

(No Model.)

P. HERBERT.

VEHICLE SPRING ATTACHMENT.

No. 300,254.

Patented June 10, 1884.

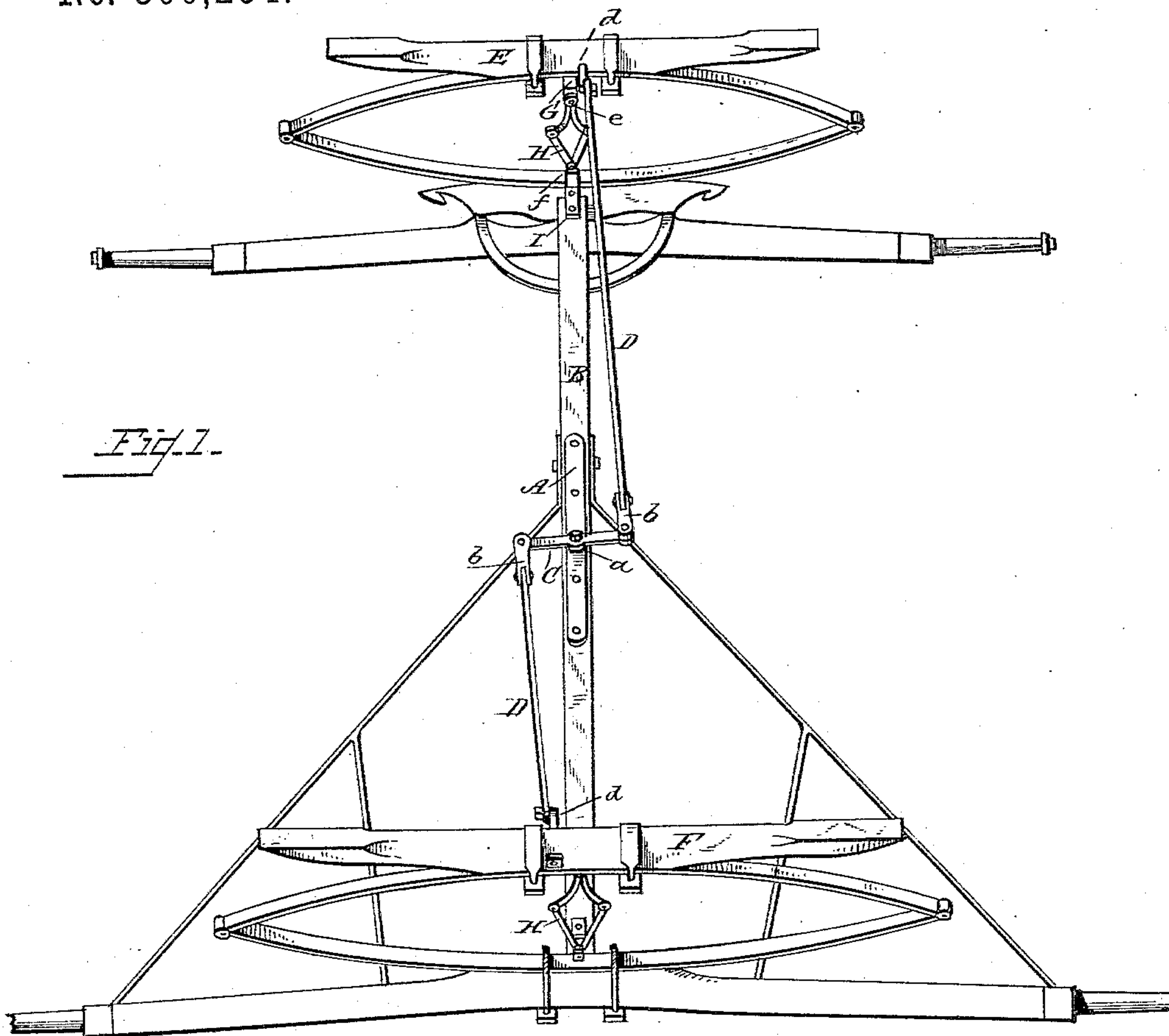
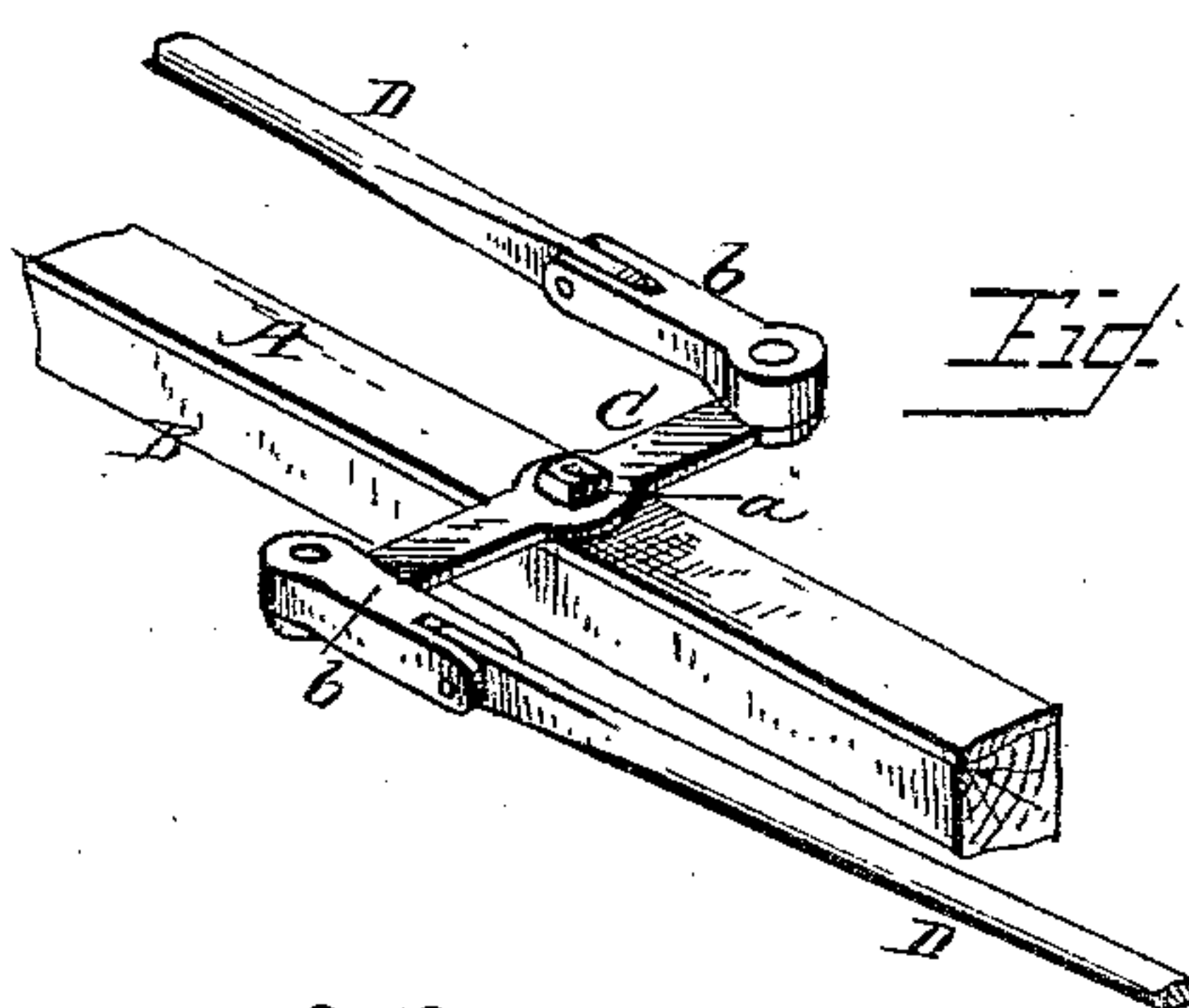
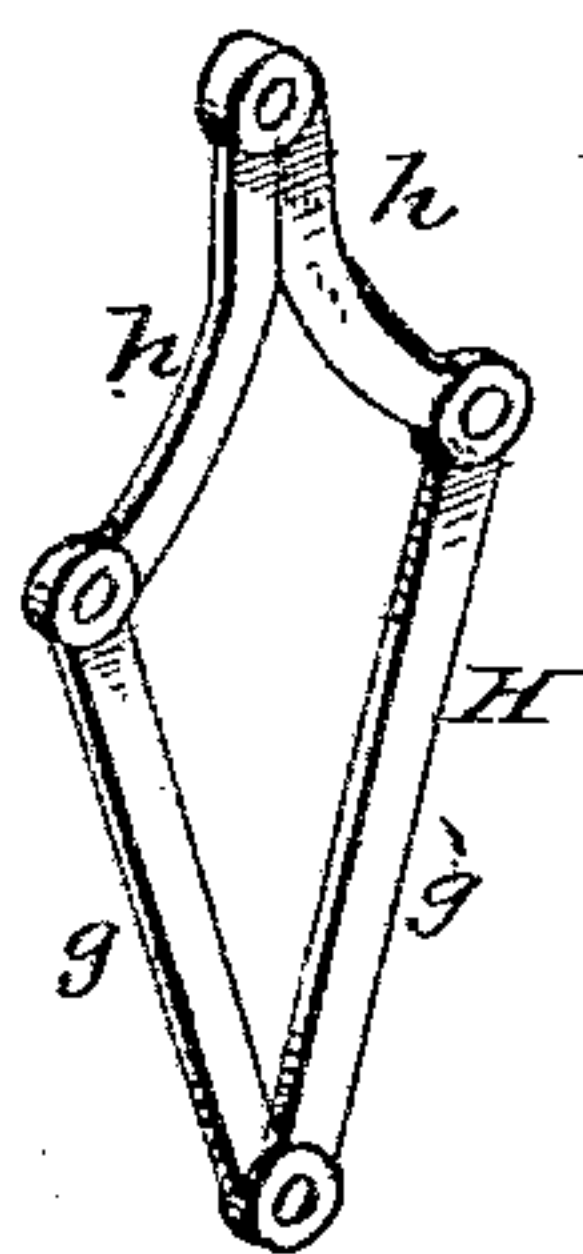


