

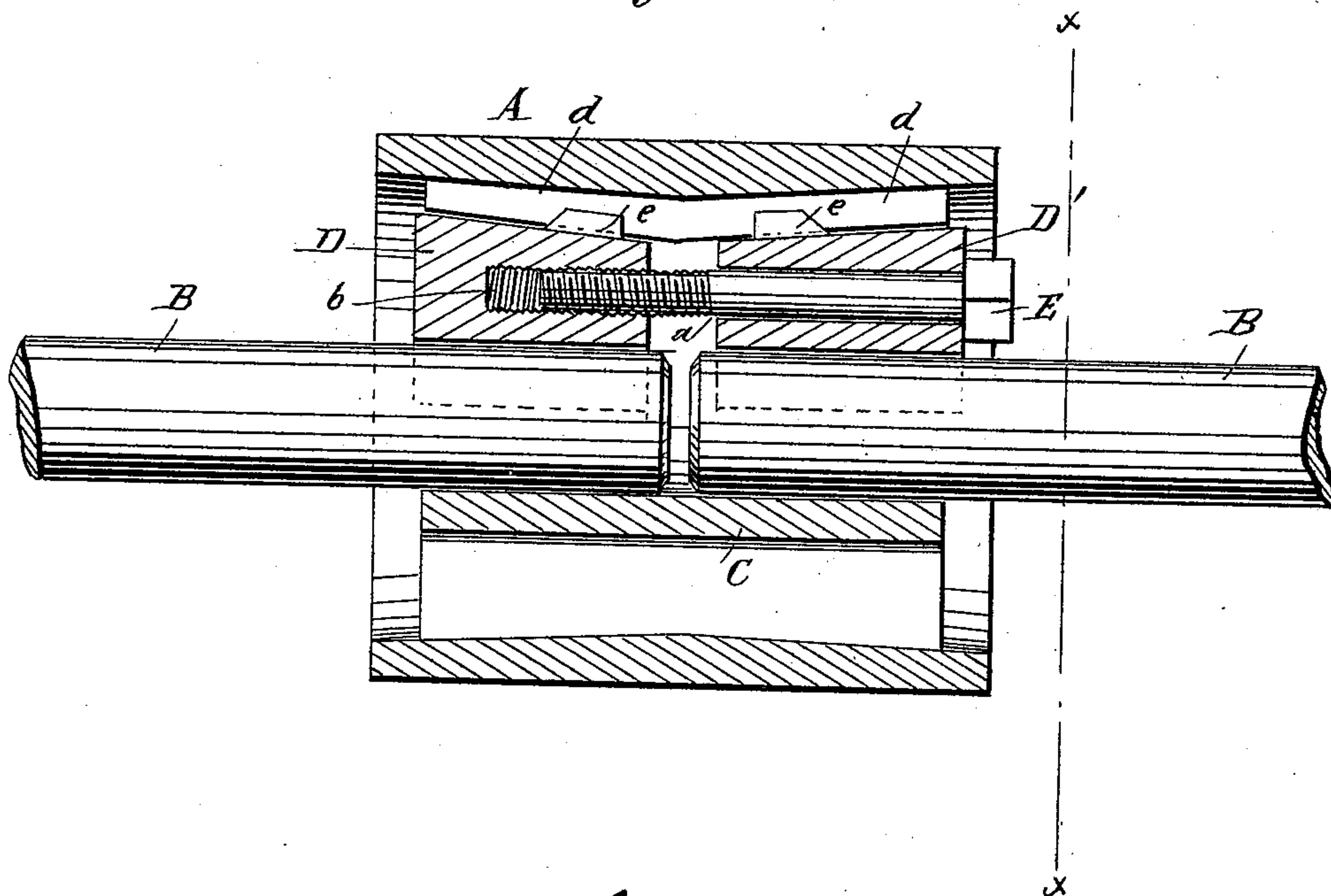
(No Model.)

