

(No Model.)

2 Sheets—Sheet 1.

C. E. PEARL.  
VEHICLE SPRING.

No. 485,649.

Patented Nov. 8, 1892.

Fig. 1.

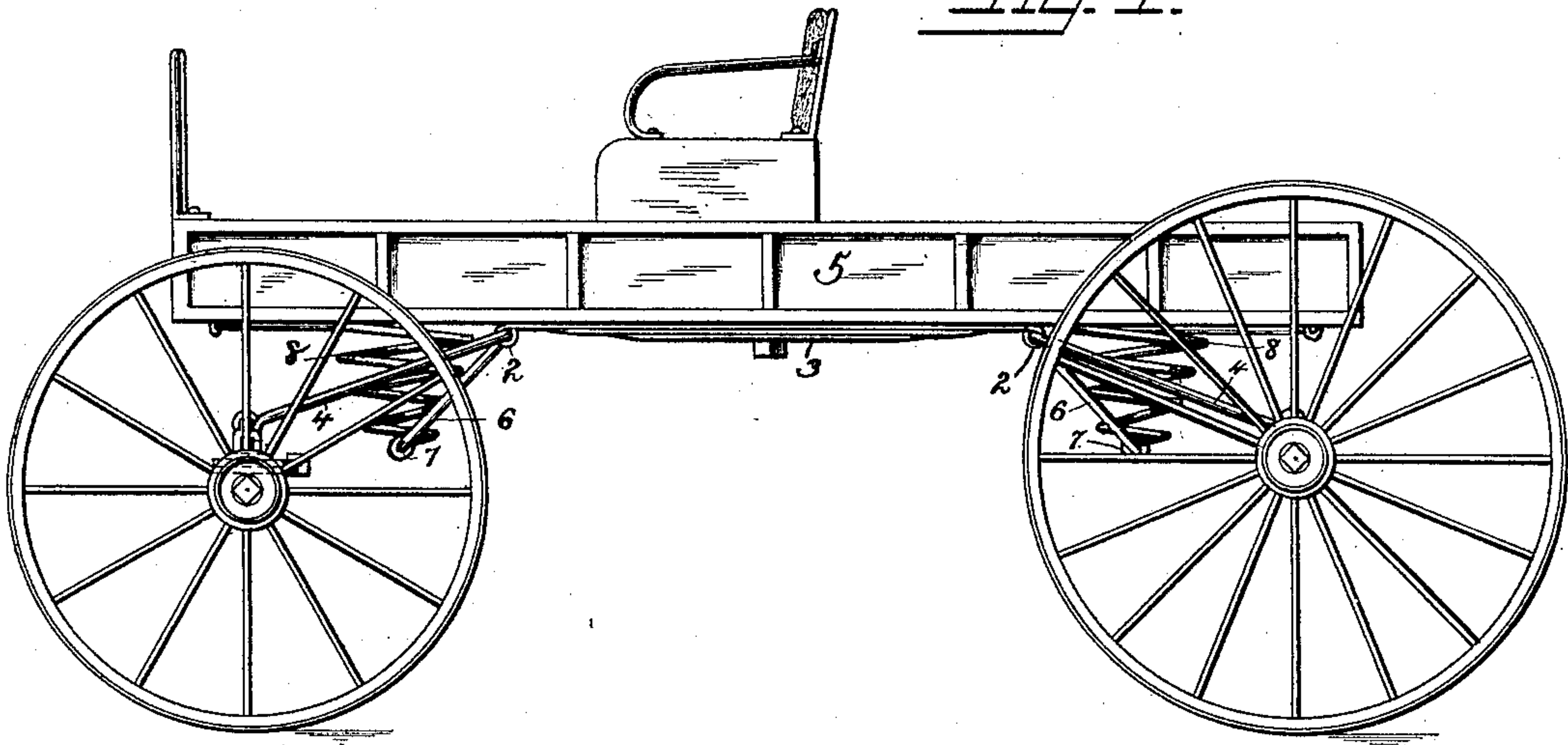
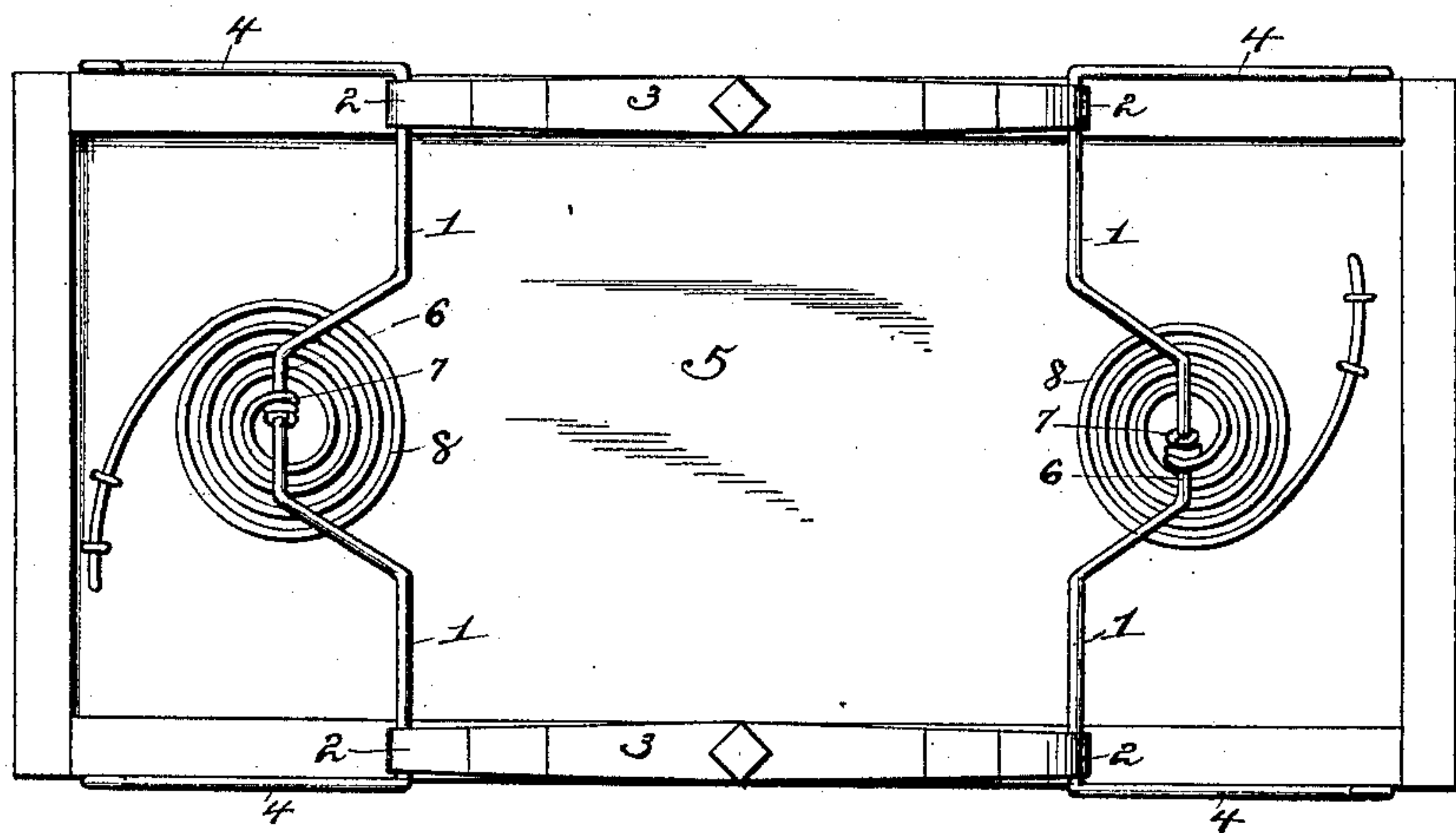


