T. H. WOOD.

Thill-Coupling.

No. 62,586. Patented Mar 5. 1867

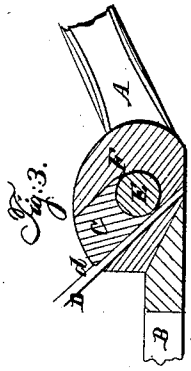

Fig. 3.

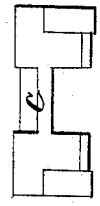

Fig. 4.

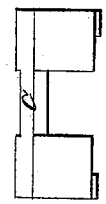

Fig. 5.

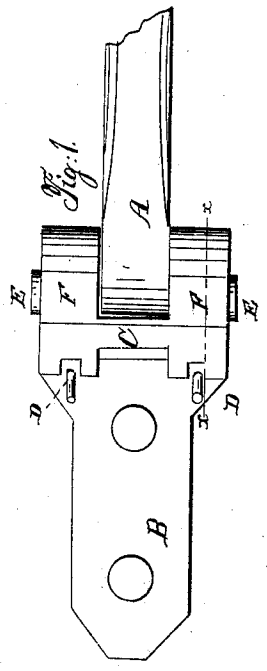

Fig. 1.

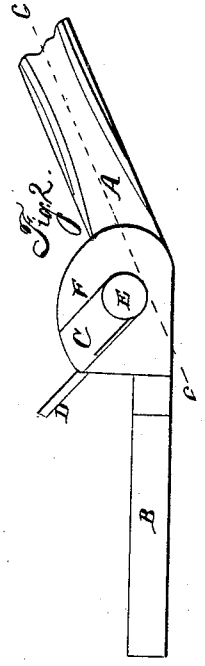

Fig. 2.

Witnesses
W. H. Bunnell
C. C. Waite.

Inventor
Thomas H. Wood

United States Patent Office.

THOMAS H. WOOD, OF MONROEVILLE, OHIO.

Letters Patent No. 62,586, *dated March* 5, 1867.

IMPROVEMENT IN ATTACHING CARRIAGE THILLS.

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, THOMAS H. WOOD, of Monroeville, in the county of Huron, and State of Ohio, have invented certain new and useful Improvements in Carriage Shaft-Couplings; and I do hereby declare that the following is a full and complete description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 is a top view of the shaft-coupling.

Figure 2 is a side view.

Figure 3 is a longitudinal section in the direction of the lines *x x*.

Figures 4 and 5 are detached views of the key.

Like letters refer to like parts in the different views presented.

A represents the links which connect the shafts or thills to the axle; B the plate which may be attached to the axle by the clip in the ordinary manner. C is the key, for the purpose hereafter shown. D D are springs which keep the key in its place and are attached at the lower end to the lower part of the arms. E E are journals or wrists. F F are hooks, into which the journals and key fit.

This shaft-coupling is designed to take the place of the ordinary bolt and nut, which are liable to be lost by the nut getting loose and the bolt falling out, thus letting the shaft fall.

The journals or wrists F and link A are connected together, the links fitting between the arms F in the hooks of which the journals are placed. The key C is then inserted by pressing back the springs D and pushing it down to the journals, around which it fits, the end being coved out for that purpose. These springs, when back in their places, hold it securely, there being a nib, *d*, overlapping the top of the key, thus not admitting of its removal until they are pressed back. This key cannot be displaced by any movement of the shaft or thills, as the line of strain is in the direction of the line *c c*, fig. 2. There can be no strain upon the key either by backing or pulling; therefore it cannot be displaced by any movement of the thills when in use.

It is very simple, being quickly and easily done, not working loose by wear, and not liable to accidents from the shafts getting loose from the carriage, as in the ordinary way of bolting them to the axle; also the shafts can be much more readily connected and detached than in the ordinary manner.

What I claim as my improvement, and desire to secure by Letters Patent, is—

The key C, springs D, in combination with the arms F, wrists E, and link A, constructed and arranged substantially as and for the purpose set forth.

THOMAS H. WOOD.

Witnesses:

W. H. BURRIDGE,

E. E. WAITE.