

I. S. KRICK.
VEHICLE-SPRING COUPLINGS.

No. 195,616.

Patented Sept. 25, 1877.

Fig. 1.

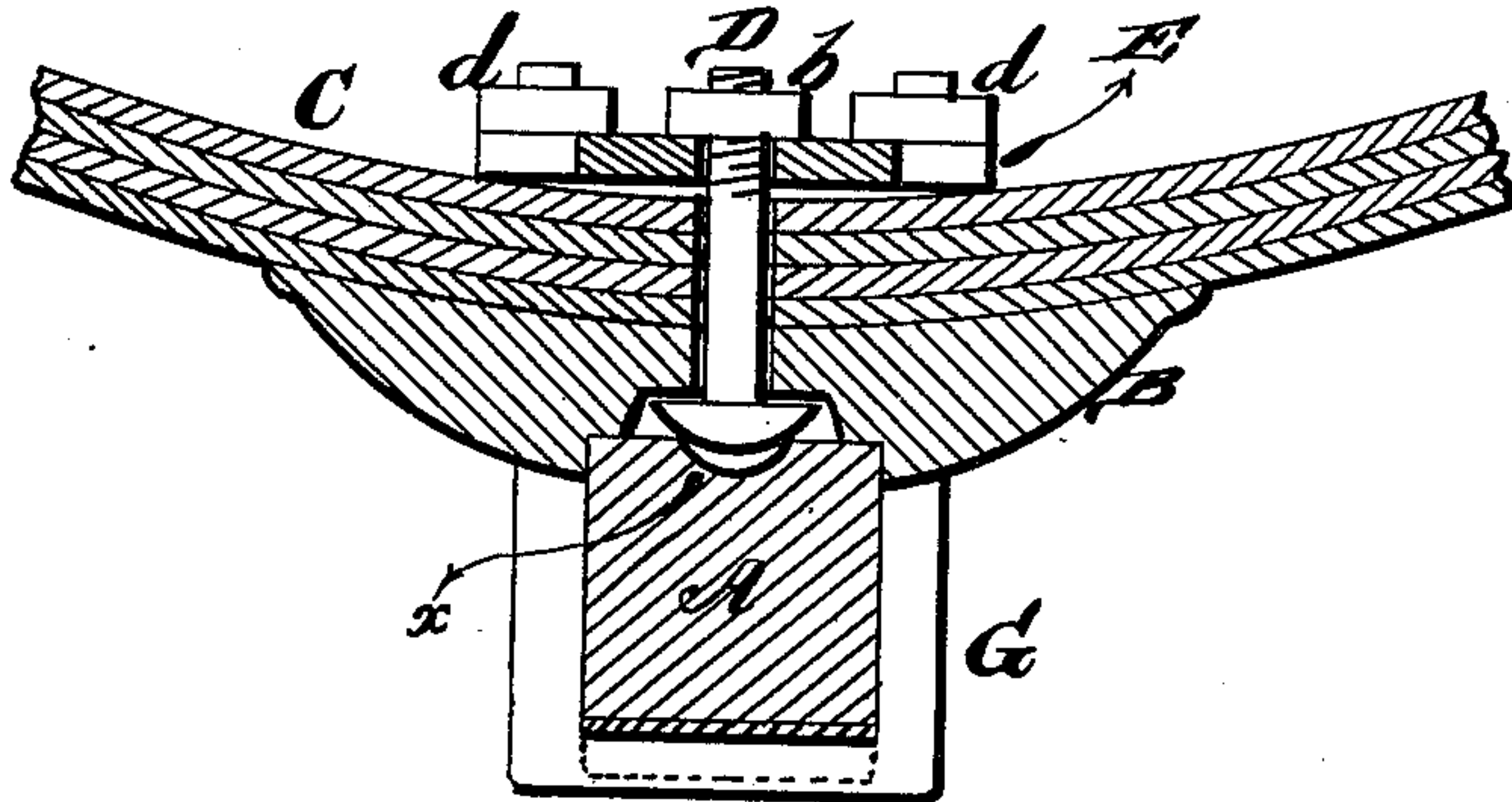


Fig. 2.