Fig 1.



Id. 3.

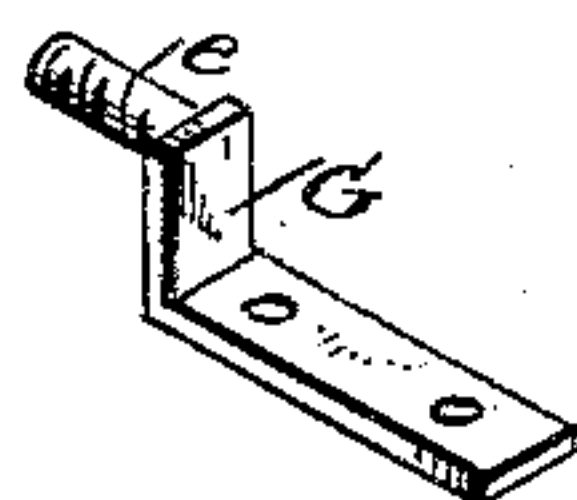


Fig. 4

WITNESSES         
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# UNITED STATES PATENT OFFICE.

PETER HEBERT, OF BURR OAK, KANSAS, ASSIGNOR OF ONE-HALF TO  
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## VEHICLE-SPRING ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 300,254, dated June 10, 1884.

Application filed January 31, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, PETER HEBERT, a citizen of the United States, residing at Burr Oak, in the county of Jewell and State of Kansas, have invented certain new and useful Improvements in Vehicle-Spring Attachments; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to letters and figures of reference marked thereon.

In the ordinary construction of spring-wagons and other like vehicles it has been found that the springs, when suddenly released of their load, bound too high, and on that account frequently break; also, when such vehicles are in motion said springs have a tendency to rock back and forth, this bounding and rocking of the springs being exceedingly destructive and rendering the vehicle worthless in a comparatively short time.

