

W. L. BLAISDELL.

Vehicle Shaft.

No. 77,797.

Patented May 12, 1868.

Fig. 2.

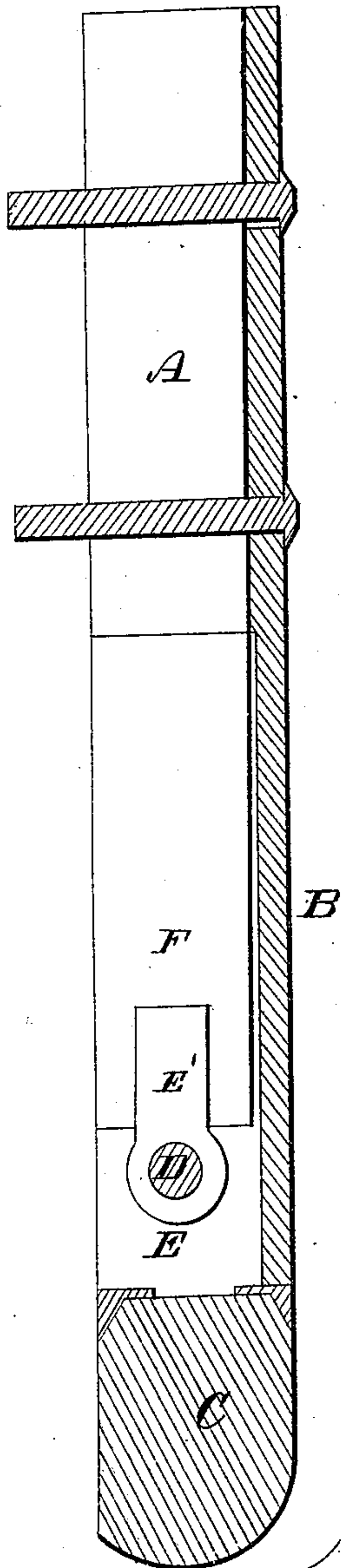
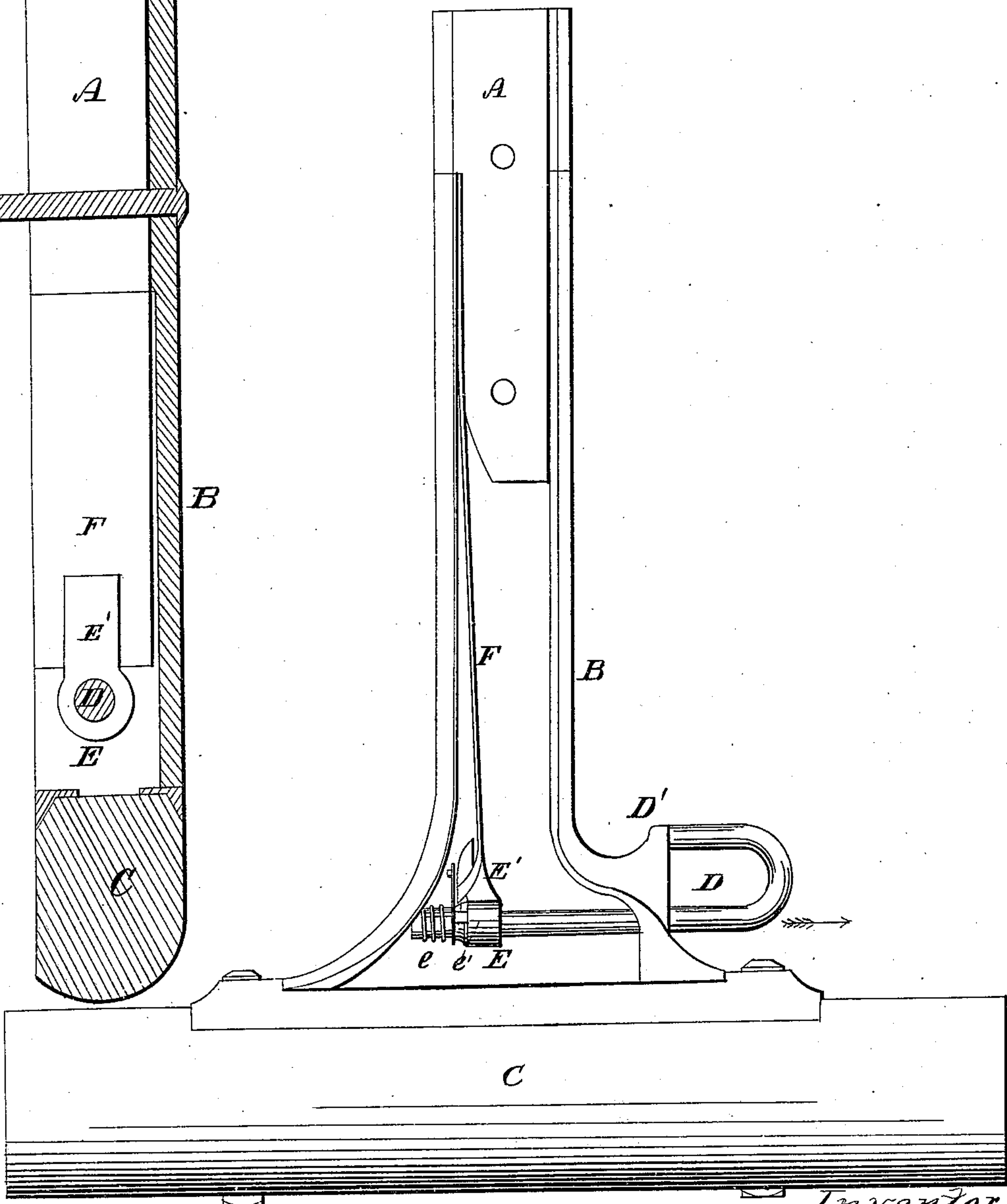