Fig. 2.



Witnesses

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Inventor

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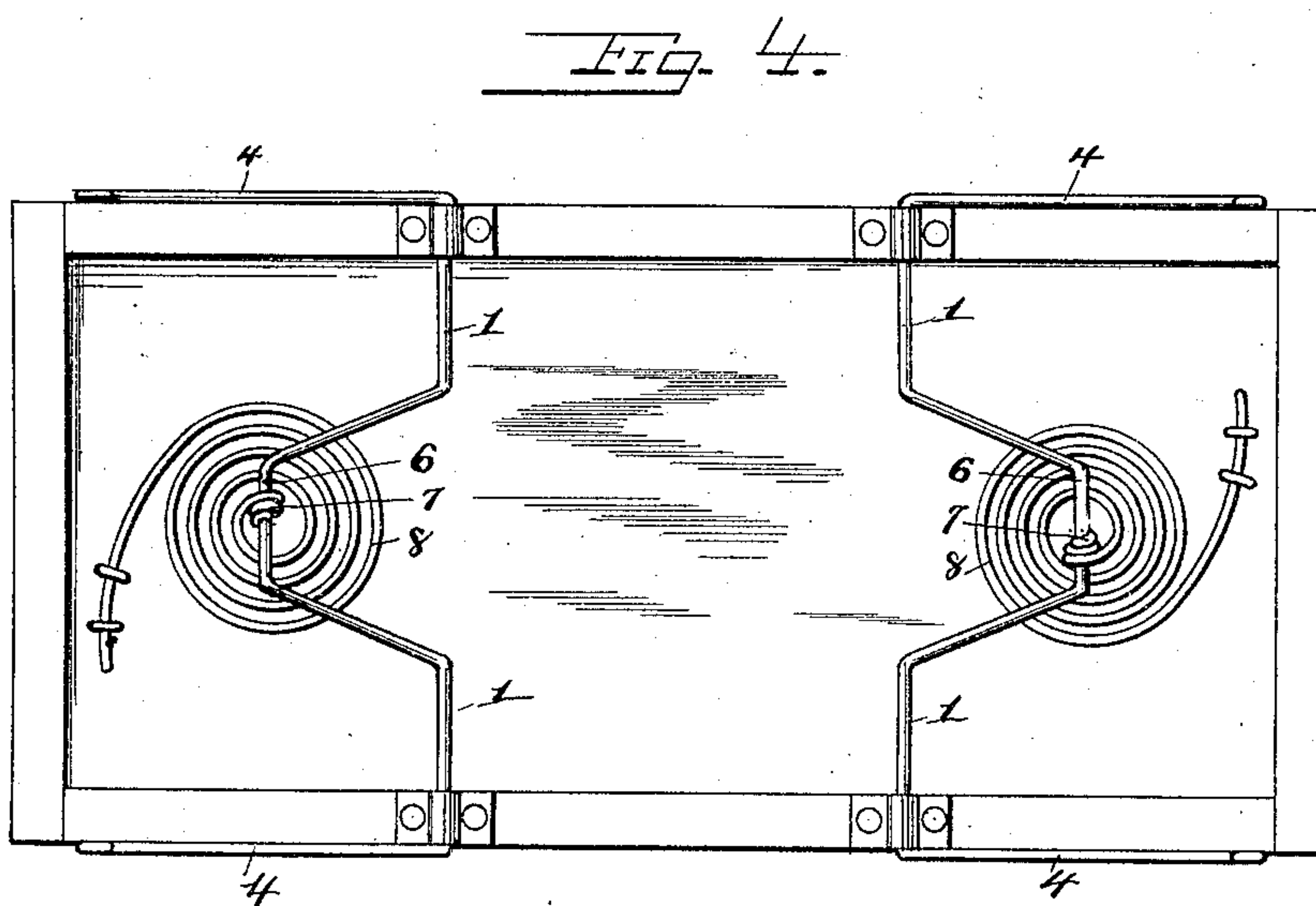
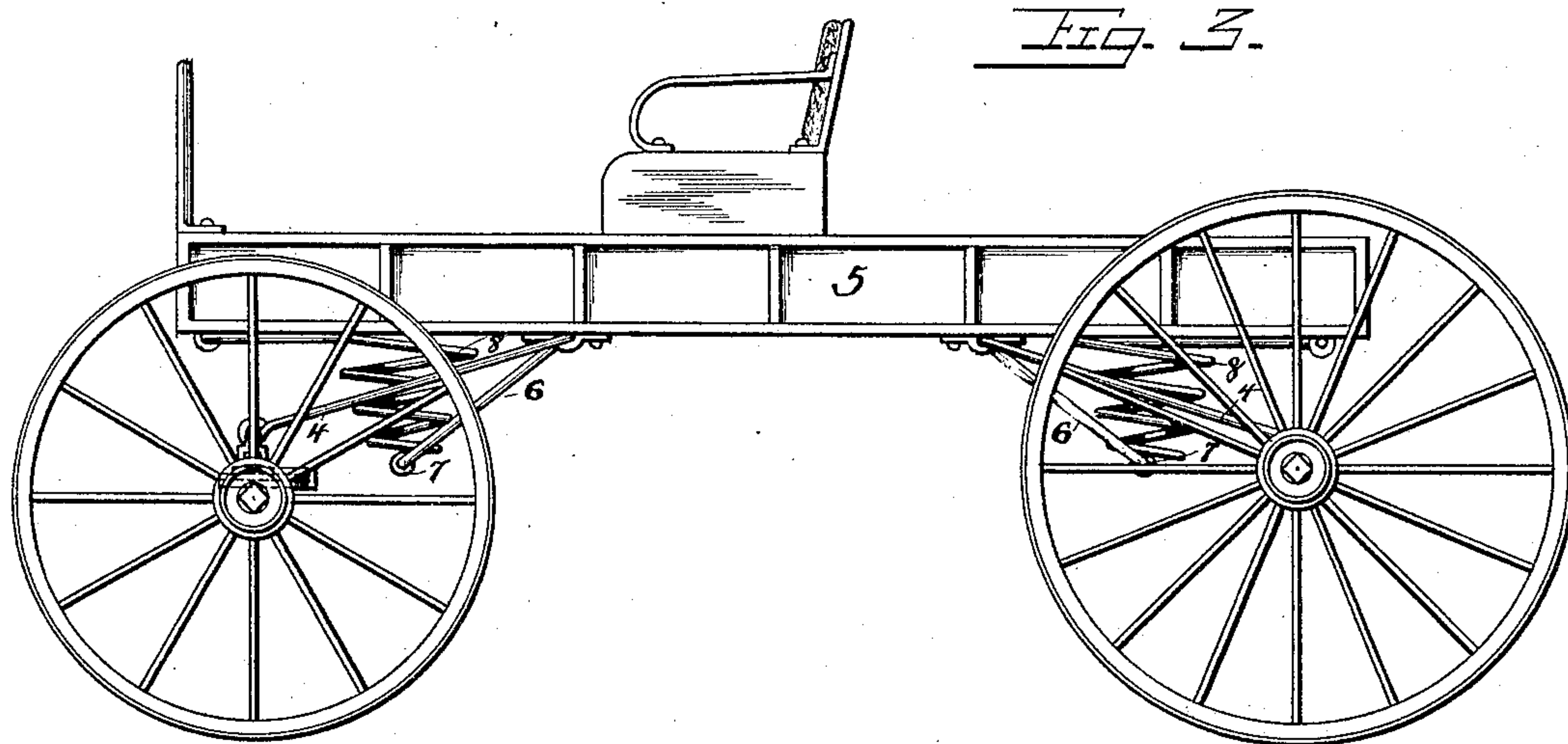
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Witnesses

