DUDLEY & GULDEN.

SHAFT OR POLE COUPLING FOR CARRIAGES.

No. 102,515. Patented May 3, 1870

Fig. 1.

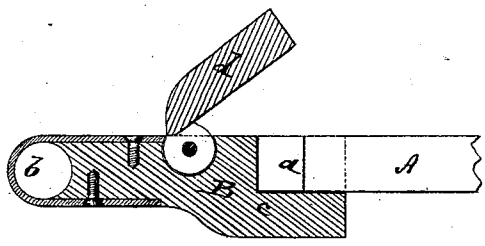
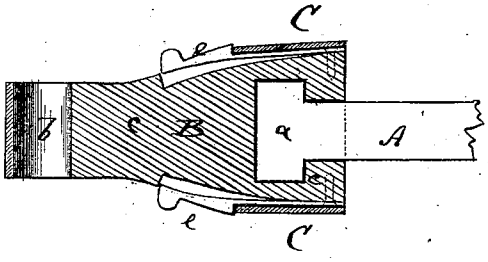


Fig. 2.



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CHARLES G. DUDLEY AND JACOB GULDEN, OF KEY PORT, NEW JERSEY.

Letters Patent No. 102,515, *dated May* 3, 1870.

IMPROVEMENT IN SHAFT OR POLE-COUPLING FOR CARRIAGES.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that we, CHARLES G. DUDLEY and JACOB GULDEN, of Key Port, Monmouth county, and State of New Jersey, have invented a new and Improved Shaft and Pole-Coupling for Carriages, &c.; and we do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings forming part of this specification, in which—

Figure 1 represents a vertical longitudinal section of our improved pole-coupling.

Figure 2 is a horizontal section of the same.

Similar letters of reference indicate corresponding parts.

This invention relates to coupling for shafts and poles of vehicles; and

The invention consists in combination of parts as specified in the claim.

A, in the drawing, represents the back part of a pole or shaft.

B is the back section of the shaft constituting the coupling.

The shaft has a head, *a*, formed on its back end, the said head being fitted into a corresponding recess of the coupling B. The latter is made in form of a block, with an eye or loop, B, at the back end to receive the pivot of the clip.

The block B consists of two pieces, *c* and *d*, which are hinged together. The part *c* has the recess for the head of the pole. The part *d* covers the same.

A ring, C, can be slipped over the two pieces *c d* to lock the same together, and to thereby lock the end of the pole in the coupling.

The ring is held in place by spring catches *e e*. When the ring is drawn back, as in fig. 1, the part *d* can be swung up to liberate the end of the pole, which can readily be lifted out of the socket in C. The coupling B will thus always remain on the axle, while the pole or shaft can be readily removed from it.

It is evident that instead of the ring any other equivalent device for holding the parts *c d* together may be employed.

Having thus described our invention,

We claim as new and desire to secure by Letters Patent—

The coupling B, applied to the pole or shaft of a vehicle, and formed by the combination with the hinged parts *c* and *d*, which are adapted to receive the head of the pole or shaft of the carriage, of the ring C and spring-catches *e*, substantially as herein shown and described.

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