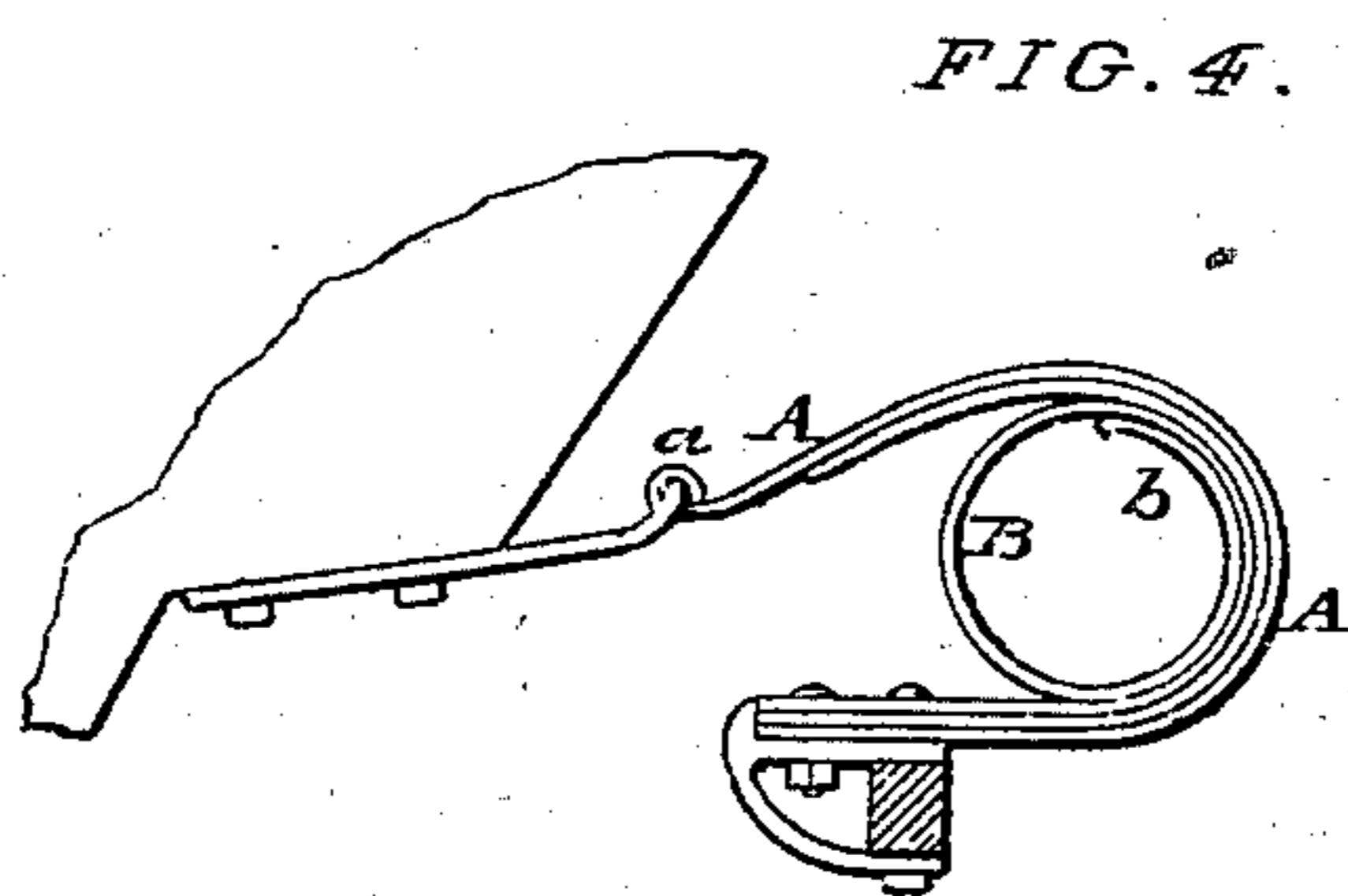
