

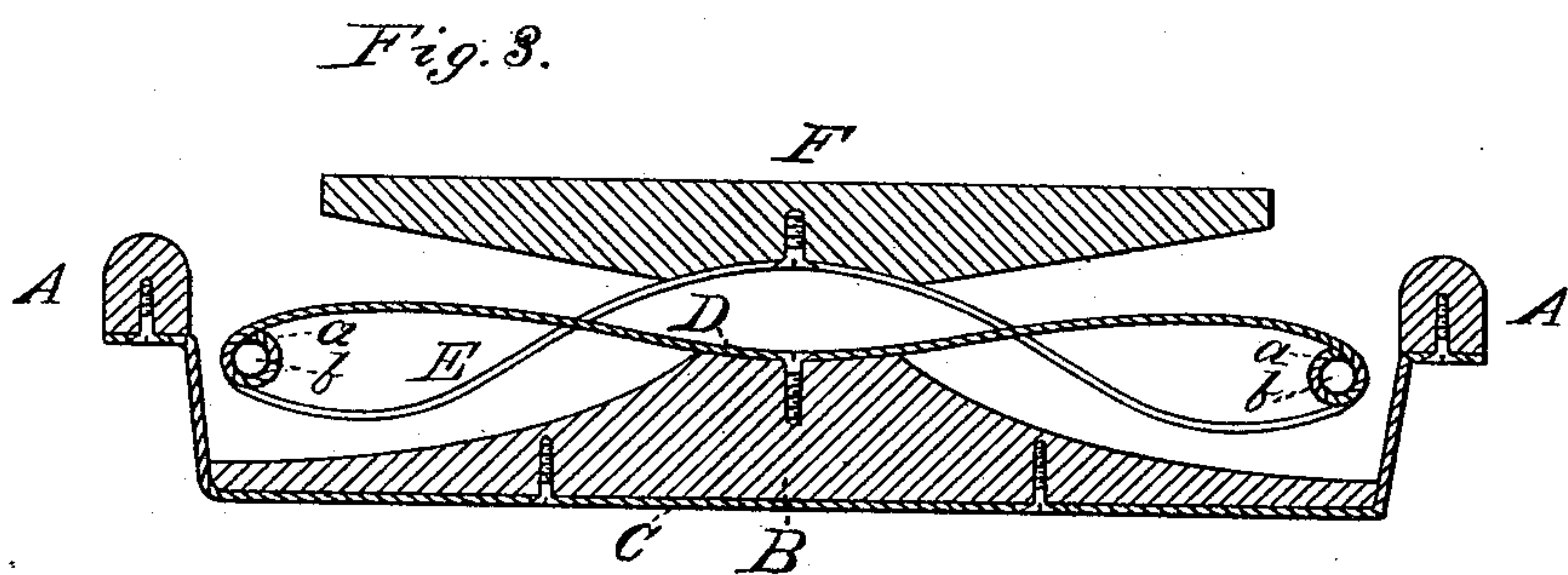
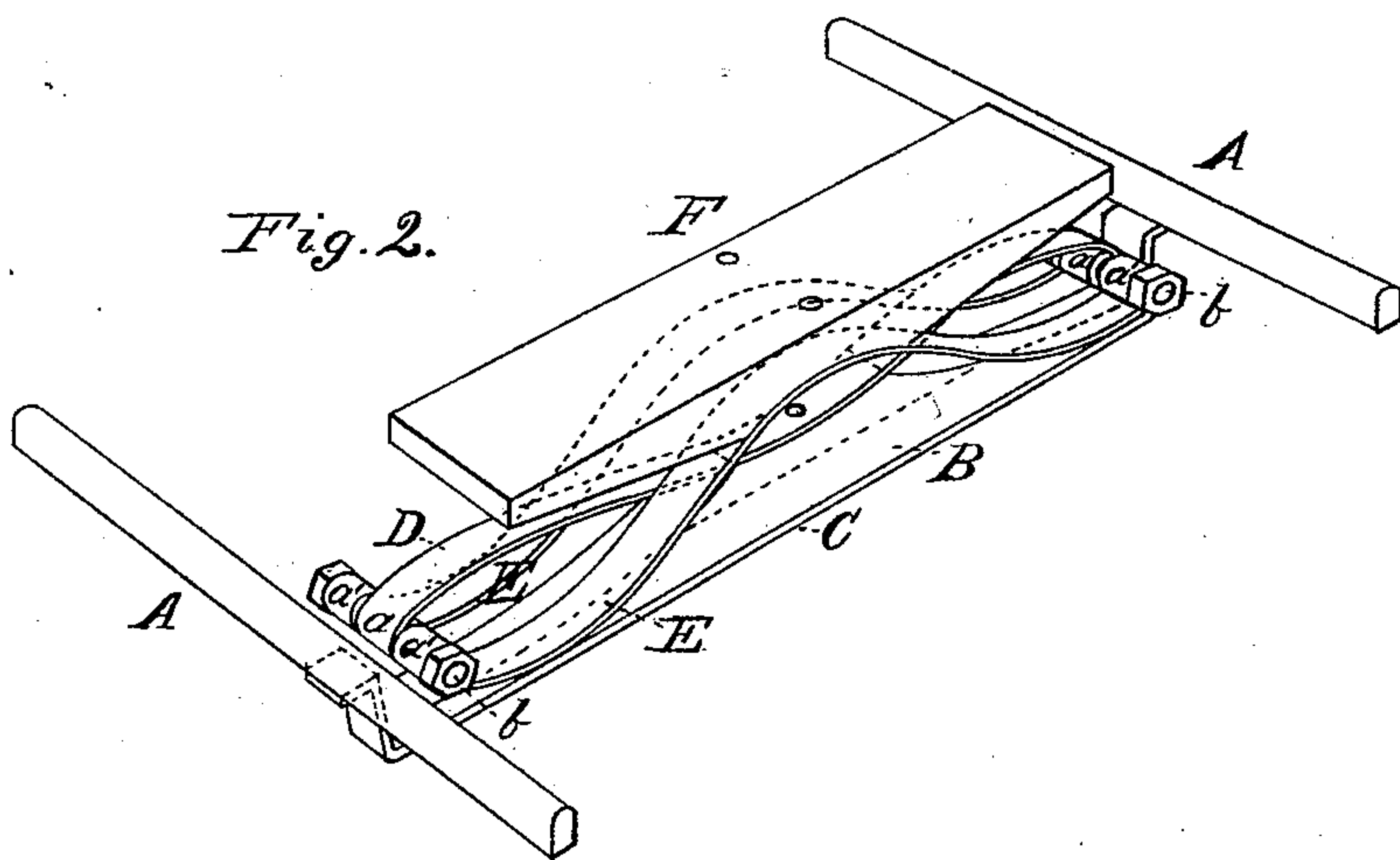
