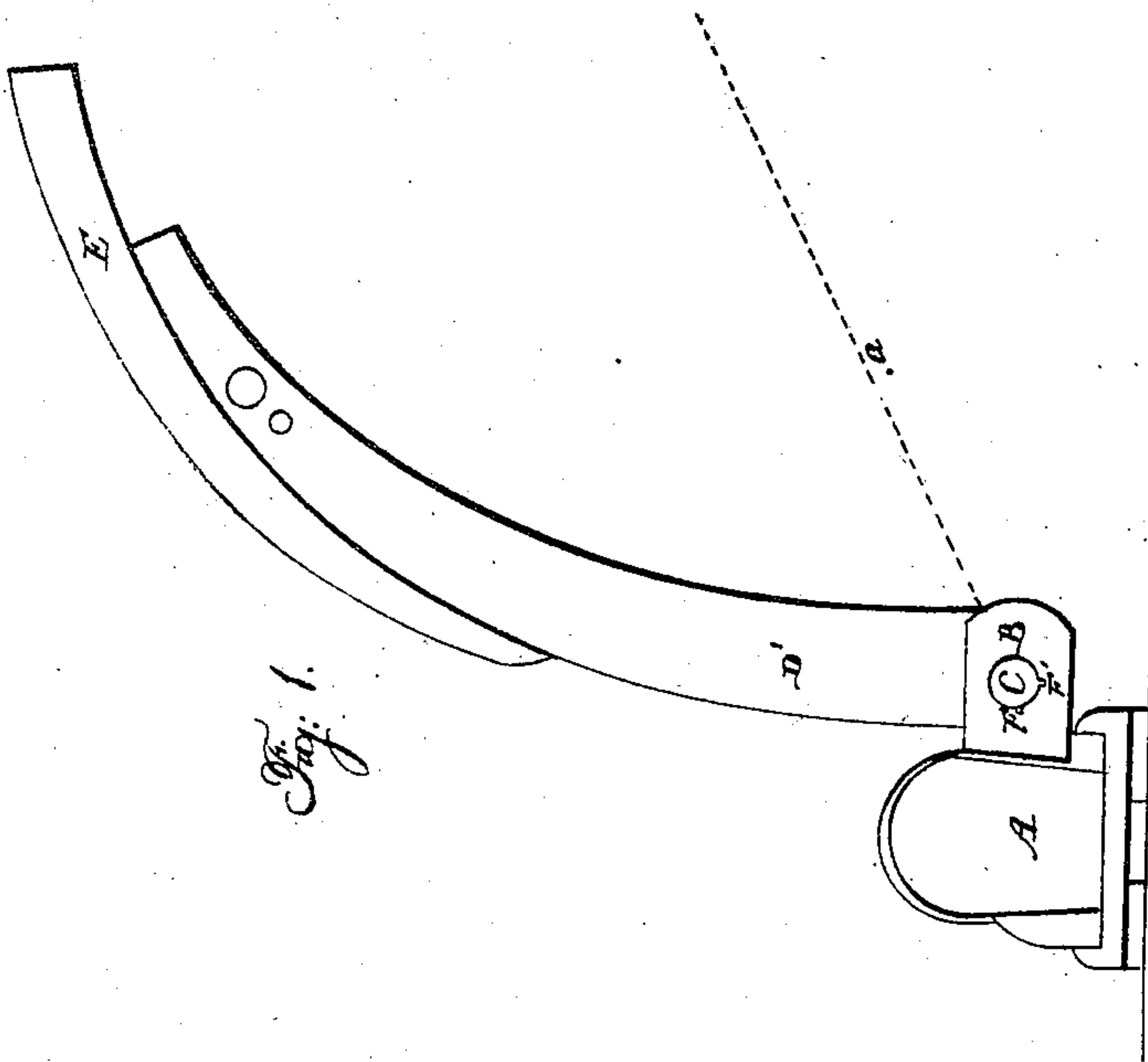


Fig. 1.

Witnesses
J. H. Burridge
Frank Allen

Inventor
T. H. Wood.

United States Patent Office.

THOMAS H. WOOD, OF MONROEVILLE, OHIO.

Letters Patent No. 68,274, dated August 27, 1867.

CARRIAGE-SHAFT COUPLING.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, T. H. Wood, of Monroeville, in the county of Huron, and State of Ohio, have invented certain new and useful improvements in Carriage-Shaft Couplings; and I do hereby declare that the following is a full and complete description of the same, reference being had to the accompanying drawings, making part of this specification, in which—

Figure 1 is a side view of the coupling.

Figure 2, a view of the top.

Like letters of reference refer to like parts in the different views.

A (fig. 1) is the clip by which the coupling is connected to the axle-tree. From the side of this clip project a pair of lugs, B, (fig. 2,) between the cheeks of which is placed, on horizontal pivots C, the reach D, to which the thills E are attached. The reach referred to is made branching, as shown in fig. 2, in which figure it will be observed that the two branches are unequal in size, D being the largest, and consists of a strong, thick piece of iron, whereas the branch D' is very much thinner, and is made of steel, and serves as a spring, as will be hereafter shown. From the sides of the pivots C projects a nib, E', (fig. 1,) which is of a size that it will pass through the notch F cut in the side of the hole through which the pivots pass.

The manner of detaching the reach from the lugs is as follows: The thill or reach is turned down in the direction indicated by the dotted line *a*, fig. 1. This will bring the nib in relation to the notch so as to pass through it, which it will do on compressing the spring D' toward D, thereby drawing the pivots C from the holes. The reach, in consequence, is then free to be removed.

By this arrangement it will be obvious that when the reach is in the position shown in fig. 1, the nibs will prevent the spring from being compressed toward the reach or branch of the reach D, and the tension of the spring will keep the two close pressed against the inside of the lugs, thus making it tight and secure in its connection, and hence cannot be uncoupled without first bringing the thills down, as above indicated, and then compressing the spring, in order to withdraw the pivots.

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

The spring D', section of the reach D, and pivots C, provided with nibs E, as arranged, in combination with the lugs B and clip A, for the purpose and in the manner set forth.

THOMAS H. WOOD.

Witnesses:

W. H. BURRIDGE,
MUNSON L. SQUIRE.