

D. F. FETTER.
Car-Axle Coupling.

No. 98,681

Patented Jan. 11, 1870.

Fig. 2.

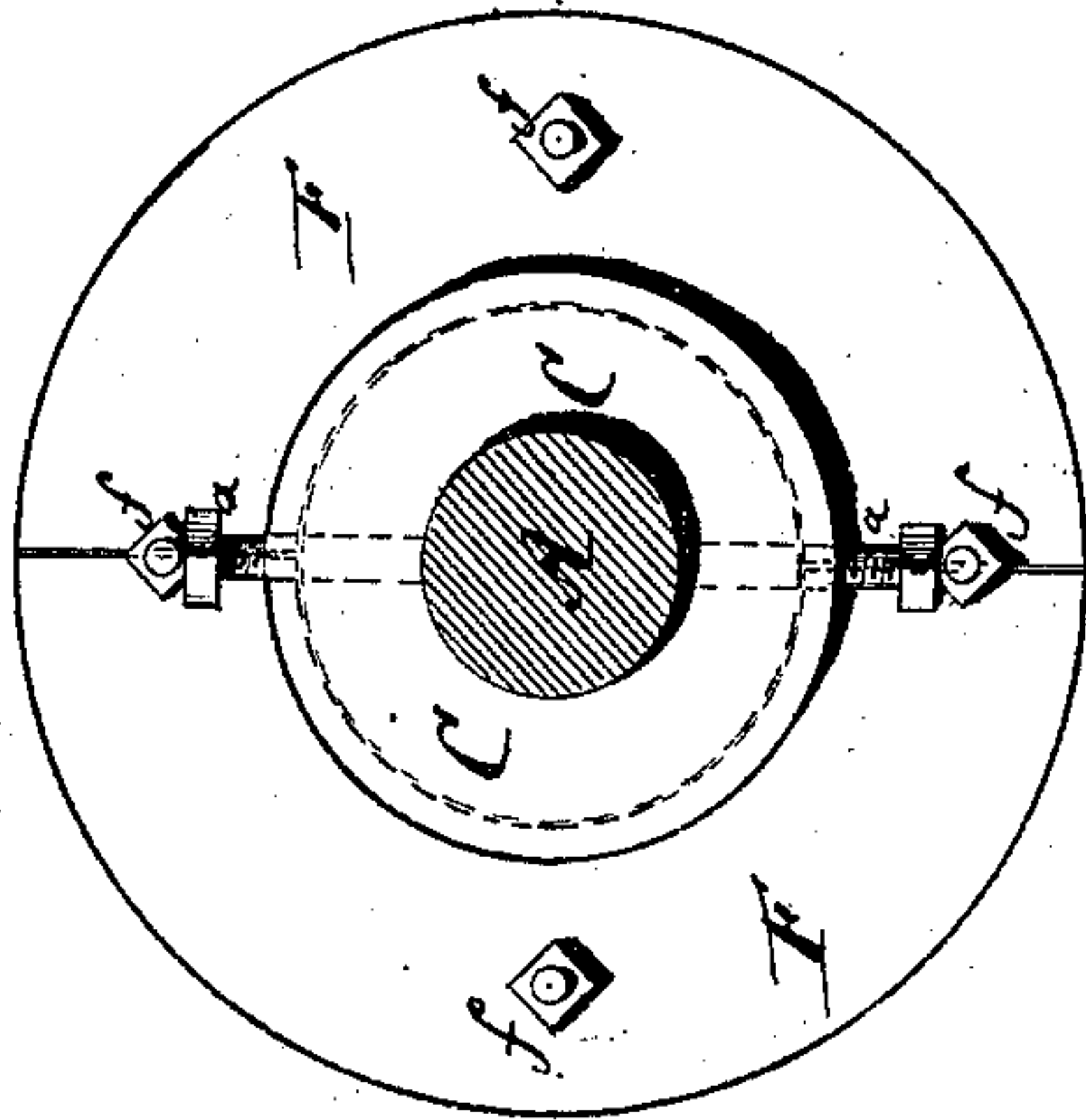
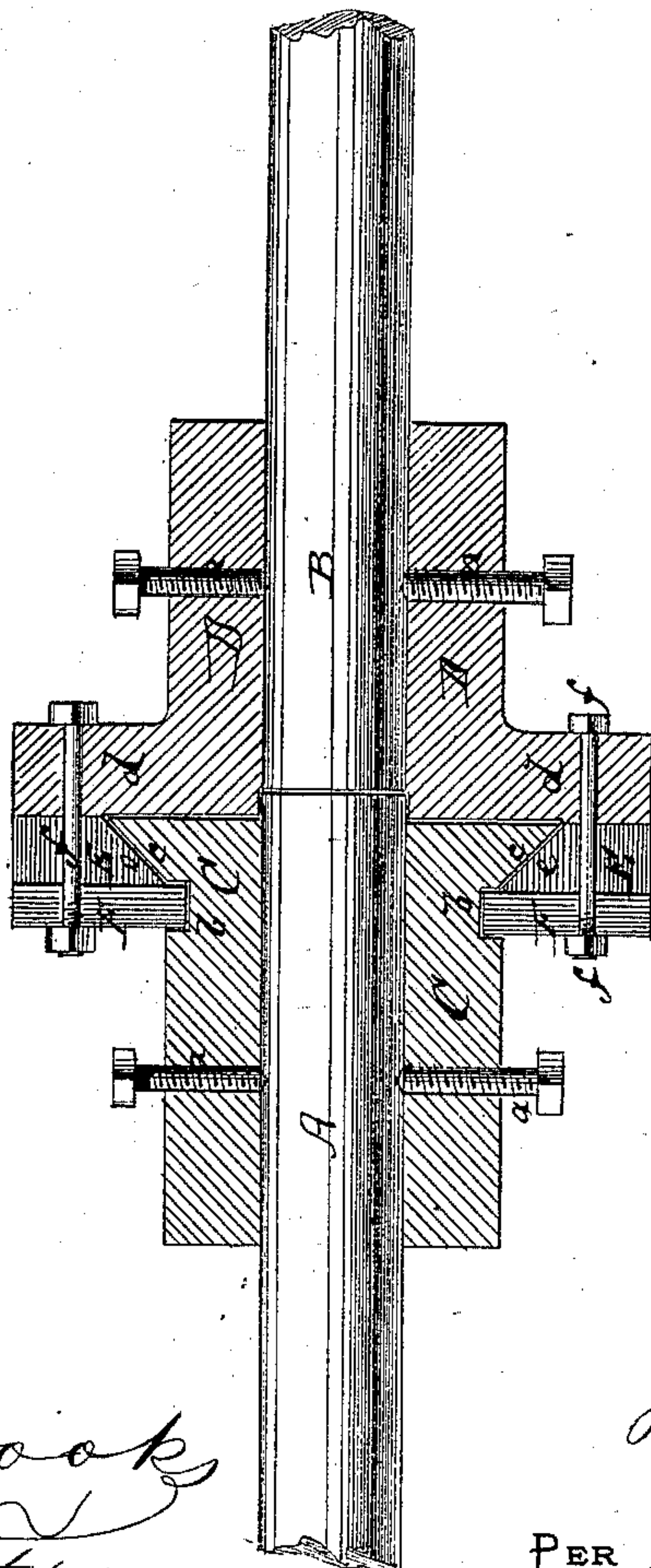