R. J. STUART.  
SHAFT COUPLING.

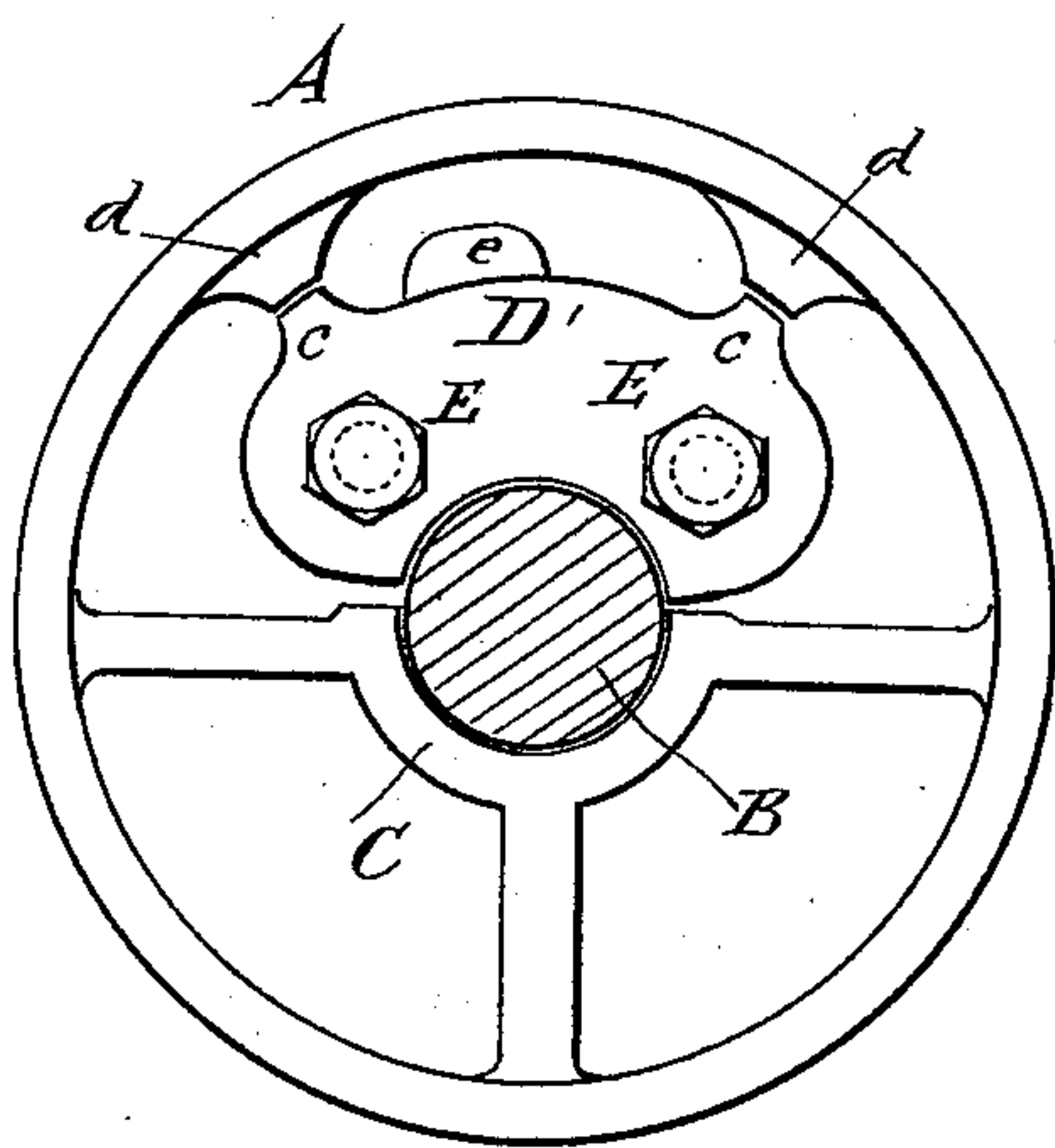
No. 386,278.

Patented July 17, 1888.

*Fig: 1.*



*Fig: 2.*



WITNESSES:

*Chas. Aida*  
*C. Bedgwick*

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# UNITED STATES PATENT OFFICE.

ROBERT J. STUART, OF NEW HAMBURG, NEW YORK.

## SHAFT-COUPLING.

SPECIFICATION forming part of Letters Patent No. 386,278, dated July 17, 1888.

Application filed July 31, 1886. Renewed March 3, 1888. Serial No. 266,104. (No model.)

*To all whom it may concern:*

Be it known that I, ROBERT J. STUART, of New Hamburg, Dutchess county, and State of New York, have invented a new and Improved Shaft-Coupling, of which the following is a full, clear, and exact description.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in both figures.

Figure 1 is a sectional elevation of my new shaft-coupling as it appears when applied for use, and Fig. 2 is a sectional elevation taken on the line *x x* of Fig. 1.

The invention will first be described in connection with the drawings, and then pointed out in the claims.

A represents the coupling-frame. This is made cylindrical in form to receive a shaft, B, at each end, and is cast with the central concaved bridge or seat, C, to support the shafts B. The shafts are locked in the coupling, or rather the coupling to the shafts, by two wedges, D D', which are drawn into the casing A, to bind upon the shaft, by screw-bolts E, passed through the plain passages *a* of the wedge D', and screw into the screw-threaded sockets *b* of the wedge D. The wedges D D' are each formed with ribs *c* upon its upper or outer surface and with a concave in its inner surface to fit upon the shaft, as shown in Fig. 2, and between the ribs *c* are formed upon the wedges the lugs *e*, by which the wedges may

be driven out of the casing when it is desired to remove the coupling or disconnect the shafts. Upon the inner surface of the casing A are formed the ribs *d d*, the edges of which slant from each end of the casing A toward the center thereof, so they form double-inclined rails for the wedges D D' to act against when drawn into the casing by the screws E. The ribs *c c* of the wedges fit against the ribs *d d* of the casing, as shown clearly in Fig. 2.

By constructing the shaft-coupling as described the same is not only practical, but cheap and strong and very quickly and easily applied and removed.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. The casing A, formed with the central bridge or seat, C, for the shafts and with the double-inclined ribs *d*, parallel with each other and projecting from the inner wall of the casing, in combination with the two opposite wedges D D' and screw-bolts E, for drawing the wedges into the casing, substantially as described.

2. The wedges D, formed with the inclined ribs *c* and studs *e*, in combination with the bolts E and the casing A, formed with the seat C, and with the inclined ribs *d*, substantially as described.

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Witnesses:

WILLIAM H. RAYMOND,  
THOMAS STUART.