

(Model.)

A. GUMMER.
VEHICLE SPRING.

No. 253,201.

Patented Feb. 7, 1882.

Fig. 1.

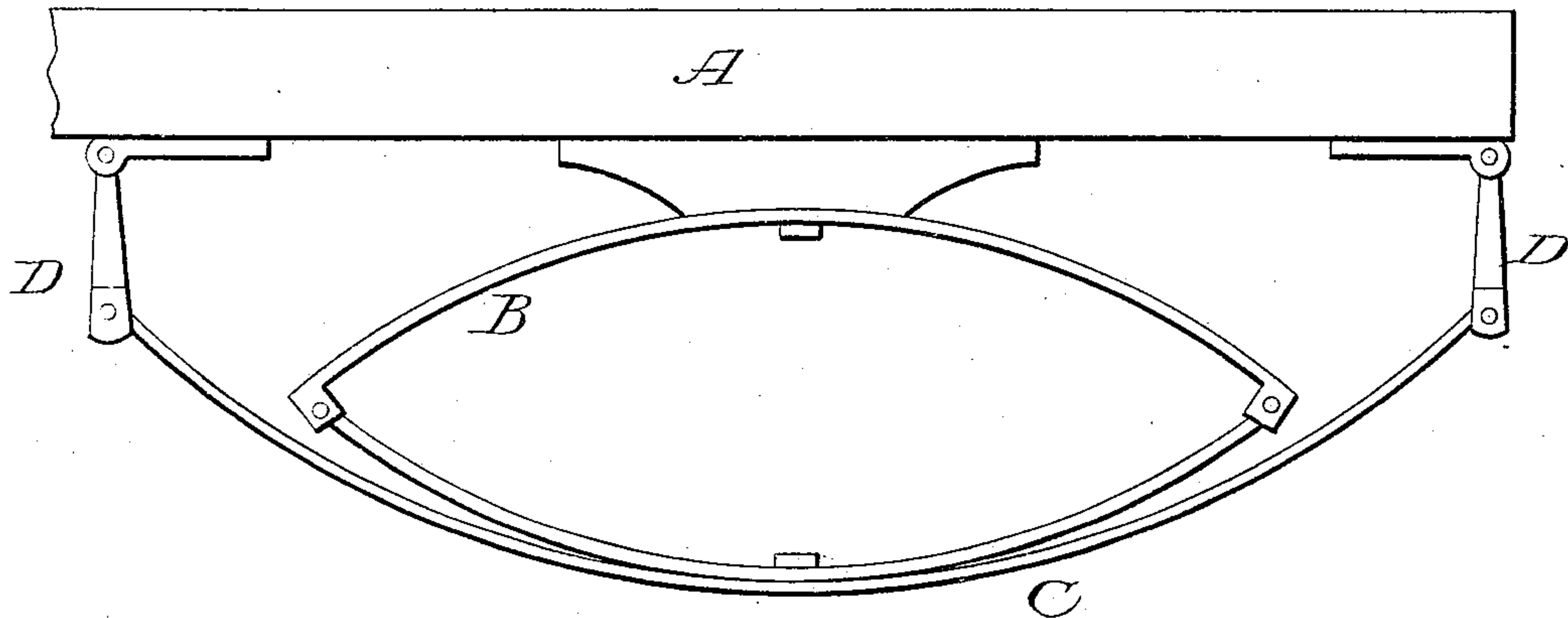
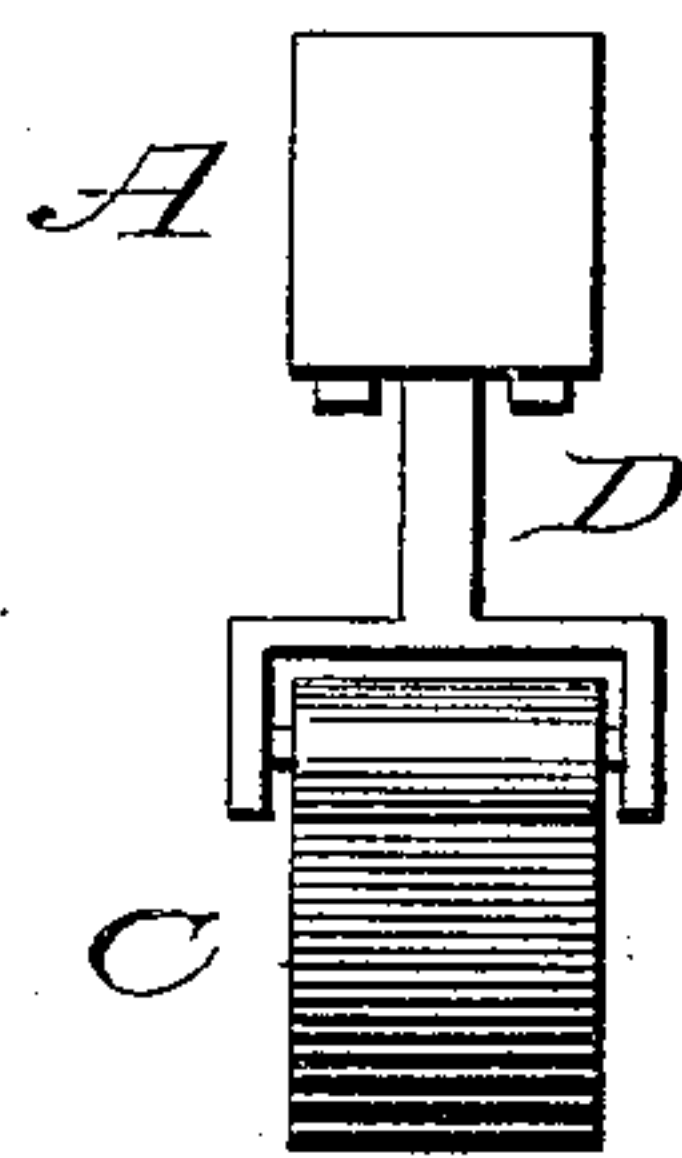


