

No. 635,627.

W. I. WOLVERTON.
VEHICLE COUPLING.

Patented Oct. 24, 1899.

(No Model.)

(Application filed Mar. 11, 1899.)

Fig. 1.

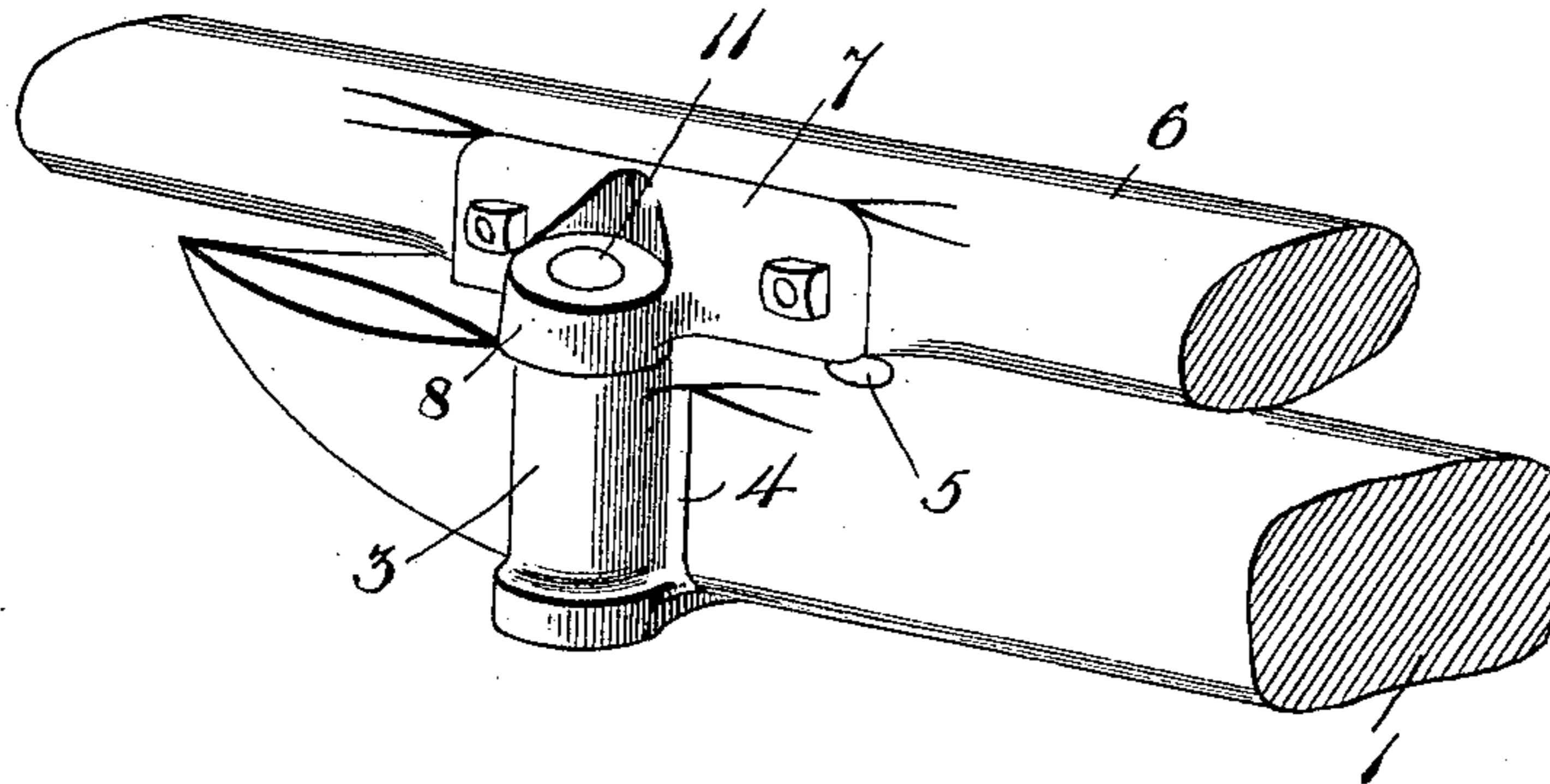


Fig. 2.