Fig. 1.



Witnesses.

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United States Patent Office.

WILLIAM L. BLAISDELL, OF PORT BYRON, NEW YORK.

Letters Patent No. 77,797, dated May 12, 1868.

IMPROVEMENT IN SHAFTS FOR VEHICLES.

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, WILLIAM L. BLAISDELL, of Port Byron, in the county of Cayuga, and State of New York, have invented certain new and useful Improvements in Shafts for Vehicles; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification, in which—

Figure 1 represents a plan view of my improved shaft-fastening for vehicles, and

Figure 2 a longitudinal section of the same.

The object of my invention is to provide a convenient fastening for attaching the shafts of vehicles to the cross-bar; and to this end my improvements consist,

First, in providing a hollow foot, of suitable form, which unites the shafts and cross-bar.

Second, in combining a spring and shoe in the interior of this foot, with the hook to which the trace is attached, in such manner as to afford a ready means of connecting or disconnecting the latter.

In the accompanying drawings, A represents a portion of the shaft of a vehicle, and C a portion of the cross-bar. B is a hollow casting or foot, of iron or other metal, which has the shaft A bolted to one end of it, and the cross-bar C to the other. D represents the hook to which the trace is fastened. This hook passes through an opening in the side of the foot, to the interior thereof, and has secured upon its inner end a shoe, E, in which it turns for a portion of a revolution, being governed in its movement by projections, *e'*, upon it, which strike against a similar projection on the shoe. A plate-spring, F, is riveted on the inside of the foot, near the junction of the shaft, and has upon its other end a slot, through which a projection, E', on the shoe, passes. The end of this projection and the surface of the spring are curved where they meet each other, for greater ease in working. The outer end of the hook bears against a nose, D', on the outer end of the foot. The spiral spring *e* brings the hook back to position when it is turned in the shoe E.

To connect the trace to the hook-D, the hook is drawn out in the direction of the arrow, and turned in the shoe, which removes it from the projecting nose D', and allows the ring of the trace to be slipped into it. When this is done the spring F draws it back, and the spiral spring *e*, fastened to the projection E' of the shoe, turns the hook back to its original position.

Having thus fully described my improved shaft-fastening for vehicles, what I claim therein, and desire to secure by Letters Patent, is—

1. The hollow foot B, of iron or other metal, when arranged as described, for the purpose of uniting the shaft and cross-bar.

2. The combination of the hook D and shoe E, with the springs *e* and F and foot B, all arranged and operating substantially as described for the purpose set forth.

In testimony that I claim the foregoing as my own, I affix my signature in presence of two witnesses.

Witnesses:

HOWELL B. CONVERSE,
JAMES C. HAIGHT.

WILLIAM L. BLAISDELL.