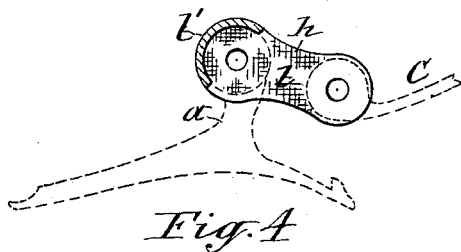
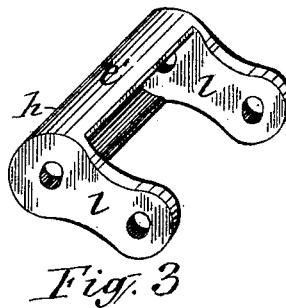
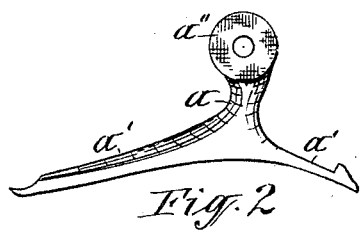
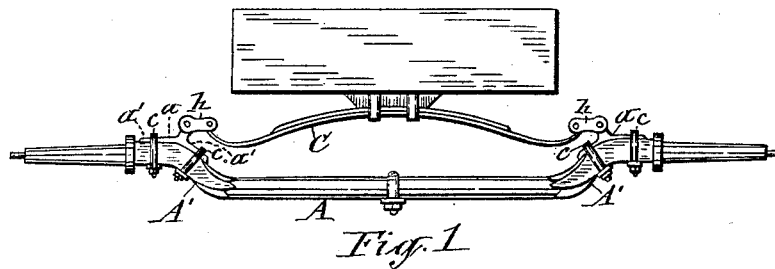


(No Model.)

A. SCHUBERT.  
SPRING VEHICLE.

No. 418,931.

Patented Jan. 7, 1890.



WITNESSES:

A. F. Wölz,  
Mark W. Dewey

INVENTOR:

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BY  
Shull, Laaso & Shull  
ATTORNEYS

# UNITED STATES PATENT OFFICE.

AUGUST SCHUBERT, OF ONEIDA, NEW YORK.

## SPRING-VEHICLE.

SPECIFICATION forming part of Letters Patent No. 418,931, dated January 7, 1890.

Application filed August 23, 1889. Serial No. 321,719. (No model.)

### *To all whom it may concern:*

Be it known that I, AUGUST SCHUBERT, of Oneida, in the county of Madison, in the State of New York, have invented new and useful  
5 Improvements in Spring-Vehicles, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

This invention relates to the class of spring-vehicles in which the body-supporting springs are disposed over the axles lengthwise thereof and hung on the end portions of said axles.

The invention consists in improved means for hanging the spring on the axle, as herein-  
15 after described, and specifically set forth in the claims.

In the accompanying drawings, Figure 1 is a rear end view of the vehicle minus the wheels. Fig. 2 is an enlarged detached side  
20 elevation of one of the stirrups to which one end of the spring is hung. Fig. 3 is an enlarged detached perspective view of one of the hangers; and Fig. 4 is a longitudinal section of said hanger, showing its connection  
25 with the stirrup and spring by dotted lines.

Similar letters of reference indicate corresponding parts.

A represents the hind axle of a vehicle, and C the cross-spring arranged over said axle  
30 and in the same vertical plane therewith, and formed with the usual shackle-eyes on its ends, said axle being formed with the downward-deflected end portions A' A' and with a depressed central portion. On the end portions of the axle I mount stirrups a a, and  
35 securely fasten them in their positions by clips c c, embracing elongations a' a' of the bases of the stirrups and the subjacent portions of the axle. I form each of said stirrups  
40 with a cylindrical head a'', which is perforated for the reception of a bolt by which to connect the hanger h to the stirrup. This hanger h, I form in one piece, of a saddle-

plate l', which is concaved on its under side corresponding to the convex top portion of the head a'', on which it rides, as illustrated  
45 in Fig. 4 of the drawings. Said saddle-plate terminates with a link l on each end, and is formed integral therewith. These links are perforated at both ends, and embrace at one  
50 of their ends the head a'', and at the opposite end the shackle-eye on the end of the cross-spring C. By means of bolts passing through the perforations of the links and the aforesaid parts the link is hung on the axle.  
55

By the aforesaid construction I obtain a hanger of great strength and durability, and by its riding on the stirrup, as aforesaid, the aforesaid bolt is relieved of the load carried  
60 by the spring, and the rattling of the said hanger is in a great measure overcome.

What I claim is—

In combination with the axle and cross-spring arranged over the axle in the same vertical plane, and formed with shackle-eyes  
65 on its ends, stirrups a a on the end portions of the axle, and formed with perforated annular heads a'' a'', the saddle-plates l' l', concaved on their under sides and riding thereby upon the aforesaid heads, each of said saddle-  
70 plates terminating with a link at each end, formed integral therewith, said links being perforated at both ends and embracing at one of their ends the head of the stirrup and  
75 at the opposite end the shackle-eye of the spring, and bolts passing through the links and the aforesaid intervening parts, substantially as described and shown.

In testimony whereof I have hereunto signed my name this 20th day of August, 80  
1889.

AUGUST SCHUBERT, [L. s.]

Witnesses:

C. H. DUELL,  
J. J. LAASS.