

No. 607,197.

Patented July 12, 1898.

H. SIEVERS.
THILL COUPLING.

(Application filed Nov 29, 1897.)

(No Model.)

Fig. 1.

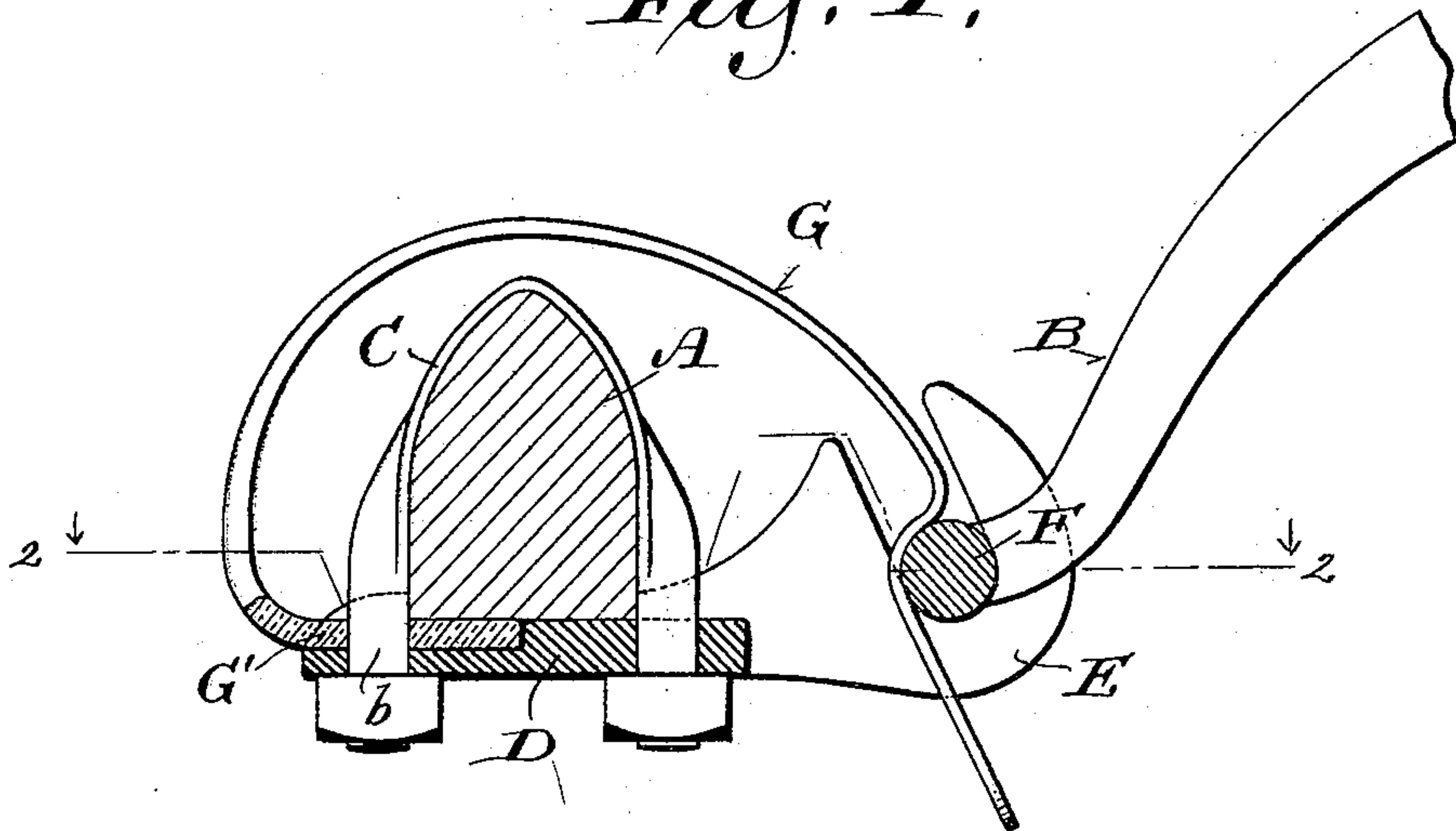
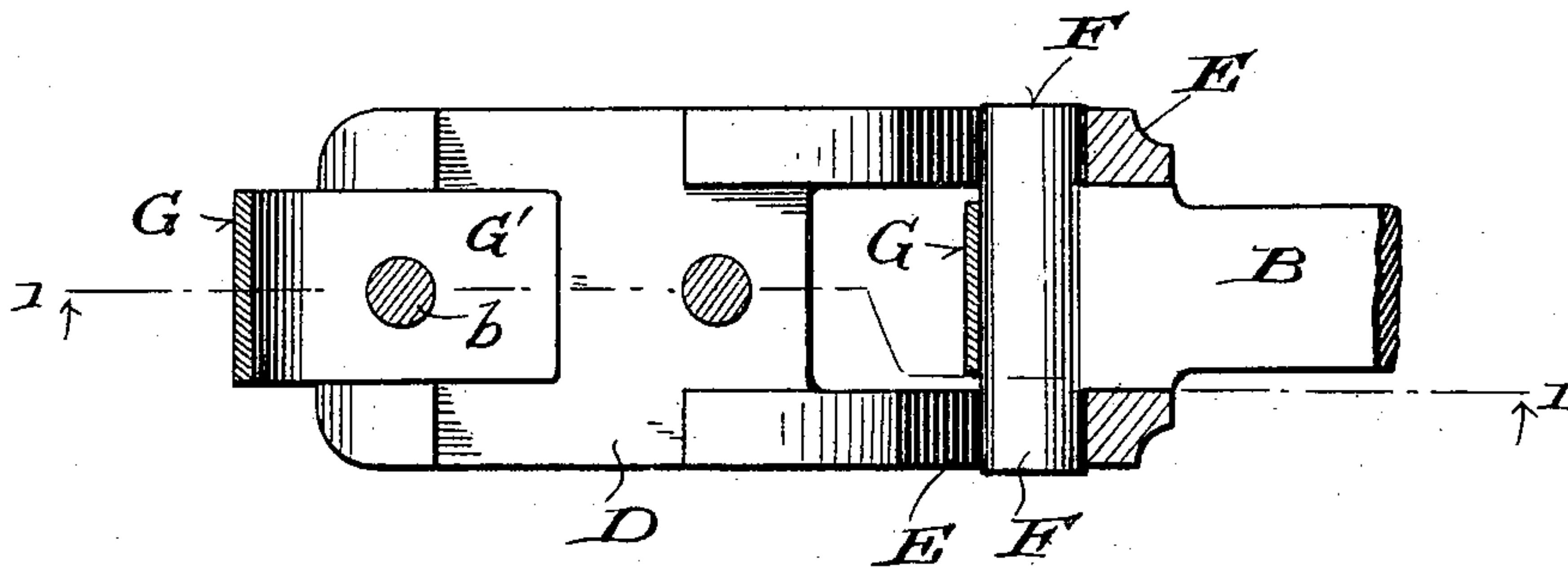


