

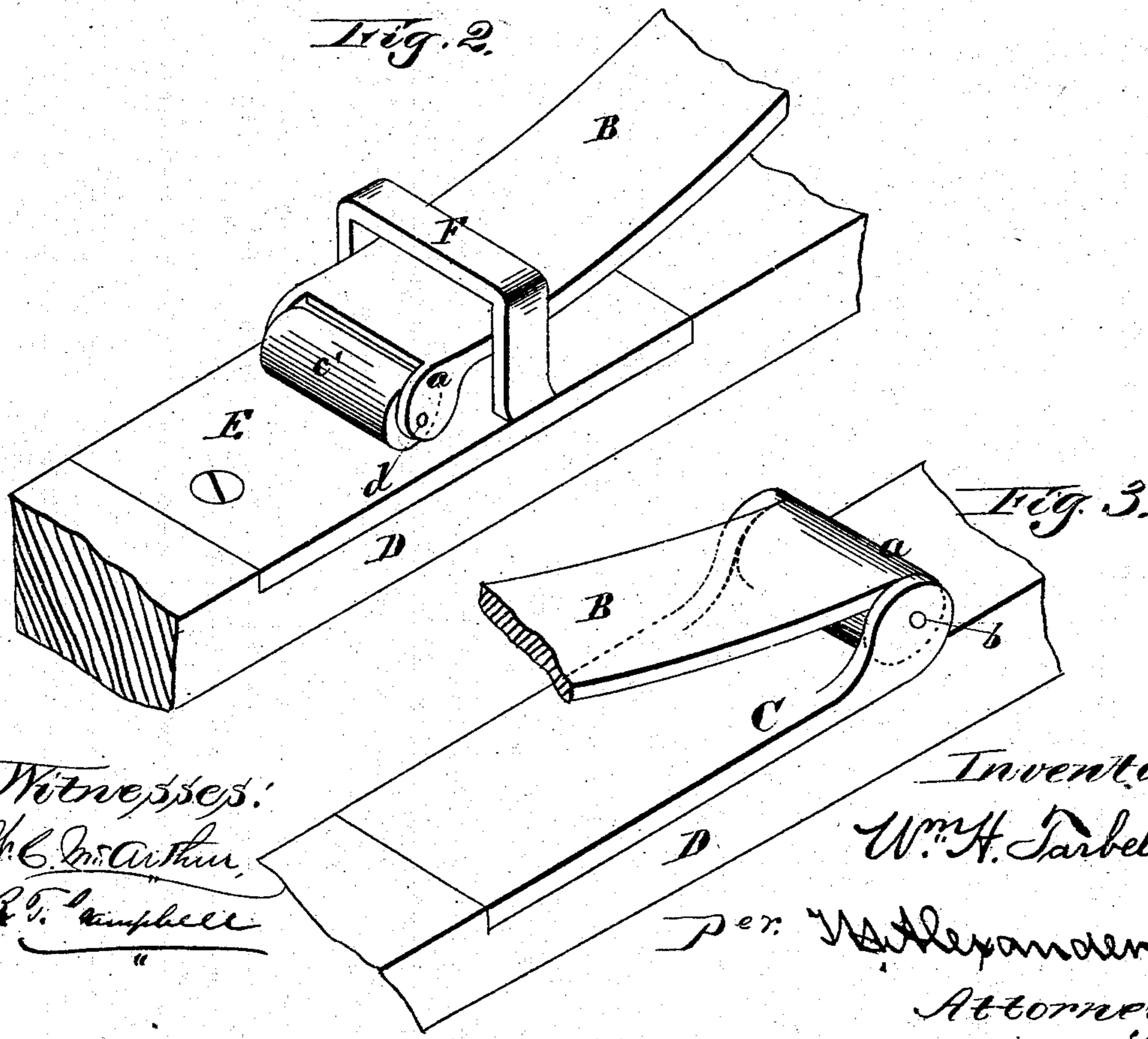
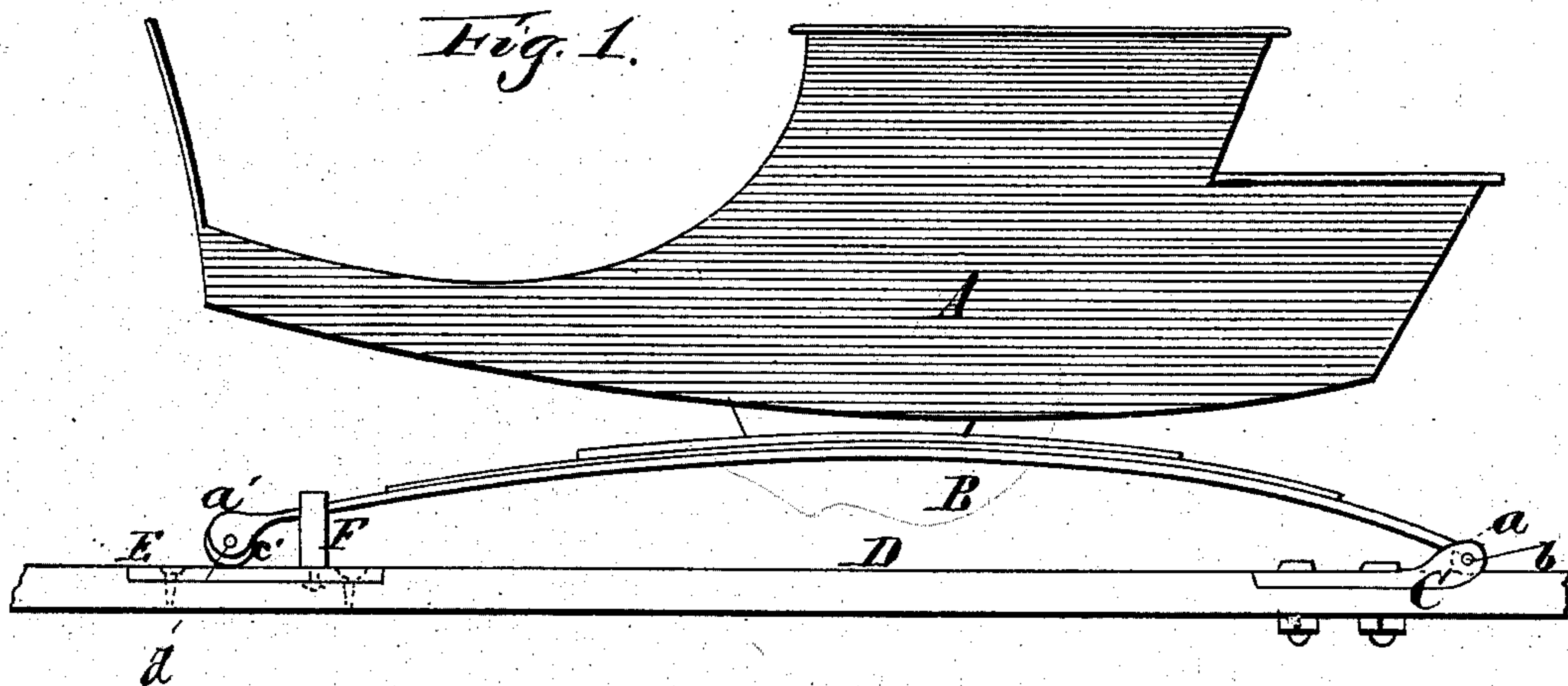
(No Model.)