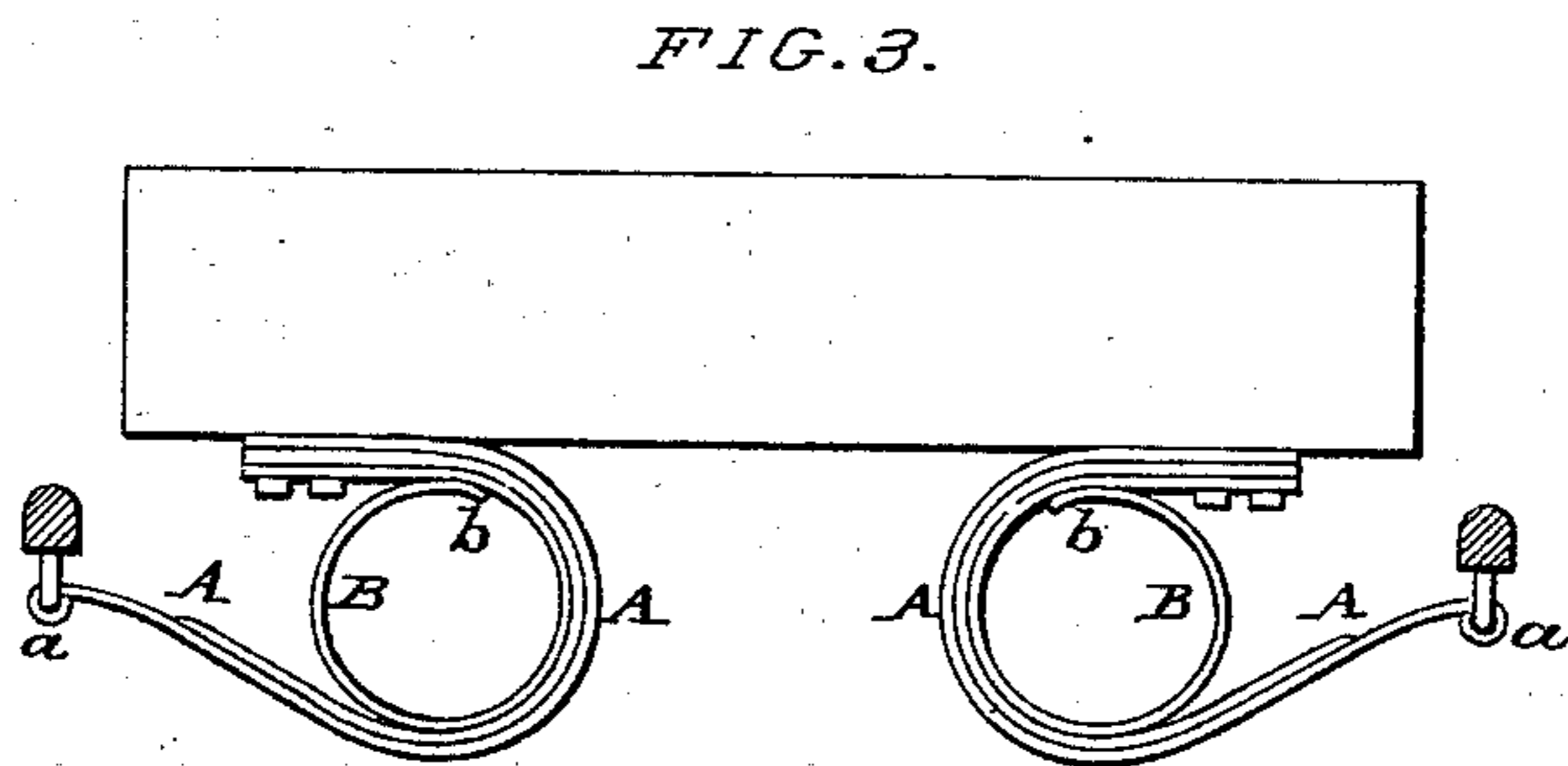
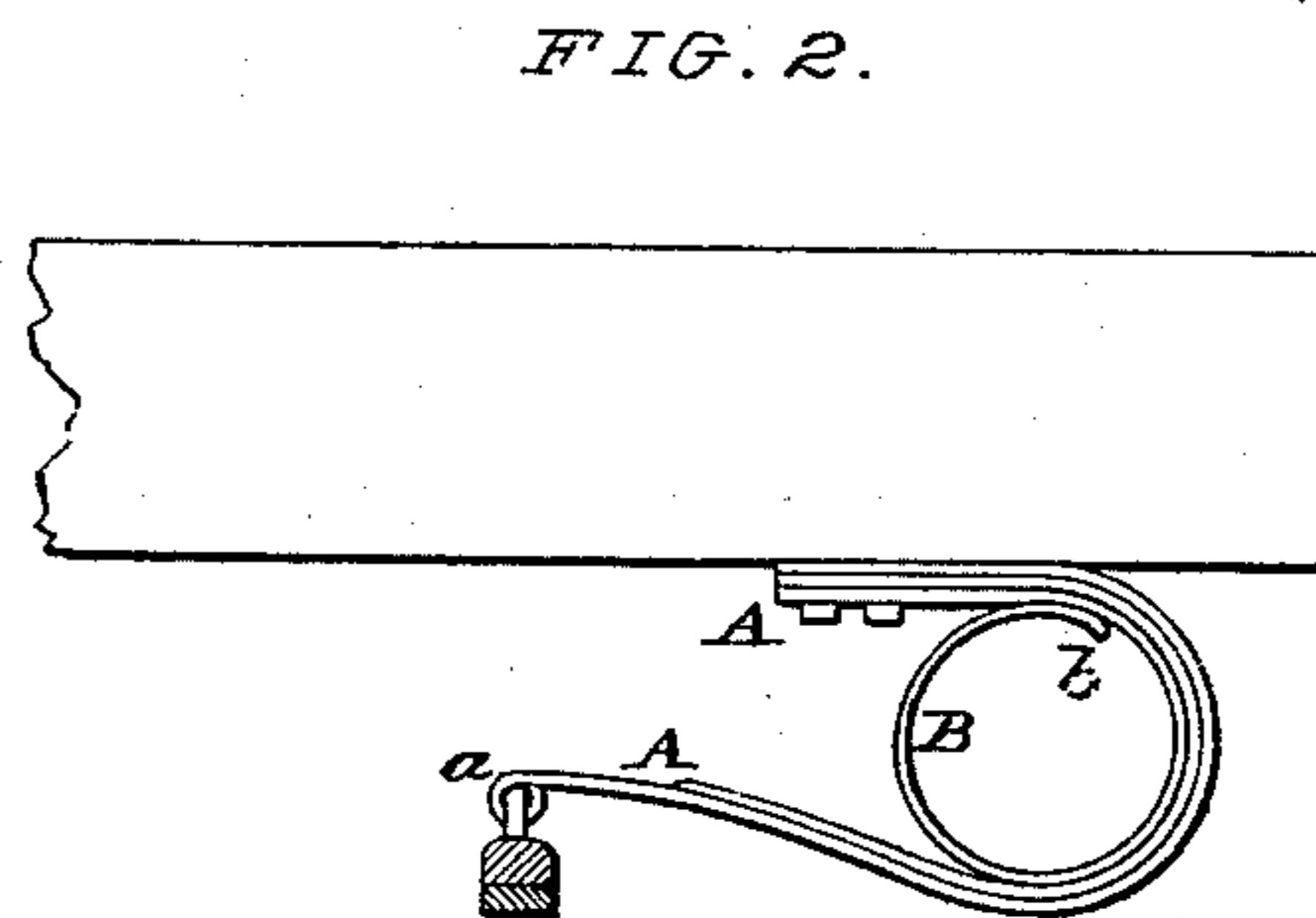