The object, therefore, of my invention is to provide a simple, inexpensive, durable, and effective means whereby vehicle-springs may be kept from bounding too high, and at the same time be prevented from rocking back and forth when said vehicle is in motion or brought to a sudden stop, the invention consisting in the general construction and arrangement of parts, as will be hereinafter more fully described with reference to the accompanying drawings, in which—

Figure 1 is a perspective view showing that portion of a vehicle's running-gear to which my invention is applicable, and said invention in operative position; Fig. 2, a detail view of the spring-brace; Fig. 3, a similar view of the brace-rods and their manner of connection with the vehicle's reach; and Fig. 4, a view, also in detail, of the angle-irons, to which are secured the spring-brace.

The letter A represents a plate adapted to be secured to the vehicle-reach B in any suitable manner, and which has formed therewith a screw-threaded projection, *a*, upon which is pivotally secured an evener, C, transverse to the reach. To the ends of this evener C are secured suitable clips, *b*, which in turn have pivotally fastened thereto stay-rods D, said evener, clips, and stay-rods forming together a universal joint. The brace-rods D, being

secured at one end to the evener C on each side of the reach B, extend in opposite directions, one connecting with the angular head of a bolt, *d*, passed through the front spring-bar, E, and the other with a similar bolt passed through the rear spring-bar, F, thereby forming a jointed connection which does not interfere with the free vertical movement of the springs. Adapted to be fastened to the center bolt of each spring at its top is an angle-iron, G, having a screw-threaded end, *e*, to which is secured one end of a brace, H, its other end being also secured to the termination *f* of an angle-iron, I, bolted or otherwise made fast to the reach B, and extended up over the upper face of the lower spring-section. This brace H, interposed between the upper and lower spring-sections, is composed of four pieces or leaves pivotally joined at their extremities, the two lower pieces or leaves, *g*, forming a V, while the two curved upper ones, *h*, come together on a line with the vertical center of the spring when the latter is free from pressure. The several pieces or leaves forming this brace H, being pivotally joined, admit of the spring being loaded down or expanded to its utmost capacity without interference, said brace thus formed opening laterally and conforming with the spring's expansion. When, however, the spring is released from pressure and begins to contract, the brace closes up and limits said spring's upward movement, the upper leaves being curved or on the arc of a circle, enabling their upper extremities coming together on the line of a vertical center before the entire contracting force is expended, and thus preventing the sudden jar or snap which often causes a break of the spring, it being a well-established fact that more vehicle-springs are broken by the sudden removal of pressure than by any other means. The stay-rods by their connection with the springs while permitting their free play in a vertical direction prevent them from rocking back and forth when the vehicle is in motion, the strain of one spring being compensated by the resistance of the other through the medium of the evener, to which said stay-rods are secured in the center of the reach.

In the usual construction of vehicles, especially those in which a brake is employed, and



thus rendered liable to sudden stops, the tendency of the body portion to pitch forward, owing to the momentum it has gained, causes the springs to strain from their fastenings, and  
5 when descending a hill the strain caused by the forward pitch is frequently so great as to wrench the springs entirely loose, such being also the case when making the ascent, only in the opposite direction, while in moving upon  
10 comparatively level ground, ruts, stones, or other obstructions in the road cause the vehicle to constantly lurch and keep up a rocking motion of said springs, thereby causing an enormous amount of unnecessary wear and  
15 tear, which soon shakes these springs loose from their fastenings, and thus renders the vehicle useless in a comparatively short time.

By the employment of stay-rods and braces, constructed and arranged with relation to the  
20 springs of a vehicle after the manner herein described, I materially improve the construction of spring-vehicles and obviate the difficulties heretofore experienced in their use, said attachments being applicable and readily  
25 connected to any ordinary spring-vehicle now in use.

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

1. A brace for spring-vehicles, consisting of 30 four pieces or leaves pivotally joined at their extremities, the two upper pieces or leaves being curved or on the arc of a circle, so that their upper ends will come together and limit their movement to hold the brace extended, 35 substantially as and for the purpose set forth.

2. A brace for spring-vehicles, consisting of four pieces or leaves pivotally joined at their extremities, the two upper pieces or leaves being curved or on the arc of a circle, in combination with a suitable evener arranged transversely to the reach and pivoted thereto, and provided at its ends with clips, to which stay-rods are connected, substantially as and for the purpose specified. 45

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

PETER HEBERT.

Witnesses:

OMAR OLNEY,  
J. P. COE.