

(No Model.)

C. M. BLYDENBURGH.

VEHICLE SPRING.

No. 383,339.

Patented May 22, 1888.

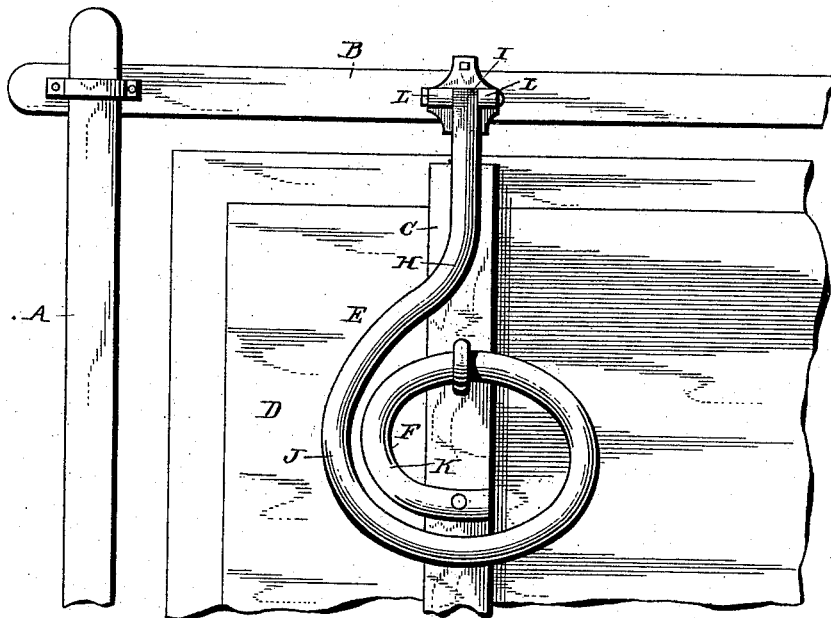


Fig. 1.

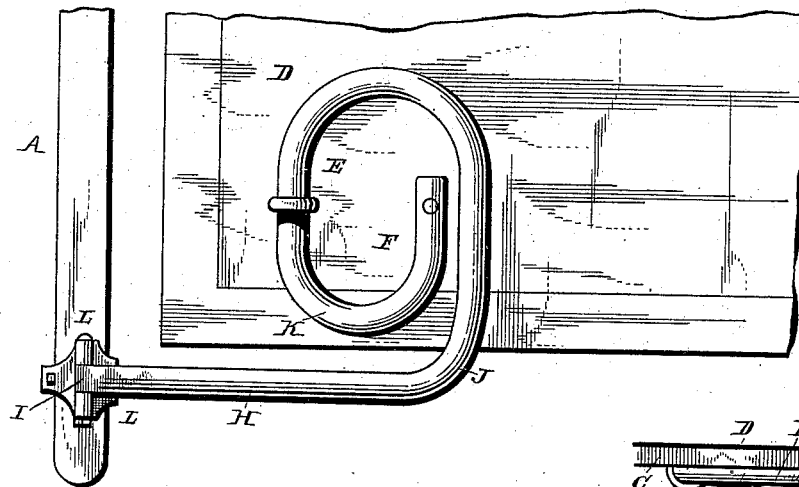


Fig. 2.

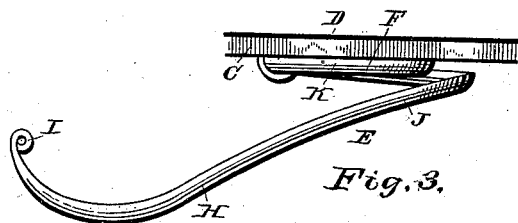


Fig. 3.

WITNESSES

D. Fugitt,
Phil. C. Wasi.

INVENTOR

C. M. Blydenburgh
by Anderson & Smith
Attorneys.

UNITED STATES PATENT OFFICE.

CHARLES M. BLYDENBURGH, OF RIVERHEAD, NEW YORK.

VEHICLE-SPRING.

SPECIFICATION forming part of Letters Patent No. 383,339, dated May 22, 1888.

Application filed February 12, 1887. Serial No. 227,415. (No model.)

To all whom it may concern:

Be it known that I, CHARLES M. BLYDENBURGH, a citizen of the United States, and a resident of Riverhead, in the county of Suffolk and State of New York, have invented certain new and useful Improvements in Vehicle-Springs; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a bottom view of a portion of a wagon-body, showing one form of my improved vehicle-spring. Fig. 2 is a bottom view of a portion of a wagon-body, showing another form of my improved vehicle-spring. Fig. 3 is a side view of the spring shown in Fig. 1.

My invention relates to vehicle springs; and it consists in the construction and novel combination of parts, as hereinafter set forth, and illustrated in the drawings.

Referring by letter to the accompanying drawings, A designates the head-block of the running-gear of a vehicle, and D the body thereof.

I have only shown the above-mentioned parts of a vehicle, as that is sufficient to illustrate the application of my improved spring.

E represents a coiled spring having one and one-quarter or one and one-half turn, and made in a flattened spiral form, increasing from the inside or heel end outward and terminating in an arm, H, which inclines downwardly below the general plane of the coil. The arm H is provided at its end with an eye, I, by which it is secured to the head-block or to the side bar, as

the case may be. The arm is usually flattened at the end to form the eye, and is secured between lugs fastened to the head-block or side bar.

Clips or bolts are used at diametrically-opposite points to secure the spring to the lower face of the vehicle-body.

In the spring the free portion of the coil or arm J encircles or partially encircles the heel portion of said coil K. The heel portion of the coil is semi-elliptical in shape usually, and forms by its bend a brace-bearing which offsets the strain upon the free portion of the coil and arm. This spring portion, including the free coil and arm, being outside of the heel of the fastened portion, is of importance, as interference or contact of parts of the spring is avoided and a wide range of application is secured.

I am aware that springs have heretofore been made in which the outer or free end crosses the inner coil, and also in which the inner coil is extended outwardly to form the arm; but such I do not claim, broadly.

Having described my invention, I claim—

A coil vehicle-spring consisting of one full inner coil forming the body-attachment portion and continued by an outer coil portion, J, of greater diameter than the inner coil and terminating in a straight arm, H, extending downward and outward away from the coil and beyond the body of the vehicle, the inner coil of said spring having the two opposite fastenings, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES M. BLYDENBURGH.

Witnesses:

PHILIP C. MASI,
THEO. MUNGEN.