

(No Model.)

C. M. BLYDENBURGH.

VEHICLE GEAR.

No. 396,978.

Patented Jan. 29, 1889.

Fig. 1.

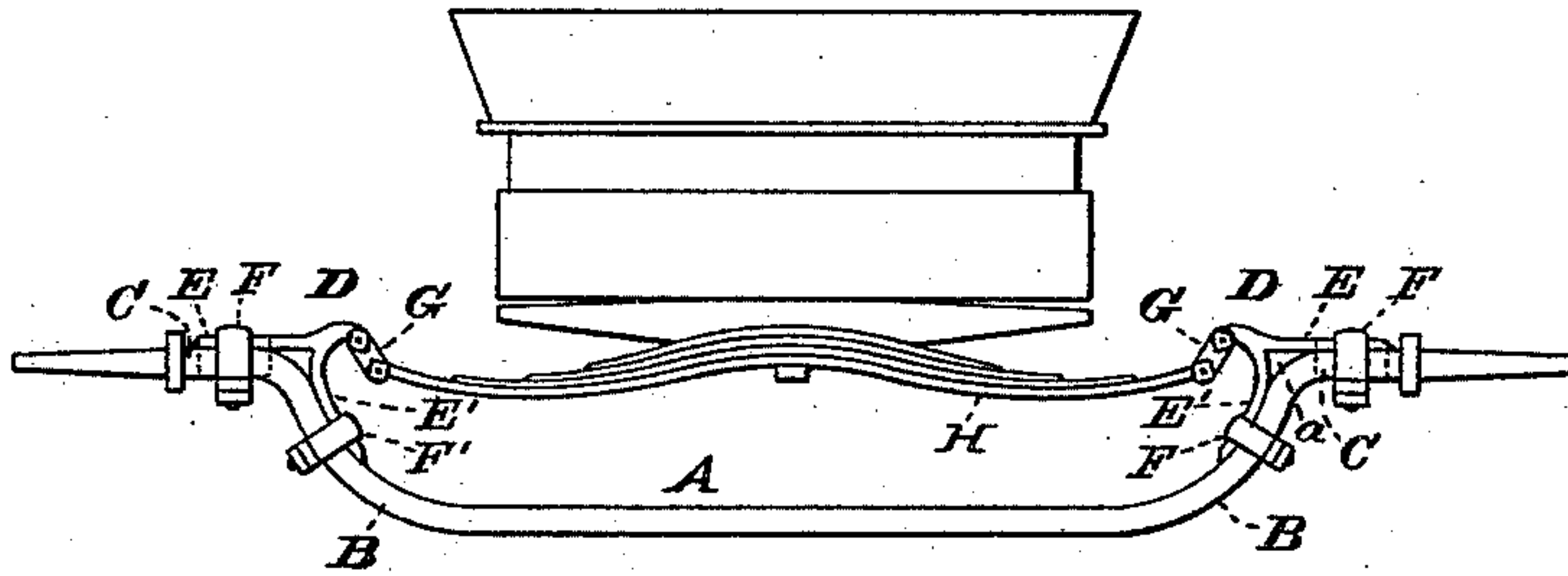


Fig. 2.