Fig. 2.



Witnesses:
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UNITED STATES PATENT OFFICE.

HENRY SIEVERS, OF WEST BEND, WISCONSIN, ASSIGNOR OF ONE-HALF TO
HERMAN DEGNER, OF SAME PLACE.

THILL-COUPLING.

SPECIFICATION forming part of Letters Patent No. 607,197, dated July 12, 1898.

Application filed November 29, 1897. Serial No. 660,075. (No model.)

To all whom it may concern:

Be it known that I, HENRY SIEVERS, a citizen of the United States, and a resident of West Bend, in the county of Washington and State of Wisconsin, have invented certain new and useful Improvements in Thill-Couplings; and I do hereby declare that the following is a full, clear, and exact description thereof.

My invention has for its particular object to improve the thill-coupling set forth in United States Patent No. 503,739, issued to Herman Degner August 22, 1893; and it consists in certain peculiarities of construction and combination of parts hereinafter set forth, with reference to the accompanying drawings, and subsequently claimed.

Figure 1 of the drawings represents a view indicated by line 1 1 in the succeeding figure and illustrates my improved thill-coupling in connection with a vehicle-axle. Fig. 2 represents a plan view, partly in horizontal section, indicated by line 2 2 in the preceding figure.

Referring by letter to the drawings, A represents a front vehicle-axle; B, a thill-iron; C, a clip connecting the axle and a metal plate D, this plate being provided with vertically-disposed forward hook extensions E for the engagement of circular lugs F, extending laterally in opposite directions from the rounded rear end of the thill-iron.

The general construction and arrangement of parts thus far described are similar to what is shown in the patent aforesaid.

The rounded end of the thill-iron opposes a corresponding bend in the free portion of a flat metal spring G, the latter having oblique bearing on said thill-iron to resist lift of its lugs in the oblique openings of the hook extensions E pertaining to plate D, while at the same time this spring compensates for wear

of the parts in frictional contact and prevents rattling of the coupling.

Previous to my invention the rear end of the spring G was riveted fast to the rear upper portion of the clip. To obtain a greater resistance to lift of the thill-iron lugs from the hook extensions of plate D and to insure against loss of the spring are contemplated by my improvements. Therefore said spring is herein shown extended down back of the clip C at some distance therefrom and recurved to present a forward horizontal end G', engaging a corresponding seat formed in said plate longitudinally thereof, this horizontal end of the aforesaid spring being partly under the axle A, against the same, and provided with an aperture engaged by one end b of said clip.

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

A thill-coupling comprising a plate having forward hook extensions and a rear upper longitudinal seat, the latter extending under an axle to which the plate is made fast, a spring having a recurved horizontal rear end engaging the aforesaid seat to impinge the axle, and a thill-iron engageable with hook extensions of said plate against a bend in the forward portion of the spring, the recurved horizontal rear end of this spring having an aperture for the engagement of one end of the clip by which the aforesaid plate is held to an axle.

In testimony that I claim the foregoing I have hereunto set my hand, at West Bend, in the county of Washington and State of Wisconsin, in the presence of two witnesses.

HENRY SIEVERS.

Witnesses:

E. H. GLANTZ,
CHAS. MOSER.