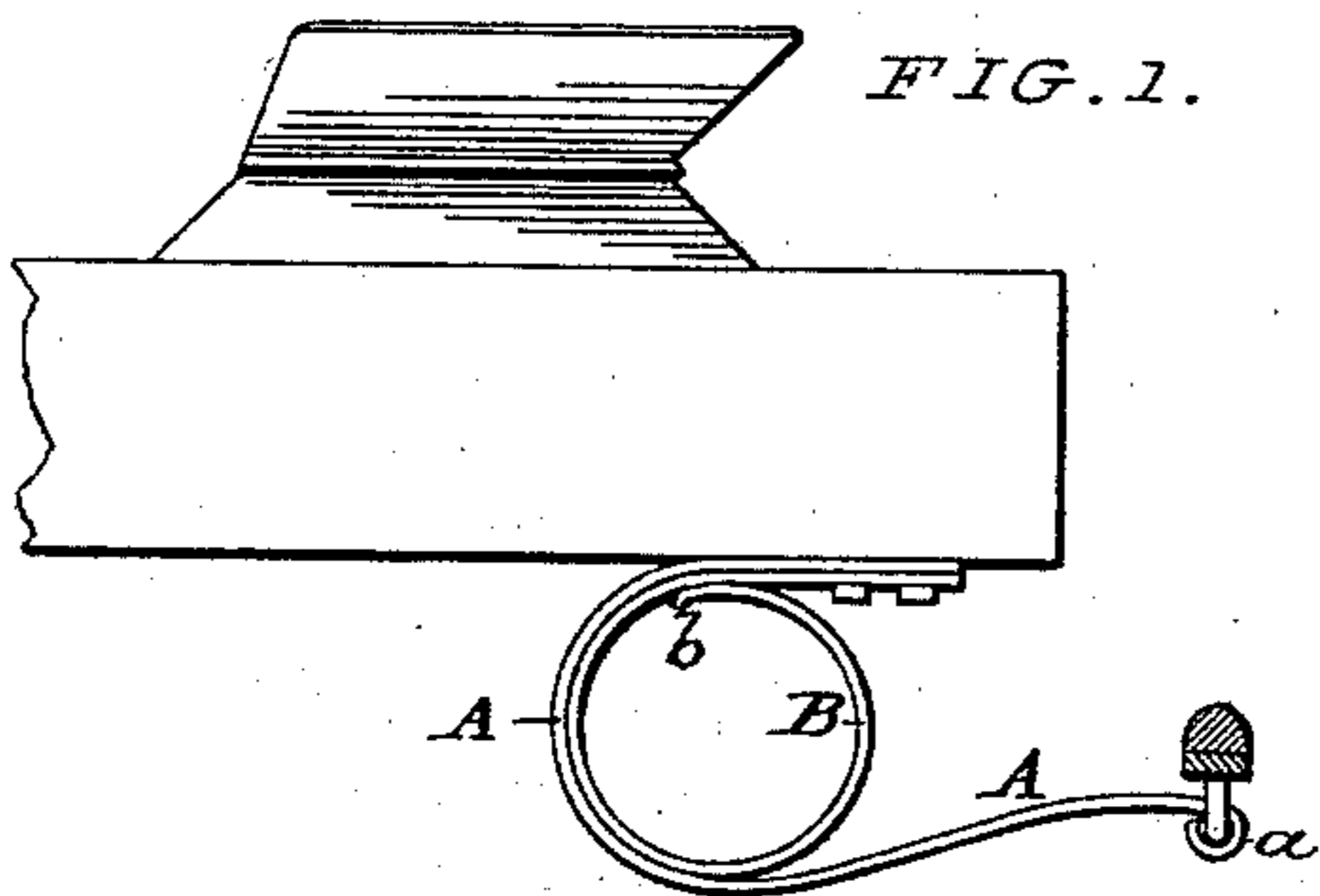


