(Model.)

C. W. SALADEE.

VEHICLE SPRING.

No. 265,447. Patented Oct. 3, 1882.

Fig. 1.

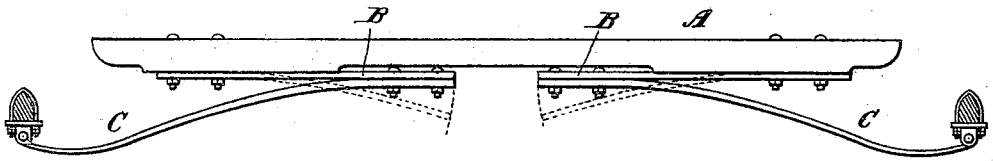
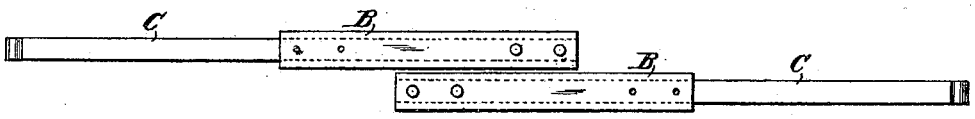


Fig. 2.



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UNITED STATES PATENT OFFICE.

CYRUS W. SALADEE, OF TORRINGTON, CONNECTICUT.

VEHICLE-SPRING.

SPECIFICATION forming part of Letters Patent No. 265,447, dated October 3, 1882.

Application filed May 17, 1882. (Model.)

To all whom it may concern:

Be it known that I, CYRUS W. SALADEE, of Torrington, Litchfield county, State of Connecticut, have invented certain new and useful Improvements in Vehicle-Springs, of which the following is a specification.

My invention is a spring for vehicle-bodies and other platforms; and it consists of a spring formed of two members—that is, a straight flexion blade and a bent arm—the outer ends of which two members are attached respectively to the bottom of the body at the sides or ends thereof, and to the side bar or frame on the same side or end, the inner ends of the members being rigidly secured together in such manner that they can act freely without contact with the body or other part of the vehicle.

My invention consists, further, in making the top or straight member of the spring of wider steel than that used in the lower member or arm of the spring, thereby giving not only a wider bearing on which to rest the body, but imparting to this member a greater degree of flexion motion. I thus produce a strong, light, and easy spring within a limited space.

In the drawings, Figure 1 is a front elevation of the springs attached to the cross-bar which is framed into the bottom of the body; and Fig. 2 is a top or plan view with the cross-bar removed, and showing the inner ends of the springs extended to pass each other across the center of the body.

A is the spring-bar, which is attached to the bottom of the body.

B B are the straight members of the springs, the outer ends of which are attached rigidly to the sides of the body or ends of the spring-bar.

C C are the curved members or arms, the inner ends of which are rigidly attached to the inner ends of the springs B B, while the outer ends of the arms extend and are attached to the side bars or any part of the frame of the running-gear. When, therefore, the weight is imposed upon A the inner ends of the springs B are deflected from the body or bar A, as shown in dotted lines, Fig. 1, according as the weight is increased; and hence a slight movement of the springs B B at their free ends is coincident with a greatly-increased motion to the body. These upper springs, B, are made of one or more plates, according as the vehicle in which the same are to be used is light or heavy, and the arms C may be either flexion or rigid, according to the motion which it may be desired to impart to the body. While the members B C may be in one piece, I prefer to make them of two parts, as shown, as on the breaking of one part that portion can be easily replaced, the other not being impaired. I prefer to make the upper or straight member, B, of steel, wider than that of which the lower member, C, is made, thereby affording not only a wider bearing at the point of connection of the spring and body or cross-bar, but by spreading the steel I may use it thinner, and thus get greater flexibility with requisite carrying capacity within the limited space afforded to this member. When desired I increase the motion of the body by extending the springs farther inward, and setting them so as to pass each other, as seen in Fig. 2; but in either case the outer ends of the upper member, B, must be attached to the bottom of the body at the same side to which the arm C is extended to unite with the side bar or frame of the gear.

I claim—

1. A spring consisting of a straight flexion member and a bent arm, the outer ends of which are attached respectively to the bottom of the platform, at the sides or ends thereof, and to the side bar or frame on the same side or end, the inner ends being rigidly connected and extended toward the center of the platform, whereby said inner ends may act free of the platform or other parts, substantially as and for the purpose set forth.

2. The combination of the lower member, C, and upper member, B, made of wider steel than the lower member, C, substantially as and for the purpose set forth.

3. The combination of the platform, frame, and springs, consisting of members B C, the inner free ends of the springs being extended beyond the center of the body, substantially as shown and described.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CYRUS W. SALADEE.

Witnesses:

ISAAC W. BROOKS,

WILLIAM PAXTON.