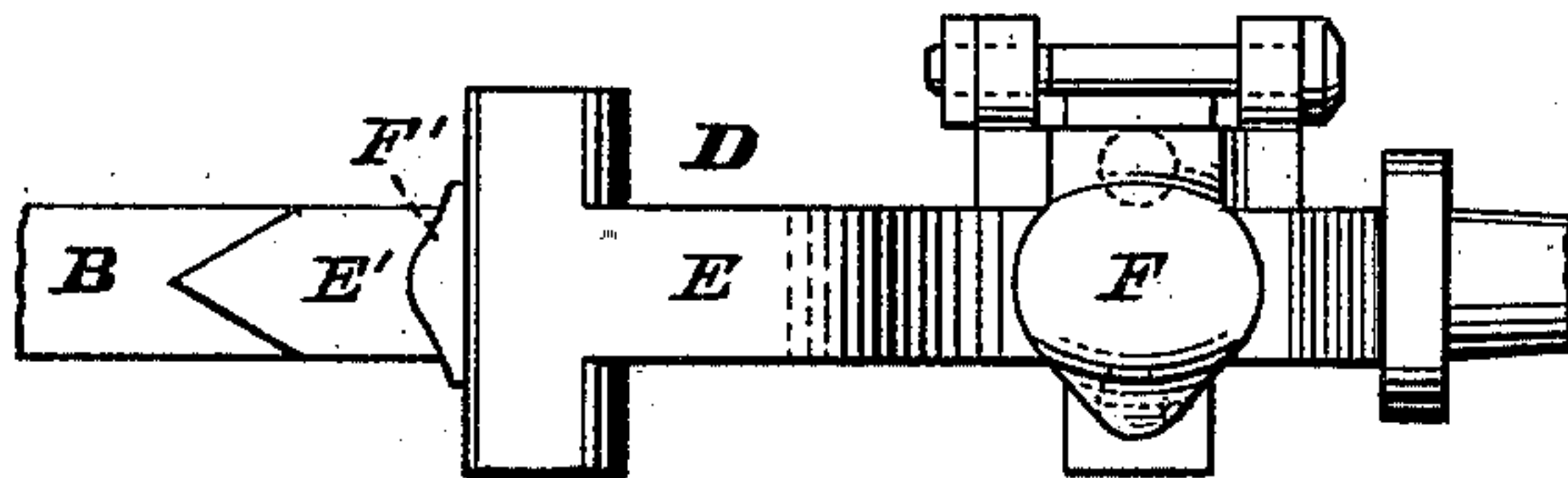
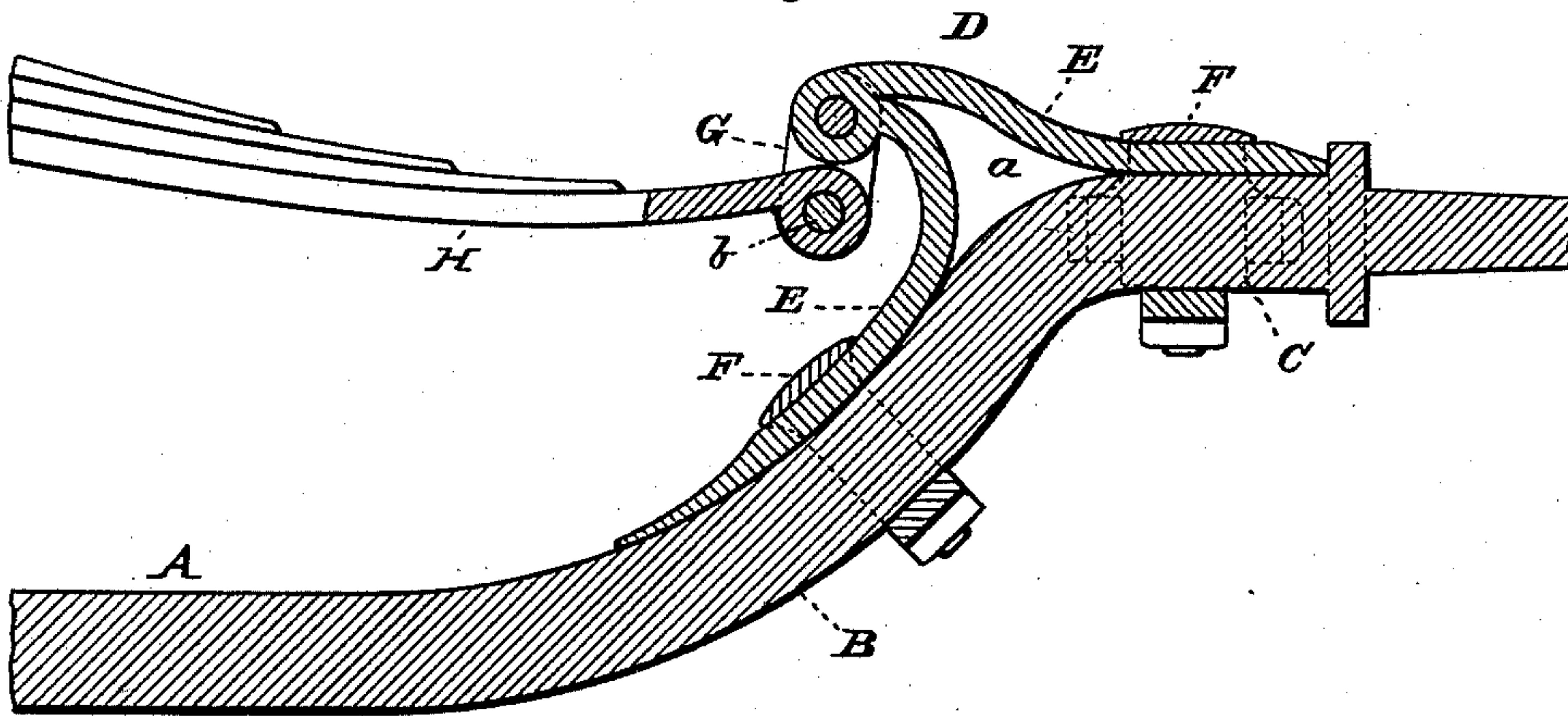


