

J. HEGINBOTHOM.
Shaft-Couplings.

No. 147,837.

Patented Feb. 24, 1874.

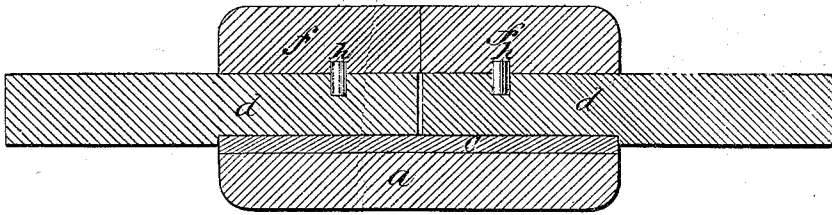


Fig. 1

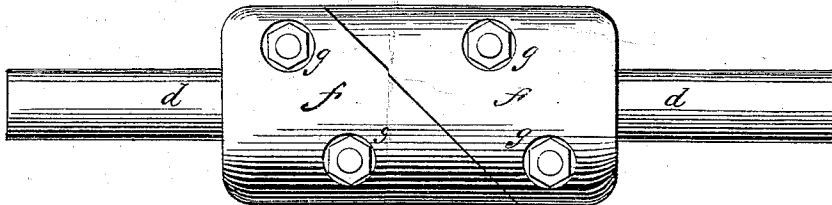


Fig. 2

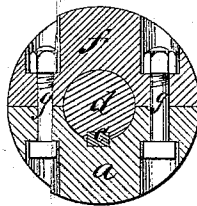


Fig. 3

Witnesses
Charlotte Budd
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UNITED STATES PATENT OFFICE.

JOSEPH HEGINBOTHOM, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN SHAFT-COUPPLINGS.

Specification forming part of Letters Patent No. **147,837**, dated February 24, 1874; application filed August 26, 1873.

To all whom it may concern:

Be it known that I, JOSEPH HEGINBOTHOM, of Philadelphia, Pennsylvania, have invented an Improvement in Shaft-Couplings, of which the following is a specification:

This invention relates to the mode of connecting the ends of shafts by means of couplings, for the purpose of driving machinery. It is composed wholly or in part of cast-iron, brass, or any other suitable material, and so constructed as to hold both ends of the shafts firmly and truly in position, the object of my invention being to form a coupling of great strength and simplicity; and, in case of the removal of a shaft from the line, only a portion of the coupling has to be removed to perform the operation. This I accomplish by cutting a portion of the coupling into two parts, such cut being made either at right angles with line of shaft or at such an angle as may be deemed proper to suit the size of coupling.

Figure 1 is a section of the coupling in position. Fig. 2 is a plan of the same. Fig. 3 is a cross-section at the junction of shafts.

a is a portion formed in one piece. *c* is a key or feather let half-way into *a* and half

into the shafts *d d*. This key or feather *c* runs the whole length of that portion of coupling *a*. The other portion, marked *f f'*, is formed in two parts, and showing a diagonal joint over the ends of the shafts *d d*. The portions *f f'* and *a* are securely held in position, and made to clasp the shafts *d d*, by screw-bolts *g g g*, which also secure the key or feather *c* in its recess, formed in portion of coupling *a*, and in the shafts *d d*.

In order to remove one section of shaft from position, two bolts have to be removed and one portion of coupling removed, when the shaft can be removed without disturbing the other portion of the coupling.

I make no claim to the mode in which the coupling is bolted, nor to the use of the feather or key, for I am aware these are not new; but I claim—

In a shaft-coupling, the combination of the parts *a* and *f f'*, substantially as and for the purpose set forth.

JOSEPH HEGINBOTHOM.

Witnesses:

CHARLOTTE BUDD,
J. F. BUDD.