Fig. 1



Witnesses:

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United States Patent Office.

DAVID F. FETTER, OF NEW YORK, N. Y.

Letters Patent No. 98,681, dated January 11, 1870.

IMPROVED RAILWAY-CAR-AXLE 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, DAVID F. FETTER, M.D., of the city, county, and State of New York, have invented a new and improved Coupling for Car-Axles, &c.; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

This invention relates to a new device for connecting the two parts of car-axles, in such manner that the connection will be perfect, and that, still, independent motion will be allowed to each of the parts.

The invention consists in the employment of collars on the two parts of the axle, and of a ring and plates for locking the same together, all as hereinafter more fully described.

In the accompanying drawings—

Figure 1 represents a vertical longitudinal section of my improved coupling.

Figure 2 is an end or face view of the same.

Similar letters of reference indicate corresponding parts.

A B are the two parts of the axle to be connected.

Upon their contiguous ends are respectively mounted the collars C D, which are held in place by screws *a*, or equivalent means.

The collar C on the axle A is provided with a groove, *b*, near its inner end, and is, between that groove and the inner end, made of conical form, *i. e.*, gradually enlarged to have an oblique surface, *c*, as shown.

The collar D on B has at its inner end a projecting flange, *d*, which extends beyond the collar C, as shown.

E is an annular plate, with bevelled inner edge *e*, fitted against that portion of the face of the flange *d* which projects beyond the collar C, the bevelled edge of the plate E being parallel with and close to the corresponding bevelled part *c* of the collar.

Upon the face of the ring E is fitted an annular plate, F, which consists of two or more pieces, that are applied from the sides to enter and fill the groove *b*.

Bolts *f f* secure the ring E and plate F firmly to the flange of the collar D.

It is evident that the bevelled edge *c*, and the upward sides of the groove *b*, effectually prevent a longitudinal displacement of the two shafts, as the ring and plate cannot play beyond the same, and that, nevertheless, perfect freedom is allowed to each axle to revolve independent of the other.

Having thus described my invention,

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

The collar C, having the conical part *c* and groove *b*, in combination with the ring E, sectional plate F, and collar D, all combined to serve as coupling for car-axles, &c., as specified.

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Witnesses :

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