

AURELIUS V. PITTS,

IMPROVED

SHAFT COUPLING.

No. 118,742.

Patented Sep. 5, 1871.

FIG. 2.

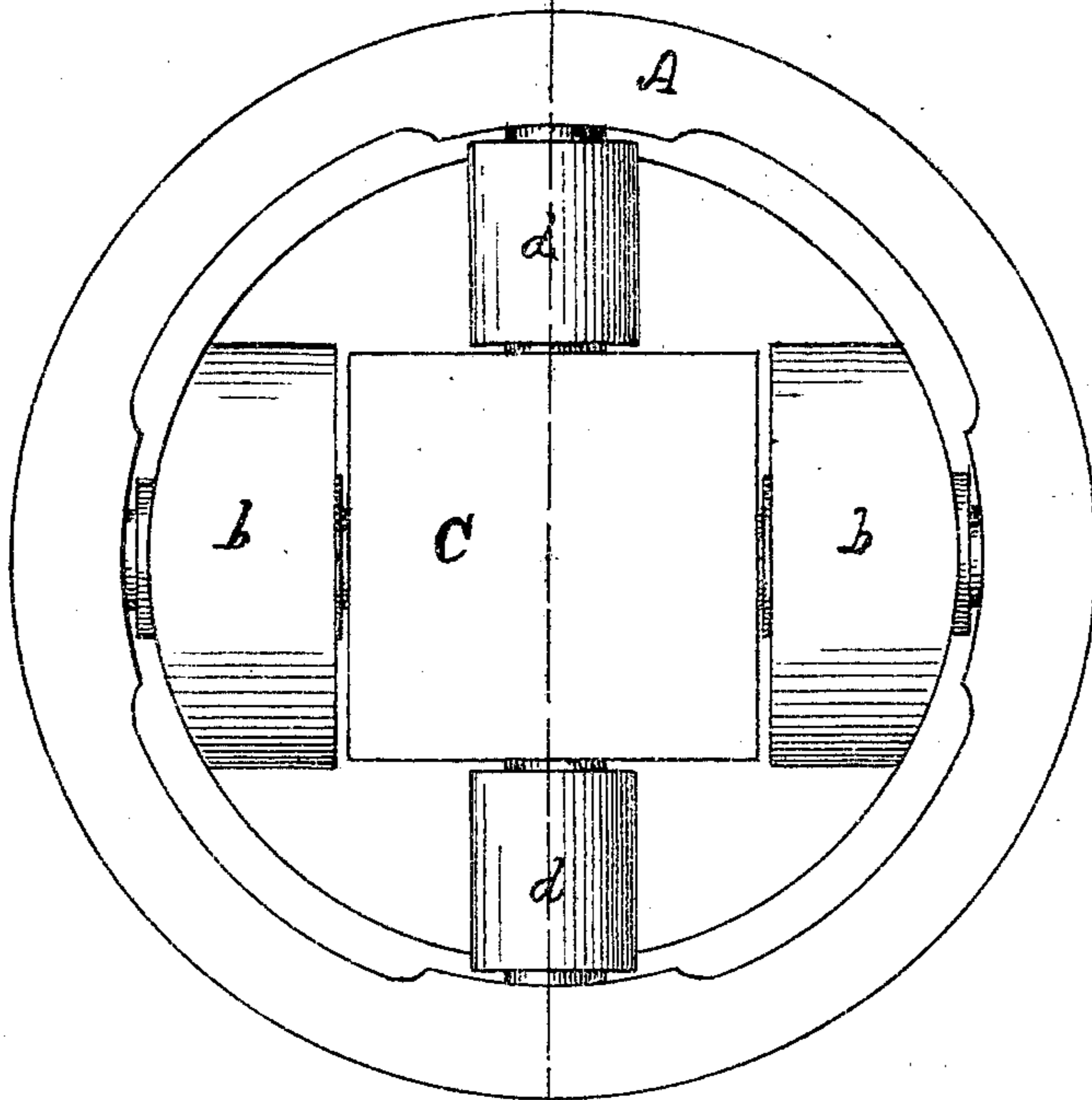


FIG. 1.

