

(No Model.)

W. MILLER.  
SHAFT COUPLING.

No. 364,537.

Patented June 7, 1887.

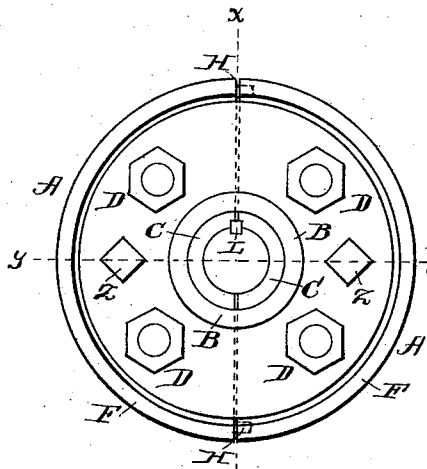


Fig. 1

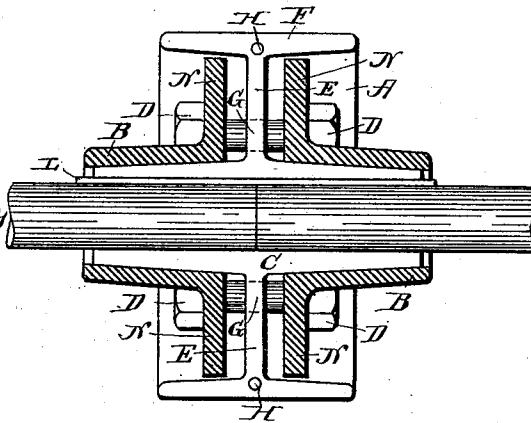


Fig. 2.

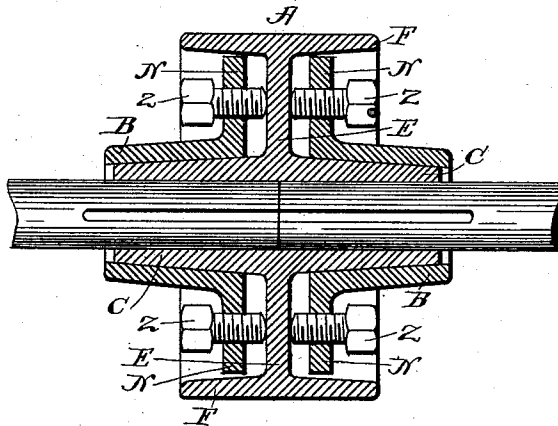


Fig. 3.

Witnesses.

B. Fugitt

P. L. Masi.

Inventor.

Wm Miller

by Anderson & Smith  
his attorneys.

# UNITED STATES PATENT OFFICE.

WILLIAM MILLER, OF WOONSCCKET, RHODE ISLAND.

## SHAFT-COUPLING.

SPECIFICATION forming part of Letters Patent No. 364,537, dated June 7, 1887.

Application filed October 8, 1886. Serial No. 215,712. (No model.)

*To all whom it may concern:*

Be it known that I, WILLIAM MILLER, a citizen of the United States, and a resident of Woonsocket, in the county of Providence and State of Rhode Island, have invented certain new and useful Improvements in Shaft-Couplings; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a side view. Fig. 2 is a vertical section taken on line *x x*, Fig. 1. Fig. 3 is a vertical section taken on line *y y*, Fig. 1.

This invention relates to couplings for shafts; and it consists in the construction and novel combination of parts as hereinafter described, and pointed out in the claim.

In the accompanying drawings, the letters A A designate the longitudinally-divided halves or sections of the coupling-clamp, and B B the coupling-sleeves, which are forced toward each other and upon the hub portions C of the coupling-sections by means of the bolts and nuts D.

The sectional couplings A A have the half-hubs C and the central flanges, E, extending outward therefrom, said flanges terminating in the rim portions F, which are of sufficient breadth to cover in from front or center view the bolt-heads and nuts employed in the coupling. The half-hubs C are turned in taper form and the flanges are provided with apertures G, through which the coupling-bolts pass. The sections are usually provided with the projecting edge lugs H, which are adapted to register with and enter corresponding recesses in

the opposite sections respectively, to prevent these sections from moving lengthwise away from each other on the shafting. The shafting is grooved to receive the key L, which also fits a grooved seat in the coupling, preventing the latter from turning on the shafting.

The flanged sleeves B B have also the taper form, and are designed to fit over the hub portions of the coupling-sections at each end. The flanges N of the sleeves are at their inner ends, and approach the flange of the coupling-sections when in position. The taper of the sleeves conforms to that of the hub-sections, so that when drawn together by means of nuts and the bolts which pass through apertures therein, they will be bound on the hubs, and will cause the latter to forcibly clamp the shafting, a slight clearance being left between the sections of the coupling to permit them to approach each other slightly under the action of the sleeves.

By means of set-screws Z, and through threaded seats in the flanges of the sleeves and engaging the center flanges of the coupling-sections, the sleeves can be forced backward and removed when advisable.

Having described this invention, what I claim and desire to secure by Letters Patent, is—

The combination of the longitudinally-divided coupling-clamps having taper hub portions, registering lugs and recesses, and perforated flanges, tapering coupling-sleeves having perforated flanges at their inner ends, and coupling bolts and nuts, substantially as specified.

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

WILLIAM MILLER.

Witnesses:

CHAS. E. BALLOU,  
A. J. POTHIER.