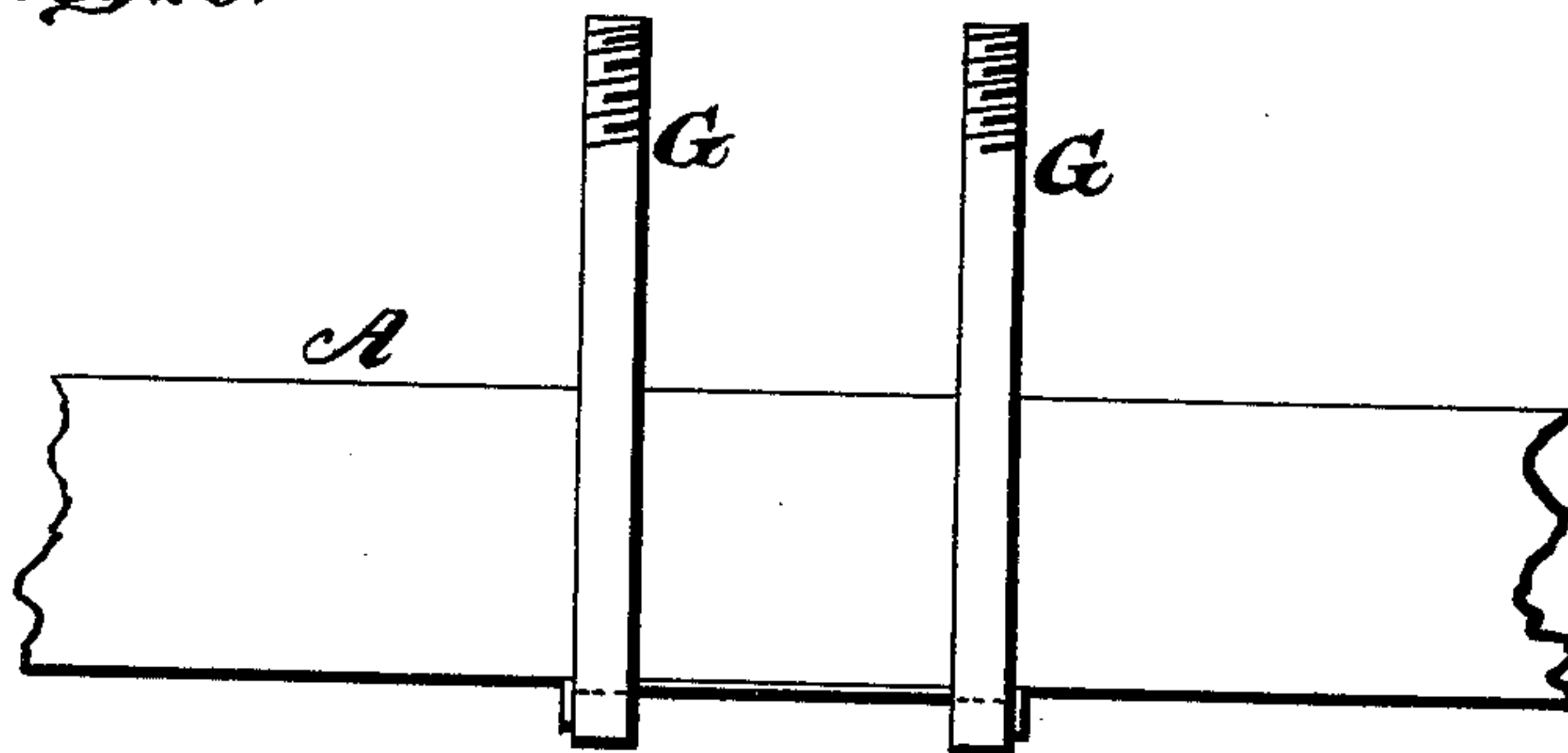


Fig. 3.