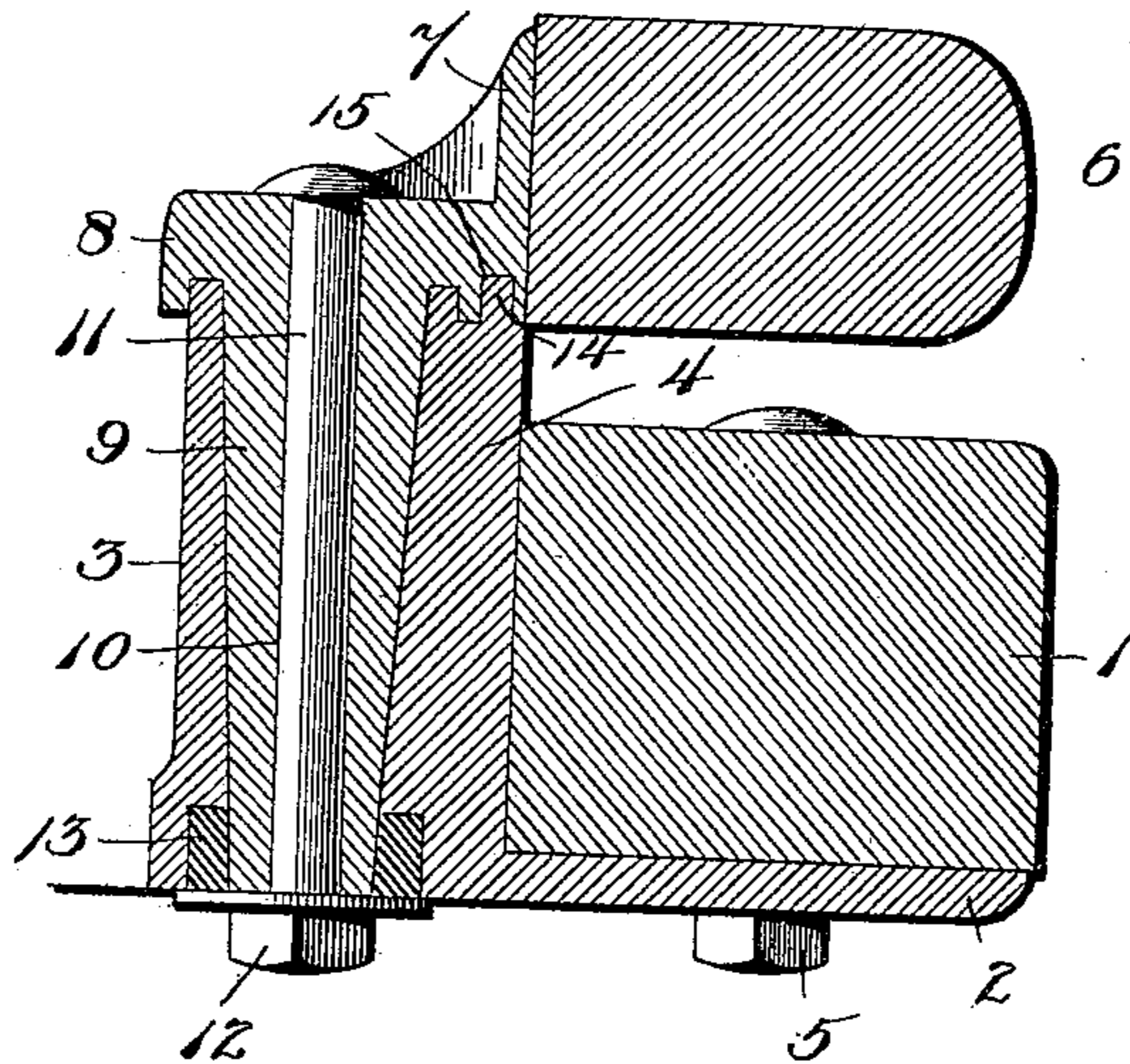
