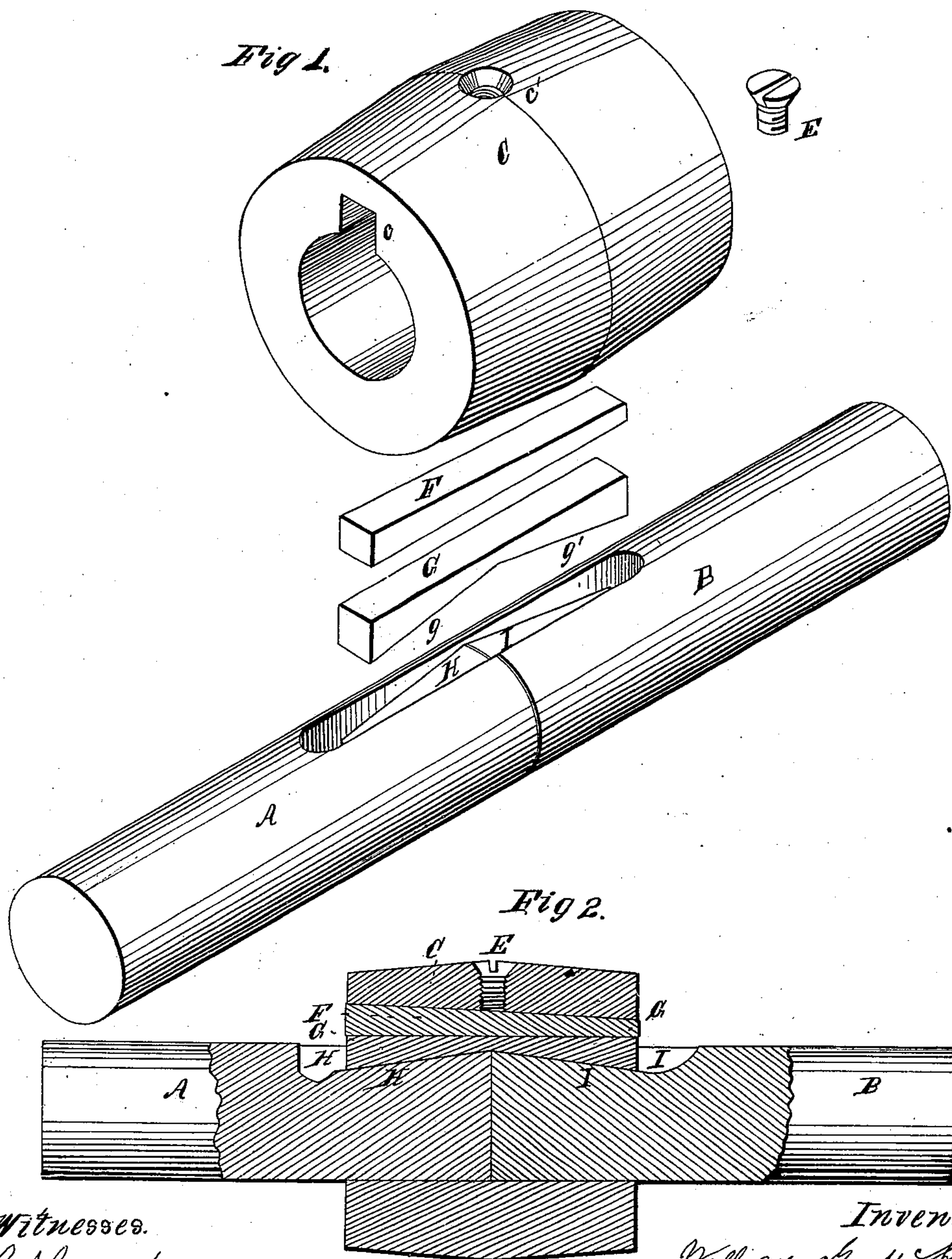


W. S. McKinney,
Shaft Coupling,
No 85,465,
Patented Dec. 29, 1868.



Witnesses.
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Henry Millerard

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WILLIAM S. McKINNEY, OF CINCINNATI, OHIO.

Letters Patent No. 85,465, dated December 29, 1868.

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, WILLIAM S. McKINNEY, of Cincinnati, Hamilton county, State of Ohio, have invented a certain new and useful Improvement in Shaft-Couplings; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification.

My invention consists of a coupling, in which the ends of the shafts to be connected are confined and properly secured by a common key "seated" in the coupling, and a peculiarly-constructed double-draught key or gib, the latter being fitted into match-key seats in the ends of the shafts.

In the accompanying drawings—

Figure 1 represents detached views of the coupling, and the ends of the shaft to be coupled.

Figure 2 is a longitudinal section of the shafts and coupling connected.

A and B represent the ends of the two shafts to be coupled.

A coupling or sleeve, C, is "bored out" to fit the shafts A and B, and is "turned" "crowning," so that it may serve as a pulley, when required.

The sleeve C is "key-seated" at *c*, and is "drilled" and "tapped" at *c'* for the insertion of a set-screw, E.

F is an ordinary "single-draught" key, adapted to fit into the seat *c*, and constructed of a length to match the sleeve C.

G is a "double-draught" key or gib, constructed as shown, with two opposing inclines *g g'*. This key or gib is of the same length as the key F, and, when in place, enters slightly into the seat *c*, as seen in fig. 2.

The key G is also fitted into key-seats in the shafts to be coupled, the seats being indicated by the letters H and I in both the figures.

The seats H and I are cut (by "milling," "planing," or otherwise,) inclined on the bottom, so as to precisely match the double incline of the key or gib G.

When the shafts are coupled, as in fig. 2, the set-screw E may be inserted in the sleeve C, if deemed necessary, to prevent the key F from working loose.

It will be observed that in this coupling there are no projecting bolts, keys, or set-screws to entangle loose belts or the clothing of attendant operatives, and that while it is perfectly effective in resisting all possible strains to which the shafting may be subjected, it is exceedingly simple in construction, and adapted to be speedily coupled and uncoupled.

In the operation of coupling, the shafts are brought together, the key-seats H I in line. The key or gib G is then dropped in, the coupling or sleeve C slipped over, and the key F driven in flush with the face of the sleeve.

Where this coupling is used there is no necessity of disturbing an entire line of shafting in order to take out only a section, as is the case with some of the most approved couplings in use.

I claim herein as new, and of my invention—

In the described combination, with the key-seated sleeve C and common key F, the double-draught key or gib G, constructed with opposing inclined faces *g g'*, to fit into match-key seats H I in the shafts, substantially in the manner and for the purpose set forth.

In testimony of which invention, I hereunto set my hand.

WM. S. McKINNEY.

Witnesses:

GEO. W. BAKER,
THEO. H. JAMES.