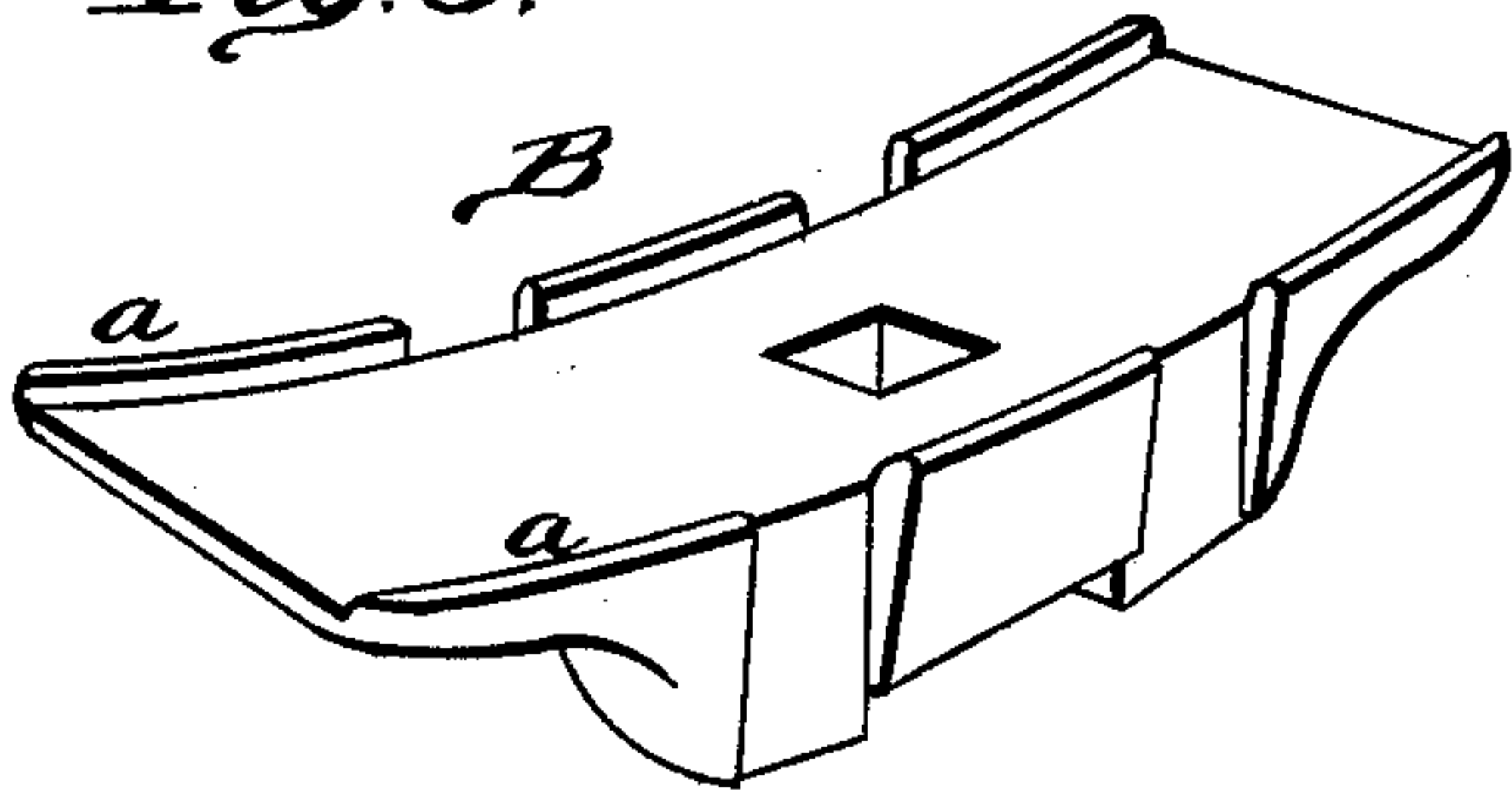
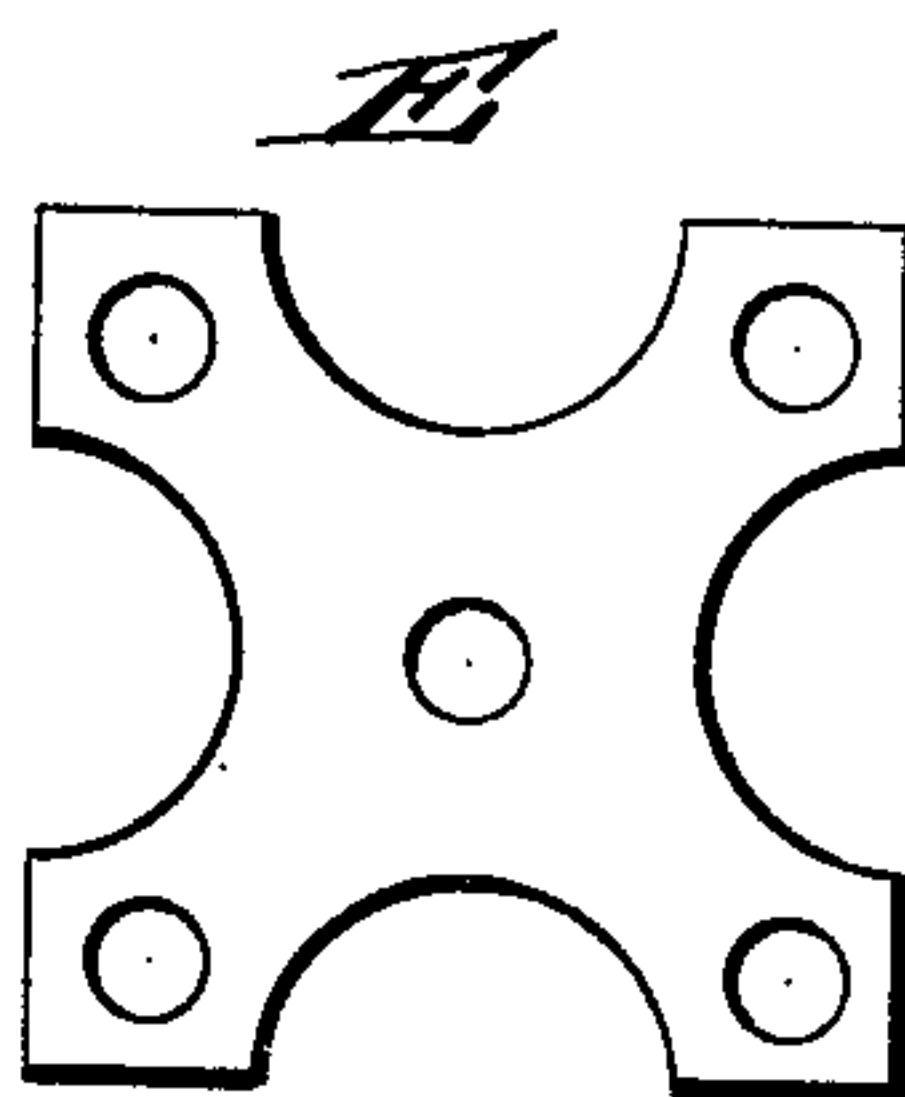


