

H. WILL.
Thill Coupling.

No. 80,690.

Patented Aug. 4, 1868.

Fig. 3

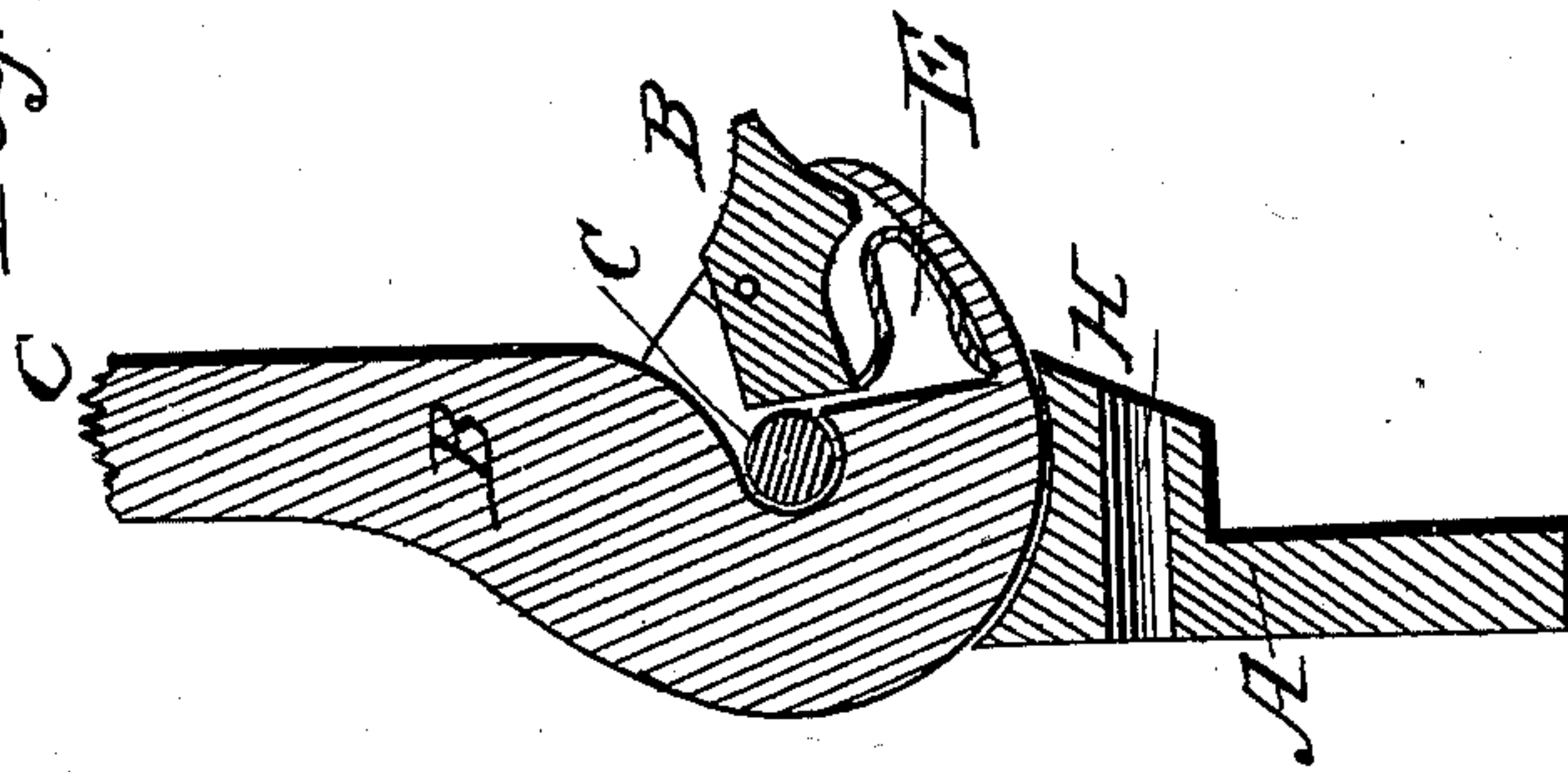


