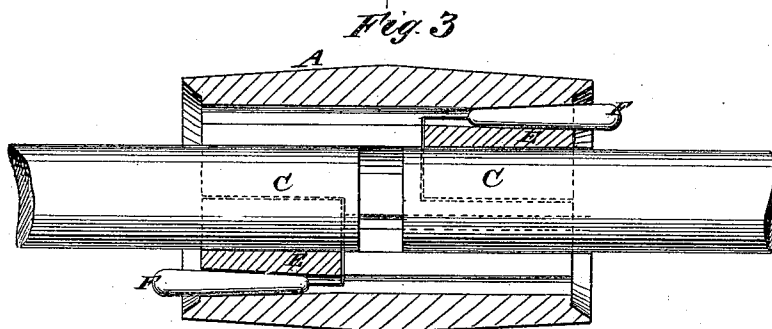
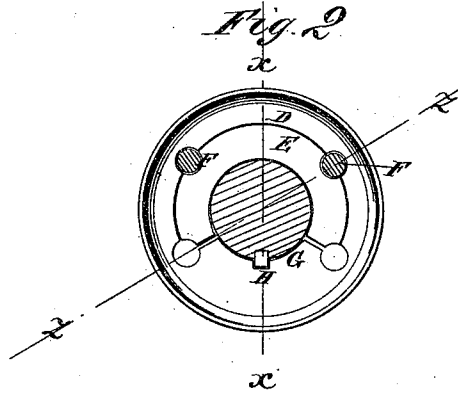
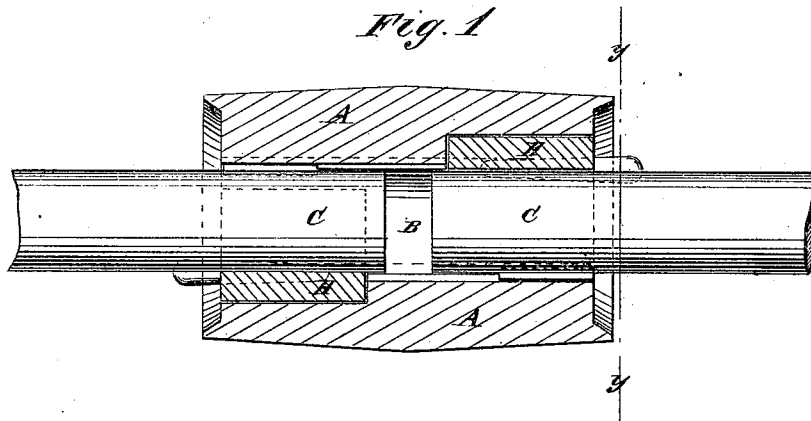


S. M. GUSS.
SHAFT-COUPLING.

No. 175,695.

Patented April 4, 1876.



WITNESSES:

A. W. Almquist
John Goethals

INVENTOR:

S. M. Guss

BY

Wm. H. ...
ATTORNEYS.

UNITED STATES PATENT OFFICE.

SAMUEL MOSES GUSS, OF READING, PENNSYLVANIA.

IMPROVEMENT IN SHAFT-COUPPLINGS.

Specification forming part of Letters Patent No. **175,695**, dated April 4, 1876; application filed February 5, 1876.

To all whom it may concern:

Be it known that I, SAMUEL M. GUSS, of Reading, Berks county, Pennsylvania, have invented a new and Improved Shaft-Coupling, of which the following is a specification:

This improved coupling comprises a solid hub, with a central hole for the shaft, which is enlarged part of the circumference at each end, in which enlargement is fitted a bush, which is keyed firmly against the shaft, so as to press it very firmly against the part of the hole in which it is keyed, thus making a firm and substantial, and at the same time symmetrical, coupling. The parts of the solid hub are all cast together with the key-ways, so that the coupling is made very cheaply.

Figure 1 is a longitudinal section of my improved coupling, taken on line *x x* of Fig. 2. Fig. 2 is a transverse section on line *y y*, Fig. 1; and Fig. 3 is a longitudinal section taken on line *z z*, Fig. 2.

Similar letters of reference indicate corresponding parts.

A is the hub, through the center of which is a hole, B, for the shafts C, the hole being enlarged at each end D, and having a bush,

E, fitted in and keyed down on the shaft by keys F, which firmly press the shaft against the side G of the hole, where it is secured against revolving in the coupling by the key H.

The bushes are preferably located on opposite sides of the hub; but they may be on the same side, if preferred.

Provision is made for extending the holes for the keys F entirely through the coupling, so that they can be readily driven out from the opposite end by a drift-pin to take off the couplings.

I am aware that the sleeve ends of two shafts have been heretofore coupled by a spline, gib, cross-keys, and screws; also by an end lock, bush, and screws; but

What I claim is—

A sleeve and two shaft ends connected by longitudinal wedge-keys alone, the latter being driven diametrically on opposite sides of the shaft ends between the bushings and the sleeve, as and for the purpose specified.

SAMUEL MOSES GUSS.

Witnesses:

MATTHIAS MENGEL,
WM. T. ZELL.