W. H. TARBELL.

VEHICLE SPRING.

No. 274,098.

Patented Mar. 13, 1883.



Witnesses:  
Chas. B. McArthur,  
R. T. Campbell

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W. H. Tarbell,  
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# UNITED STATES PATENT OFFICE.

WILLIAM H. TARBELL, OF LANSINGBURG, NEW YORK.

## VEHICLE-SPRING.

SPECIFICATION forming part of Letters Patent No. 274,098, dated March 13, 1883.

Application filed August 19, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, WM. H. TARBELL, of Lansingburg, in the county of Rensselaer and State of New York, have invented certain new and useful Improvements in Vehicle-Springs; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form part of this specification, in which—

Figure 1 is a side elevation; Fig. 2, a perspective showing the relieving-roller and its attachments; Fig. 3, a perspective illustrating the method of attaching the spring to the buckboard.

This invention relates to an improved spring attachment for buckboard-wagons; and the nature of my invention consists in a novel mode of mounting semi-elliptic springs on a buckboard, whereby the front ends of the springs are allowed a free rolling endwise play upon wearing-plates which are secured to the buckboard, substantially as will be hereinafter explained and illustrated.

In the annexed drawings, A designates a wagon box or body, which may be made in any suitable manner, and which is secured rigidly upon two longitudinal side springs, B, only one of which is shown in the drawings, for the reason that they are the well-known semi-elliptic springs, and are both exactly alike. The spring B is constructed with eyes *a a'* through the extremities of its lowest leaf. The rear end of this spring is pivoted to the upturned portion of a plate, C, by means of a transverse bolt, *b*. The said plate C is recessed into or fastened upon a buckboard, D, and rigidly bolted to this board, as shown in Fig. 1, and the upturned portion of the plate C

is slotted longitudinally to form ears, between which the rear end or eye, *a*, of spring B is applied, thereby sustaining this end of the spring against lateral displacement and strain. The eye *a'*, at the front end of the spring B, is slotted longitudinally to form two ears, between which is applied an anti-friction wheel, *c'*, that is held in its place by a transverse bolt, *d*, around which the said wheel is free to turn. The front end of the spring is supported by its wheel *c'* upon a wearing-plate, E, which is rigidly secured upon the buckboard D, and from which rises a looped guide, F, between the vertical portions of which the front part of the spring B is free to play longitudinally. This guide prevents undue lateral play of the spring, and prevents the front end of the spring from being displaced vertically from its position, but does not restrain its endwise play or motion. It is obvious that the wearing-plate may be on the end of the spring, and the roller attached to the buckboard or to the plate thereon.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The combination, with the body A, of the springs B, pivoted at their rear ends to plates secured to a buckboard, the anti-friction rollers on the front ends of the springs, the bearing-plates for said rollers, secured to the buckboard, and the guides F for the front ends of the springs, all substantially in the manner and for the purposes described.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

WILLIAM H. TARBELL.

Witnesses:

ROBERT B. STILES,  
CHARLES R. WALSH.