*Walter Jangeriss*  
*H.G. Riley*

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*Coroden E. Pearl.*

By *his* Attorneys,

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# UNITED STATES PATENT OFFICE.

CORODEN E. PEARL, OF NORTH BANGOR, NEW YORK.

## VEHICLE-SPRING.

SPECIFICATION forming part of Letters Patent No. 485,649, dated November 8, 1892.

Application filed February 13, 1892. Serial No. 421,421. (No model.)

*To all whom it may concern:*

Be it known that I, CORODEN E. PEARL, a citizen of the United States, residing at North Bangor, in the county of Franklin and State of New York, have invented a new and useful Vehicle-Spring, of which the following is a specification.

The invention relates to improvements in vehicle-springs.

The object of the present invention is to simplify and improve the construction of vehicle-springs and to increase their efficiency.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed out in the claim hereto appended.

In the drawings, Figure 1 is a side elevation of a vehicle provided with my improvements. Fig. 2 is a reverse plan view of the body of the vehicle, the running-gear being removed to show the springs more clearly. Fig. 3 is a side elevation of a vehicle, illustrating a modification of the invention. Fig. 4 is a reverse plan view of the body of the same, the running-gear being removed similarly to that in Fig. 2.

Like numerals of reference indicate corresponding parts in all the figures.

1 designates transversely-disposed rods, which are journaled in bearing-eyes 2 of leaf-springs 3 and which are provided at their ends with arms 4, clipped or similarly secured to a running-gear and connecting a body 5 with the same. The rods 1 are each provided intermediate their ends with a cranked loop or bend 6, arranged to bear against and disposed in an eye 7 of a conical spiral spring 8, which is secured to the body 5 near an end thereof and is adapted to form a cushion. The leaf-springs 3 are disposed longitudinally of the body, and are preferably secured to the side sills thereof, and serve as additional cushions against shocks and co-operate with the conical springs 8 to prevent the parts being strained by a heavy load or the like.

In Figs. 3 and 4 of the accompanying drawings is illustrated a modification of the invention, and the transversely-disposed rods 1 are journaled directly on the body of the vehicle, the longitudinally-disposed leaf-springs not being employed. The form shown in the modification is adapted more especially for the lighter class of vehicles, as will be readily understood.

The ends of the arms 4 are provided with loops, which are clipped to a running-gear. The arms may be clipped directly to the rear axle or may be otherwise arranged, and I desire it to be understood that I do not limit myself to the precise details of construction herein shown and described, as I may without departing from the spirit of the invention make minor changes therein.

When a vehicle having the springs 3 is loaded heavily, the action of the rods 1 and the springs 8 will cause the ends of the springs 3 to leave the body of the vehicle, thereby taking the strain from the body.

What I claim is—

In a vehicle, the combination, with a body and a running-gear, of the longitudinally-disposed leaf-springs secured to the body and provided at their ends with bearing-eyes, the transversely-disposed rods journaled in the eyes and provided with crank-bends and having at their ends arms secured to the running-gear, and the conical spirally-coiled springs secured to the body and interposed between the same and the crank-bends and connected to the latter, substantially as described.

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

CORODEN E. PEARL.

Witnesses:

WM. B. STEENBERGE,  
J. A. PLUMB.