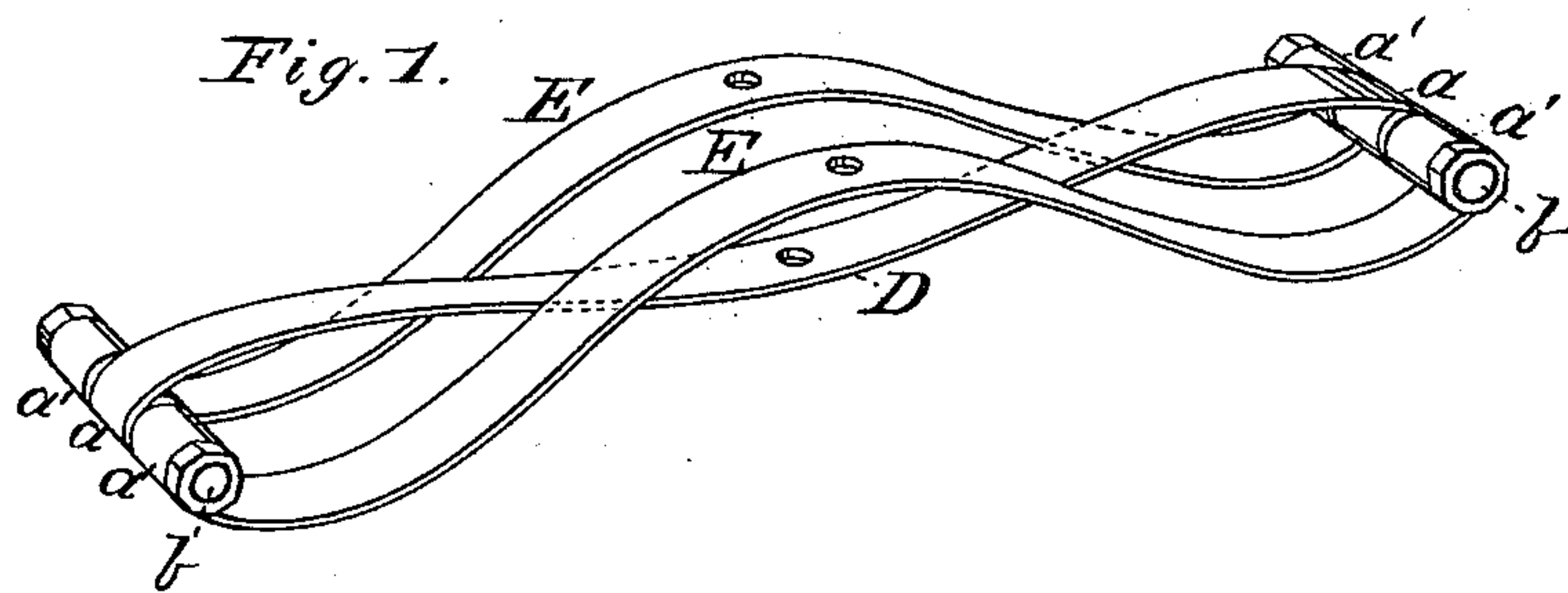
(No Model.)