Fig. 4.



WITNESSES
Robert Grant
George E. Upham

INVENTOR.
Iris S. Krick.
Gilmore Smith & Co.

ATTORNEYS.

UNITED STATES PATENT OFFICE.

IRWIN S. KRICK, OF CONNEAUTVILLE, PENNSYLVANIA.

IMPROVEMENT IN VEHICLE-SPRING COUPLINGS.

Specification forming part of Letters Patent No. **195,616**, dated September 25, 1877; application filed August 18, 1877.

To all whom it may concern :

Be it known that I, IRWIN S. KRICK, of Conneautville, in the county of Crawford and State of Pennsylvania, have invented a new and valuable Improvement in Spring-Coupling; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of a longitudinal vertical sectional view of my spring-coupling. Fig. 2 is a view of the clips and axle. Fig. 3 is a perspective view of the block. Fig. 4 is a view of the top plate.

The nature of my invention consists in the construction and arrangement of a coupling for connecting vehicle-springs to axles, as will be hereinafter more fully set forth.

The annexed drawing, to which reference is made, fully illustrates my invention.

A represents the axle, upon which and at right angles therewith is placed a block, B, having a recess formed in the center of its under side to yoke onto the axle, fitting the same snugly so as to prevent any endwise motion of the block.

The upper surface of the block B is made slightly curved or convave from end to end, and along the sides are flanges *a a*, between which the lower leaf of the springs C rest, thus holding the spring in line with the block and at right angles to the axle.

D is a bolt passing through the center of the block B, through the springs, and through a top plate, E, and fastened by a nut, *b*, securing said parts together. The head of the bolt D is countersunk in the under side of the block B only so far as to leave a portion of the head projecting below the same, said projecting portion of the head entering and fitting in a recess, *x*, made in the top of the axle A, whereby the block B is prevented from sliding lengthwise on the axle.

G G are clips, passing under the axle and halving into the block, and then pass through the plate E, and fastened by nuts *d*, as shown.

By this construction of the coupling all the parts are held securely to their places so that they cannot move in any direction.

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

The block B, recessed on its under side, and provided with the side flanges *a* on its concave upper face, in combination with the axle A, having the recess *x*, bolt D, springs C, plate E, made in one piece, clips G, and nuts *b d*, substantially as described, and for the purpose set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

IRWIN S. KRICK.

Witnesses:

CHARLES TRUESDALE,
NEWTON TRUESDALE.