Fig. 2.



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UNITED STATES PATENT OFFICE.

ALBERT GUMMER, OF OMRO, WISCONSIN.

VEHICLE-SPRING.

SPECIFICATION forming part of Letters Patent No. 253,201, dated February 7, 1882.

Application filed December 31, 1880. (Model.)

To all whom it may concern:

Be it known that I, ALBERT GUMMER, of Omro, Winnebago county, Wisconsin, have invented certain Improvements in Vehicle-Springs, of which the following is a specification.

The nature of my invention relates to the use and peculiar construction of a vehicle-spring by centrally combining an elliptic or full spring and a semicircular half-spring together, in which combination the elliptic spring is centrally connected to the vehicle-body, or a projection thereof, on one side and within the curve of the half-spring on the opposite side, and used for the purpose of sharing the weight of the vehicle-body and as an equalizer to the same, to prevent a longitudinal or lateral play of the vehicle-body as it bears upon the ends of the half-spring, to which the same is connected by jointed studs or couplings. Each of the springs forming the combination is made of one or more leaves, and the leaves of the half-spring are bent in the direction covering the elliptic spring to unite with the jointed studs fastened to the vehicle-body.

In this arrangement full freedom of action is given to the half-spring, and an improved bearing capacity, combined with a proper flexi-

bility of the combination, is obtained, in addition to a greater security from breakage of the same by a rebound of the vehicle-body.

Figure 1 is a side elevation. Fig. 2 is an end elevation.

A is a section of the vehicle-body.

B is an elliptic or full spring, rigidly coupled to the half-spring C on one side and to the vehicle-body A, or a projection thereof, on the opposite side, for the purpose of preventing a longitudinal or lateral play of the part with which it is connected.

D are jointed coupling-studs connecting the vehicle-body A with the ends of the half-spring C.

I claim—

An elliptic spring, B, centrally connected to the vehicle body A, or a projection thereof, on one side and within the curve to the half-spring C on the opposite side, in combination with jointed coupling-studs D, substantially as shown and described, and for the purpose set forth.

ALBERT GUMMER.

Witnesses:

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