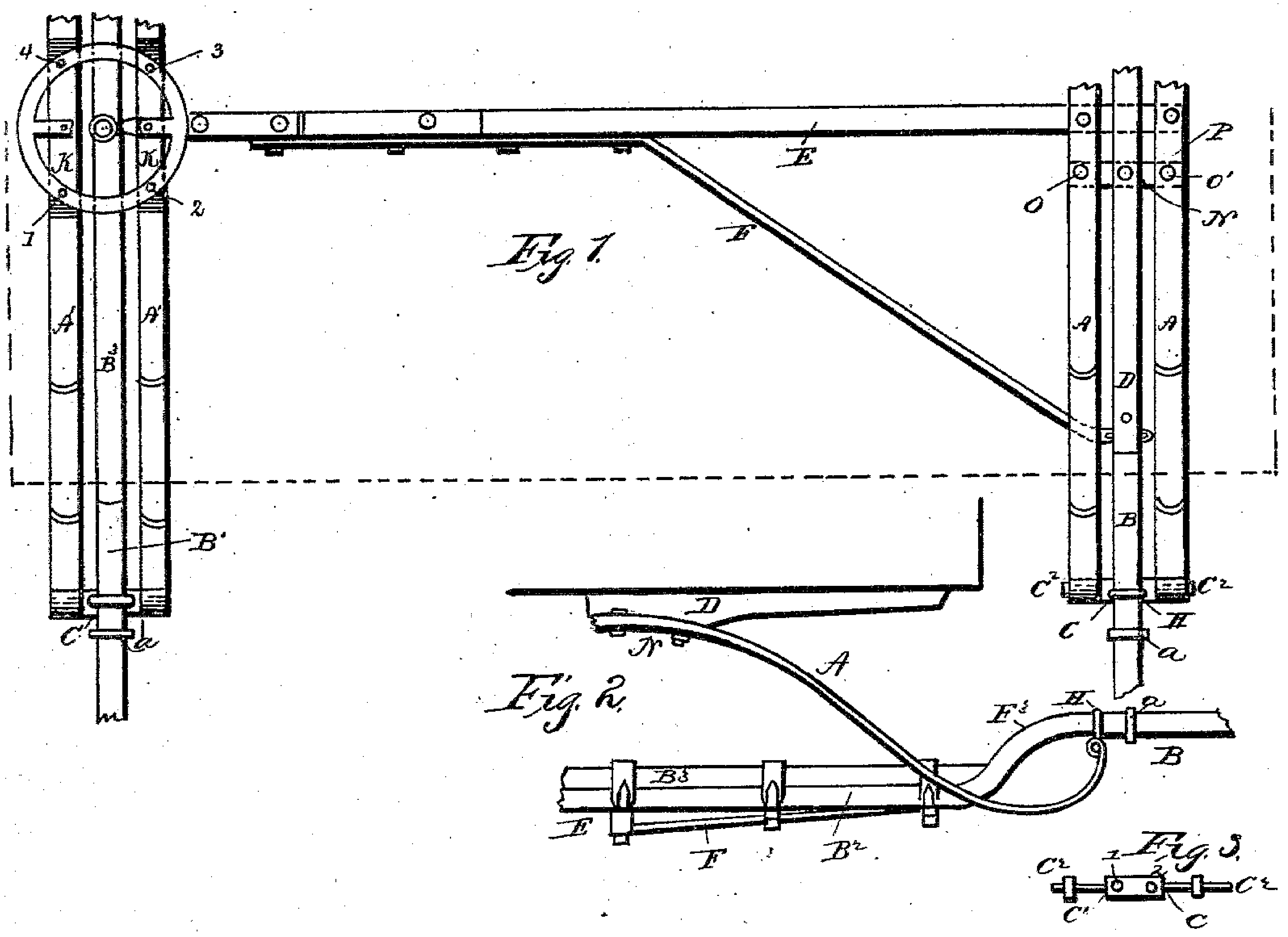
(No Model.)

C. W. SALADEE.

VEHICLE SPRING.

No. 296,359.

Patented Apr. 8, 1884.



WITNESSES
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UNITED STATES PATENT OFFICE.

CYRUS W. SALADEE, OF TORRINGTON, CONNECTICUT.

VEHICLE-SPRING.

SPECIFICATION forming part of Letters Patent No. 296,359, dated April 8, 1884.

Application filed December 7, 1883. (No model.)

To all whom it may concern:

Be it known that I, CYRUS W. SALADEE, a citizen of the United States, and a resident of Torrington, in the county of Litchfield and State of Connecticut, have invented certain new and useful Improvements in Platform-Spring Vehicles; 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 part of this specification, in which—

Figure 1 is a half plan view of the running-gear, with the wheels and body removed, of a vehicle embodying the features of my invention. Fig. 2 is a half rear elevation of the rear axle, spring, spring-bar, and lower edge of the body; and Fig. 3 is a detached plan view of the trunnion-plate by which the ends of the springs are connected to the axle.

This invention has relation to platform-springs for vehicles; and it consists in the combination, with the axle of a road-wagon, of a self-compensating duplex spring, the latter being curved downwardly from near its center to the requisite point, then bent upwardly to a direct connection with the trunnions of the axle, as will be hereinafter fully described, and particulary pointed out in the claim appended.

Referring to Fig. 1, the axles, front and rear, are cranked, as plainly shown in Fig. 2. At or near the shoulders *a* of each axle is secured, by a clip, H, or other equivalent fastening device, the trunnion-plate *c*. (Shown in detail in Fig. 3.) The springs A A are bent or curved downwardly from near their centers to a point below the cranks of the axles, and are then bent upwardly, substantially as shown, and are connected directly to the trunnions B B of the axles by the trunnion-plates *c*, whereby they are rendered self-compensating in their action without the use of links to connect them to the trunnion-pins *c' c'*. The outer ends of the springs A A are pivotally connected directly to the trunnion-pins *c' c'*, and are held in place by the nuts c^2 c^2, thereby forming the duplex self-compensating spring. The depressed portions of the cranked axles extend from crank to crank, and on a line parallel, or nearly so, to the axle-arms, in order to prevent the bottom of the body on the sides from coming in contact with either end of the depressed portions of the axle when hung low down.

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

In combination with the axle of a road-wagon, the self-compensating duplex spring A A, the latter being curved downwardly from or near its center to the requisite point, then bent upwardly to a direct connection with the trunnions B B, substantially as specified.

CYRUS W. SALADEE.

Witnesses:

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