(No Model.)

M. MEDART.
VEHICLE SPRING.

No. 278,033.

Patented May 22, 1883.



ATTEST:

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UNITED STATES PATENT OFFICE.

MARTIN MEDART, OF BELLEVILLE, ILLINOIS, ASSIGNOR OF ONE-THIRD TO
PHILIP MEDART AND WILLIAM MEDART, OF ST. LOUIS, MO.

VEHICLE-SPRING.

SPECIFICATION forming part of Letters Patent No. 278,033, dated May 22, 1883.

Application filed January 31, 1883. (No model.)

To all whom it may concern:

Be it known that I, MARTIN MEDART, a citizen of the United States, and a resident of Belleville, in the county of St. Clair and State of Illinois, 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 of the same, reference being had to the accompanying drawings, forming a part of this specification.

This invention relates to improvements in that class of springs more especially adapted for road-wagons, buggies, carriages, &c.; and the object of my improvement is to provide a spring of a cheap, simple, and durable construction, possessing even flexibility to a marked degree. I attain such object by the construction illustrated in the accompanying drawings, in which—

Figure 1 is a detail side elevation illustrating my improved spring as applied to short-bodied vehicles. Fig. 2 is a similar view, illustrating its application to long-bodied vehicles. Fig. 3 is an end view, illustrating its application to side-bar vehicles; and Fig. 4 is a detail side elevation illustrating its application to carriages, stage-coaches, &c.

As shown in the drawings, my improved spring consists of one or more main C-shaped leaves, A, and a supplementary circular-shaped brace or strengthening-leaf, B. The free end *b* of this leaf may have a sliding movement on the surface of the spring in the movement or springing of the same, as indicate in Figs. 1, 2, and 3, or extend around in a scroll, as indicated in Fig. 4. Either mode may be employed, as circumstances may dictate without departing from the spirit of my invention. The fixed end of the brace-leaf B and the end of the main leaf or leaves A are perforated for the

passage of the bolts that secure the spring in place. The other end of the leaf A is provided with the usual eye, *a*, for attachment to a swivel, by which connection of such end is made to the vehicle body or axle as may be found most desirable or convenient. I have illustrated the spring as being fixedly secured to the vehicle-body in Figs. 1, 2, and 3, and to the axle in Fig. 4. Either mode may be used without departing from the spirit of my invention.

The advantageous features possessed by my improved spring are as follows: The leaves of the spring, being of much greater length than those in common use, possess greater elasticity, without liability to breakage, the arrangement being such that the auxiliary or brace leaf B acts to stiffen the spring, without interfering to any great extent with an even springing of the same; and, further, the spring possesses the same springing qualities under light or heavy loads.

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

1. A brace for C-shaped vehicle-springs, consisting of a flat attaching portion and a circular or scroll-shaped free portion, *b*, as described, and for the purpose set forth.

2. A spring for vehicles, consisting of one or more main C-shaped leaves, A, and circular or scroll-shaped brace-leaf B, arranged inside the main spring, and having bearing against the under side of same, as herein described, and for the purpose set forth.

Witness my hand this 25th day of January, 1883.

MARTIN MEDART.

In presence of—
PHILIP MEDART,
EUGENE WOLF.