Fig. 2

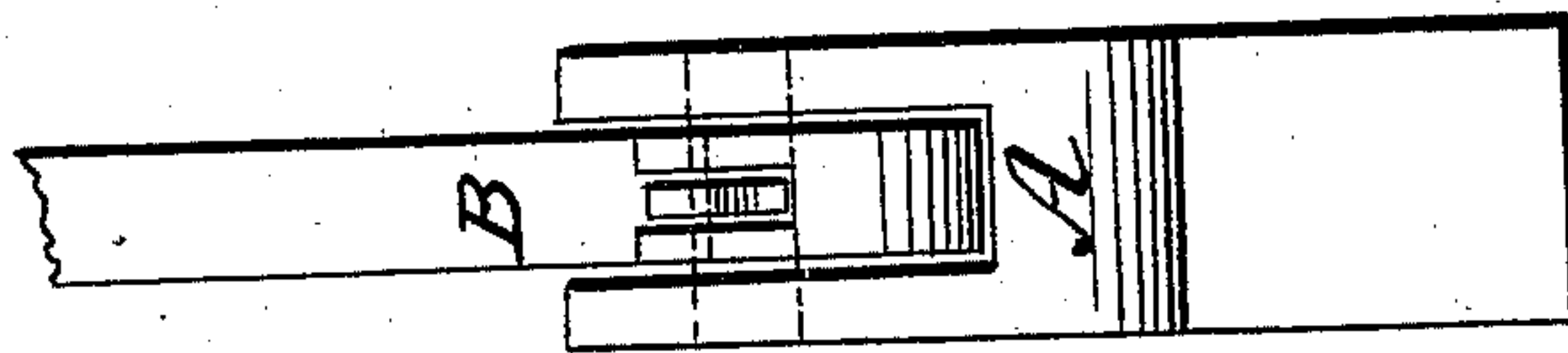
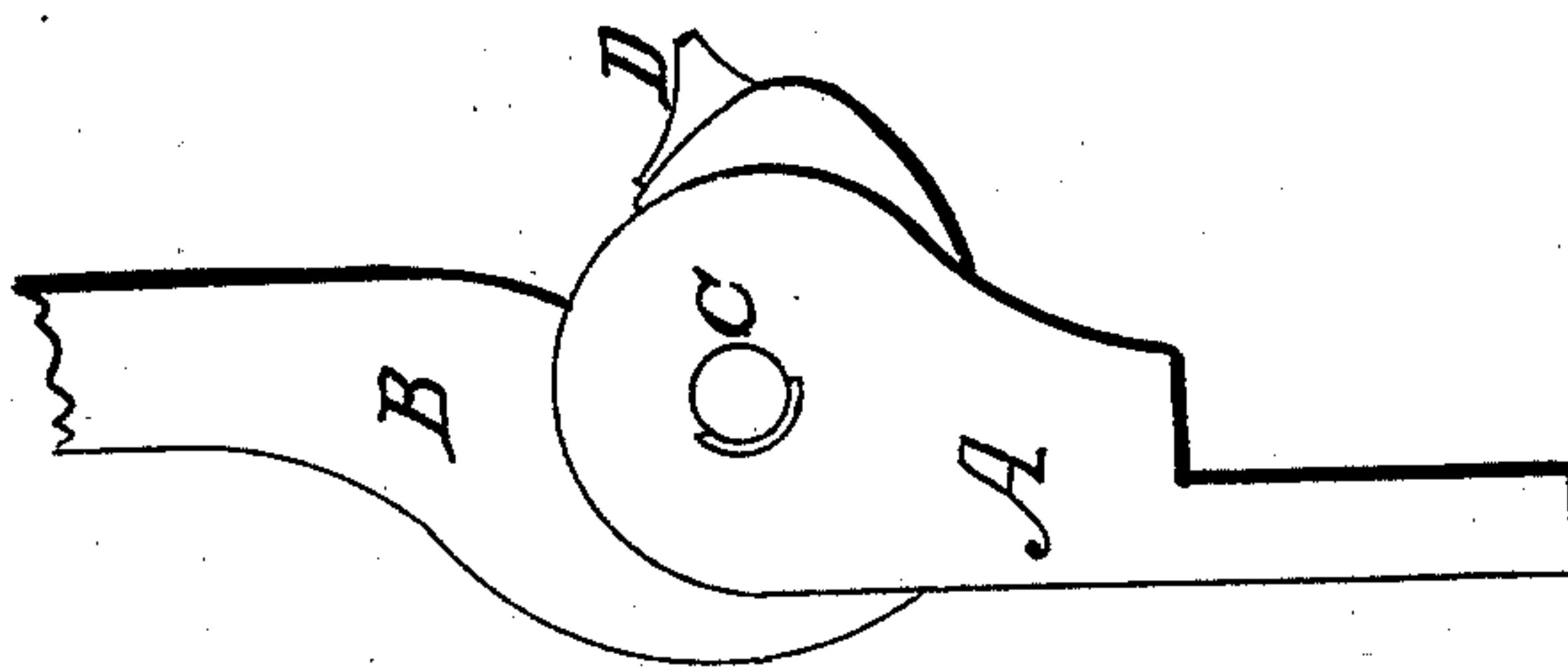