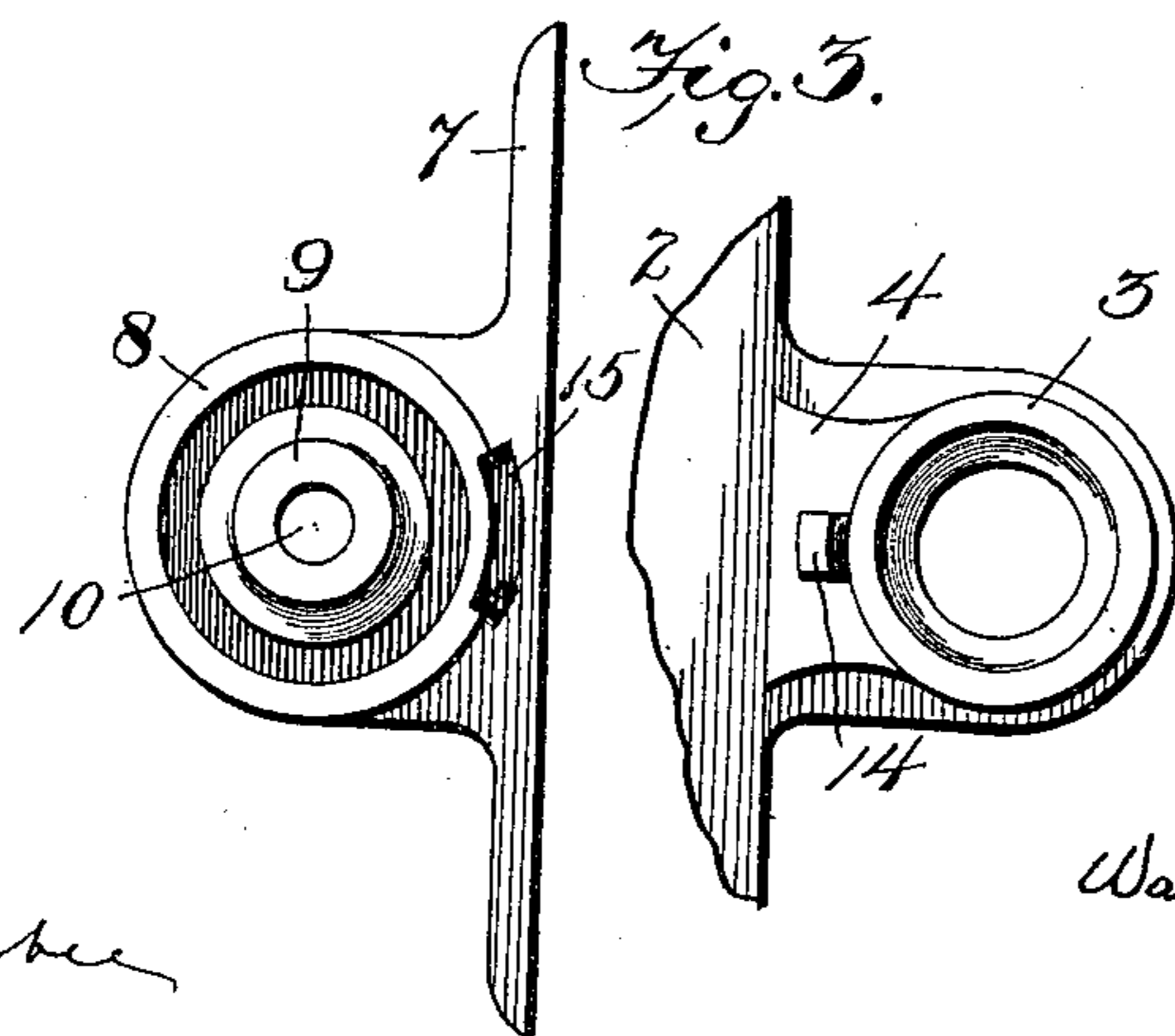