J. KITZMILLER.

VEHICLE SPRING.

No. 266,842.

Patented Oct. 31, 1882.



WITNESSES

Villette Anderson.
Philip LeMassi.

INVENTOR

J. Kitzmiller.
by Anderson & Smith
his ATTORNEYS

UNITED STATES PATENT OFFICE.

JOSIAH KITZMILLER, OF KEEDYSVILLE, MARYLAND.

VEHICLE-SPRING.

SPECIFICATION forming part of Letters Patent No. 266,842, dated October 31, 1882.

Application filed September 13, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOSIAH KITZMILLER, a citizen of the United States, resident at Keedysville, in the county of Washington and State of Maryland, have invented a new and valuable Improvement in Vehicle - Springs; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawings is a representation of the springs in perspective. Fig. 2 is a perspective view of the invention. Fig. 3 is a vertical section taken through the center spring.

This invention has relation to wagon-springs; and it consists in the construction and novel arrangement of the transverse bearing block or bar connected to the side bars, the lower concave spring attached to the middle of said block, and the upper convex springs centrally secured to the body and having their upwardly-bent ends connected by pivot-bolts to the downwardly-bent ends of the concave or lower spring, all as hereinafter set forth.

In the accompanying drawings, the letter A designates the side bars of a wagon or buggy, and B represents a transverse bar or block bearing, which is connected to the side bars by means of a metallic under strap, C, the ends of which are secured to said side bars. The middle part of the top of this bar is made concave to form a bearing for the concave lower spring, D, which is securely fastened to said block or bar, its arms extending laterally outward, and being at the extremities bent downward and provided with edges or bearings *a* to engage the coupling-bolts *b*.

E E represent the convex upper springs, which are parallel to each other, being separated by an interspace which is wider than the lower spring, D. These upper springs are securely fastened to the body or body-block F, and their arms extend outward and downward below the arms of the lower spring, terminating in upwardly-bent ends or bearings *a'*, which are connected to the bearings *a* of the lower spring by means of the coupling-bolts *b*.

The spring is triple in character, the middle branch being concave or bent downward in its center and secured to the transverse bar, which is connected to the side bars, while the outer branches are convex or arched upward centrally and secured to the body or body-block. This forms an easy-riding spring, readily and economically manufactured and easily applied to side-bar wagons of almost any character.

Having described this invention, what I claim, and desire to secure by Letters Patent, is—

A triple vehicle-spring consisting of the middle lower concave spring, D, its transverse bearing-bar B, connected to the side bars, and the parallel upper arch-springs, E E, centrally secured to the body or body-block, and connected by their upwardly-turned ends to the ends of the lower spring by coupling-bolts, substantially as specified.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JOSIAH KITZMILLER.

Witnesses:

GEORGE W. REILLEY,
JOHN BUCK.