Fig. 3.



WITNESSES

Villette Anderson,
C. R. Ferguson

INVENTOR.

Charles M. Blydenburgh
by E. W. Anderson.

Attorney.

UNITED STATES PATENT OFFICE.

CHARLES M. BLYDENBURGH, OF RIVERHEAD, NEW YORK.

VEHICLE-GEAR.

SPECIFICATION forming part of Letters Patent No. 396,978, dated January 29, 1889.

Application filed April 9, 1888. Serial No. 270,101. (No model.)

To all whom it may concern:

Be it known that I, CHARLES M. BLYDENBURGH, a citizen of the United States, and a resident of Riverhead, in the county of Suffolk and State of New York, have invented certain new and useful Improvements in Vehicle-Gearing; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to letters or figures of reference marked thereon, which form a part of this specification.

Figure 1 of the drawings is a representation of this invention and shows a back view of a carriage with the invention applied. Fig. 2 is a top view. Fig. 3 is a vertical section.

The invention relates to improvements in vehicle-gearing; and it consists in the construction and novel combination of parts, as hereinafter set forth.

The object of my invention is to remedy the defects that experience and practical tests have shown to exist in the attachment of springs to crank-axles. In the present method the spring having connection with the short longitudinal portions of the axle by pulling inwardly has a tendency to bend the main portion of the axle downward, and to obviate this I have provided the spring attachment which has a vertical and longitudinal bearing upon the axle.

Referring to the drawings, A designates the main portion of the axle, B the upwardly-

bent portion, and C the outer ends parallel to the middle part, A.

D indicates the raised spring-bearing or attachment, having the outwardly-extending arm E and the downwardly-extending arm E'. The outer part of the arm E has a bearing on the portion C of the axle, and is secured thereto by the thill-coupling clip F and the arm E'. Its lower portion bears upon the bend B, where it is secured by the clip F'. It will be observed that the arms E and E' diverge before touching the axle, so that there is an interval at *a* between the raised portions of the arms and the short bend of the axle, whereby it is designed to relieve the axle from pressure at its weakest point.

G designates the spring-coupling links, pivoted to the bearing D and hanging vertically downward therefrom to a pivotal connection, *b*, with the eye of the spring H.

Having described my invention, what I claim is—

The combination, with the cranked axle, the spring, and the vertically-hanging link, of the spring-bearing having one partially-raised arm secured to the short portion of the axle, and the partially-raised arm secured to the bent portion of the axle, the said arms diverging above the bend of the axle and forming the interval *a*, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

CHARLES M. BLYDENBURGH.

Witnesses:

BENJ. K. PAYNE,

H. H. BENJAMIN.