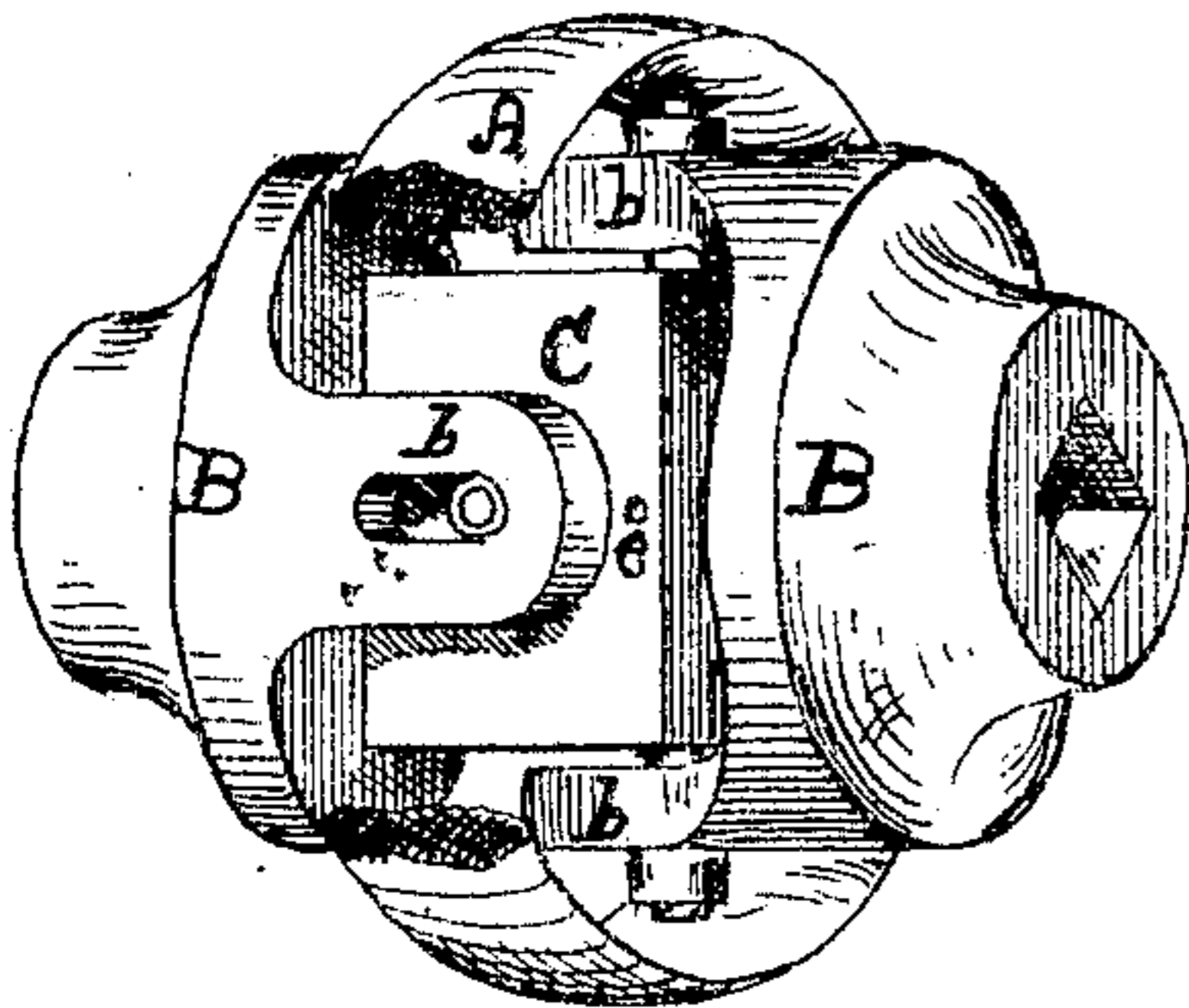
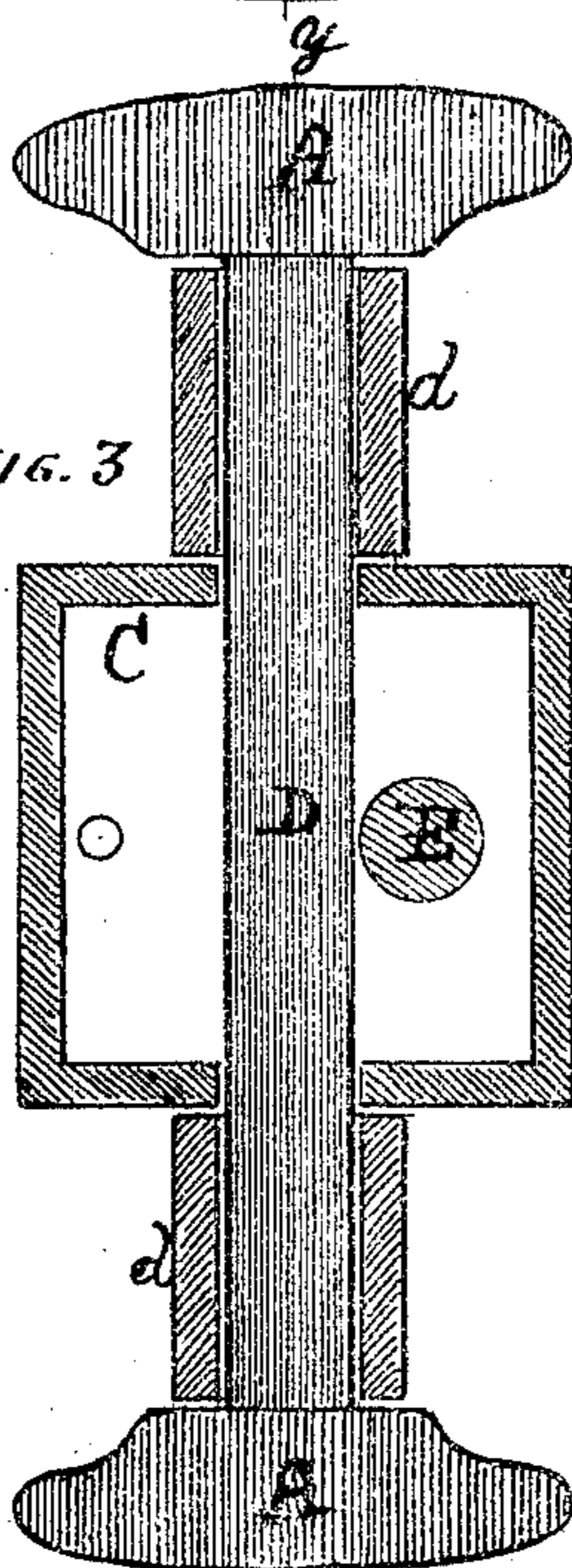