Fig. 3.



Witnesses
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WASHINGTON I. WOLVERTON, OF HOLTON, KANSAS.

VEHICLE-COUPLING.

SPECIFICATION forming part of Letters Patent No. 635,627, dated October 24, 1899.

Application filed March 11, 1899. Serial No. 708,687. (No model.)

To all whom it may concern:

Be it known that I, WASHINGTON I. WOLVERTON, a citizen of the United States, residing at Holton, in the county of Jackson and State of Kansas, have invented certain new and useful Improvements in Vehicle-Couplings, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to vehicle-couplings, and more particularly to a device for pivotally securing a singletree upon its support.

The object of the invention is to provide an effective coupling which will limit the pivotal movement of the singletree and prevent jarring or rattling of the parts.

The novel features of the invention will be fully described hereinafter and defined in the appended claims, in connection with the accompanying drawings, in which—

Figure 1 is a perspective view of a portion of a singletree and a doubletree connected by my improved coupling. Fig. 2 is a view, partly in side elevation and partly in vertical section, of the parts shown in Fig. 1. Fig. 3 is a detail view illustrating the means for limiting the pivotal movement of the singletree.

The reference-numeral 1 designates one end of a doubletree to which is secured a coupling-iron comprising a horizontal plate 2 and a vertically-disposed cylindrical casing 3, provided with a flange 4. The plate 2 is secured by bolts 5 to the under side of the doubletree, and the flange 4 rests against the rear side of the doubletree.

To the singletree 6 is secured a coupling-iron comprising a plate 7, secured to the rear side of the singletree, a horizontally-projecting cap 8, and a hollow tapering post 9, depending from the cap 8, which latter is formed with an opening 10, registering with the opening in the post to receive a securing pivot-bolt 11, held in place by a nut 12. The hollow post 9 extends down through the casing 3, which is also of tapering form to fit said post. The cap 8 fits over the upper end of the casing 3, and a ring or washer 13, of rubber or like material, is interposed between the casing and cap to prevent rattling and jar.

To limit the pivotal movement of the singletree, I provide the upper end of the flange 4

with a lug 14, which projects slightly above the upper end of the casing 3 and enters a segmental slot 15, formed on the under face or edge of the plate 7. It will be obvious that the contact of the lug 14 with the end walls of the slot 15 will limit the movement of the singletree upon its pivot-bolt 11, the extent of such movement being dependent upon the length of the slot.

While I have shown the singletree in connection with a doubletree, it will be understood that it may be employed in connection with any other support to which the singletree may be attached. Again, while the coupling is primarily designed as a singletree-coupling it might also be utilized as a shaft-coupling without departing from the invention.

I claim—

1. A vehicle-coupling comprising a horizontal plate, and a vertically-disposed cylindrical casing of tapering form, in combination with a coupling-iron comprising a securing-plate, a horizontal projecting cap, a hollow tapering post depending from said cap, and a pivot-bolt.

2. A vehicle-coupling comprising a horizontal plate, and a vertically-disposed hollow cylindrical casing of tapering form, provided with a flange, in combination with a coupling-iron comprising a securing-plate, having an integral horizontally-projecting cap, and a hollow tapering post depending from said cap, a yielding washer between the casing and post, and a pivot-bolt extending through said cap and post, and held by a nut.

3. A vehicle-coupling consisting of two members, one comprising a horizontal plate, and a cylindrical casing of tapering form, provided with a flange, and an upwardly-projecting lug, and the other member comprising a securing-plate formed with a segmental slot, a horizontally-projecting cap, and a depending hollow tapering post, in combination with a yielding washer, and a securing pivot-bolt.

In testimony whereof I affix my signature in presence of two witnesses.

WASHINGTON I. WOLVERTON.

Witnesses:

J. M. DOTY,

C. N. HURST.