Fig. 1



Witnesses
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United States Patent Office.

HIRONIMUS WILL, OF COLUMBUS CITY, IOWA.

Letters Patent No. 80,690, dated August 4, 1868.

IMPROVEMENT IN THILL-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, HIRONIMUS WILL, of Columbus City, in the county of Louisa, and State of Iowa, have invented a new and valuable Improvement in Shaft-Couplings; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a plan view of my device.

Figure 2 is a sectional view on a line drawn at right angles with fig. 1; and

Figure 3 is a sectional view on a line drawn parallel with fig. 1.

The object of my device is to construct a coupling by which shafts of carriages may be connected therewith, with less labor, and at less risk of detachment by slight casualties, than has been possible by any similar device heretofore known or used.

I am aware that a great variety of inventions have been patented, by which shafts may be easily fastened to a carriage, and detached therefrom, but, so far as I have examined, they are all liable to be suddenly separated from the carriage by slight accidents. Very many of them can be detached by the passage of the carriage-wheels over a log or into a deep rut.

To avoid this difficulty, and at the same time to avail myself of all the advantages arising from a method of ready attachment, I have invented the device shown on the drawings.

My coupling is composed of two principal pieces, which are marked, respectively, A and B on the drawings. They are constructed in the form represented, and are united by the pin C, which passes through each side of the slot in piece A, and is clasped by hook portion of piece B.

The most important and novel portion of my coupling, however, is shown by the letters D and E. The letter D is a clutch, adjusted by a pin between slots in the piece B, and E is a spring, adjusted as shown on fig. 3, and by which said clutch is operated.

My device operates as follows, namely: The piece A is attached permanently to the cross-bar or axle of the carriage, as the case may be, and for this purpose the opening H may sometimes be profitably used. I then take the shaft, which is the piece B extended, and pass the hook portion thereof over the pin or piece A. The clutch D, being operated by the spring E, secures the shaft firmly in its place, and will permit no disengagement of the shaft from the piece A, except by moving the outer projection of said clutch upward, no matter at what angle the shaft shall stand in relation to the axle or wheels.

To disengage the shaft from the carriage, I place a thumb against the lower side of the projection on clutch D, and push it backward.

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

A shaft-coupling, having pieces A and B, clutch D, and spring E, constructed, combined, arranged, and operating substantially as specified.

In testimony that I claim the above, I have hereto subscribed my name in the presence of two witnesses.

HIRONIMUS WILL.

Witnesses:

JOHN F. REINER,
WILLIAM BELLWOOD.