FIG. 3.



Witnesses:

Edw. Johnson
C. A. West

Aurelius V. Pitts

Inventor:

UNITED STATES PATENT OFFICE.

AURELIUS V. PITTS, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN SHAFT-COUPPLINGS.

Specification forming part of Letters Patent No. 118,742, dated September 5, 1871; antedated August 17, 1871.

To all whom it may concern:

Be it known that I, AURELIUS V. PITTS, of the city of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Shaft-Couplings, of which the following is a full description, reference being had to the accompanying drawing making a part of this specification, in which—

Figure 1 is a perspective, a portion of the ring being removed. Fig. 2 is an end view with one jaw removed. Fig. 3 is a section on the line *x y*, both jaws being removed.

The objects of my invention are to provide a lubricator for an ordinary shaft-coupling and to diminish the friction, which I accomplish by means of an oil-receptacle, through which the pins pass, and by sleeves placed upon the pins, as described.

In the drawing, A represents a metallic ring; B, the jaws or heads, having prongs *b*, each having a slot therein; D E, pins (secured in the band A) to which the jaws are connected. These parts are all constructed in the usual manner, and are old. C is the oil-receptacle or lubricator, which, as shown, is a hollow cube, the shell being about one-eighth of an inch thick. Its size is such as to permit it to be readily placed between the prongs *b* of the jaws or heads B. In four of the sides of the cube holes are made or provided, one in each of the four sides, so located that the pins D and E can be passed through the cube, these holes being a little larger than the pins to allow the gradual escape of oil from the lubricator. A small hole, *e*, is also provided in

one side for the admission of oil. The form of the lubricator is not material. It can be made of cast-iron. Upon those parts of the pins D E between the ring A and the lubricator, I place sleeves *d* for the purpose of diminishing the friction, the sleeves being large enough to move freely upon the pins. When the several parts are put together these sleeves are within the slots in the prongs *b*, furnishing movable bearings and reducing the friction.

The cube should be filled with some suitable waste, which can be inserted through the openings designed for the pins before the parts are put together, and after they have been put together oil can be poured in at *e*, and it will gradually work out around the pins, lubricating the bearings and further diminishing the wear and friction. The centrifugal force of the lubricator when in use will have a tendency to throw the oil to the sides through which the pins pass.

The sleeves may be used without the lubricator, in which case a single long sleeve might be used on each pin, or two of suitable length could be used on each pin. The lubricator can also be used without the sleeves.

What I claim as new is as follows:

The lubricator C, constructed and arranged to operate in connection with a shaft-coupling, substantially as described.

AURELIUS V. PITTS.

Witnesses:

GEO. B. JOHNSON,
E. A. WEST.