

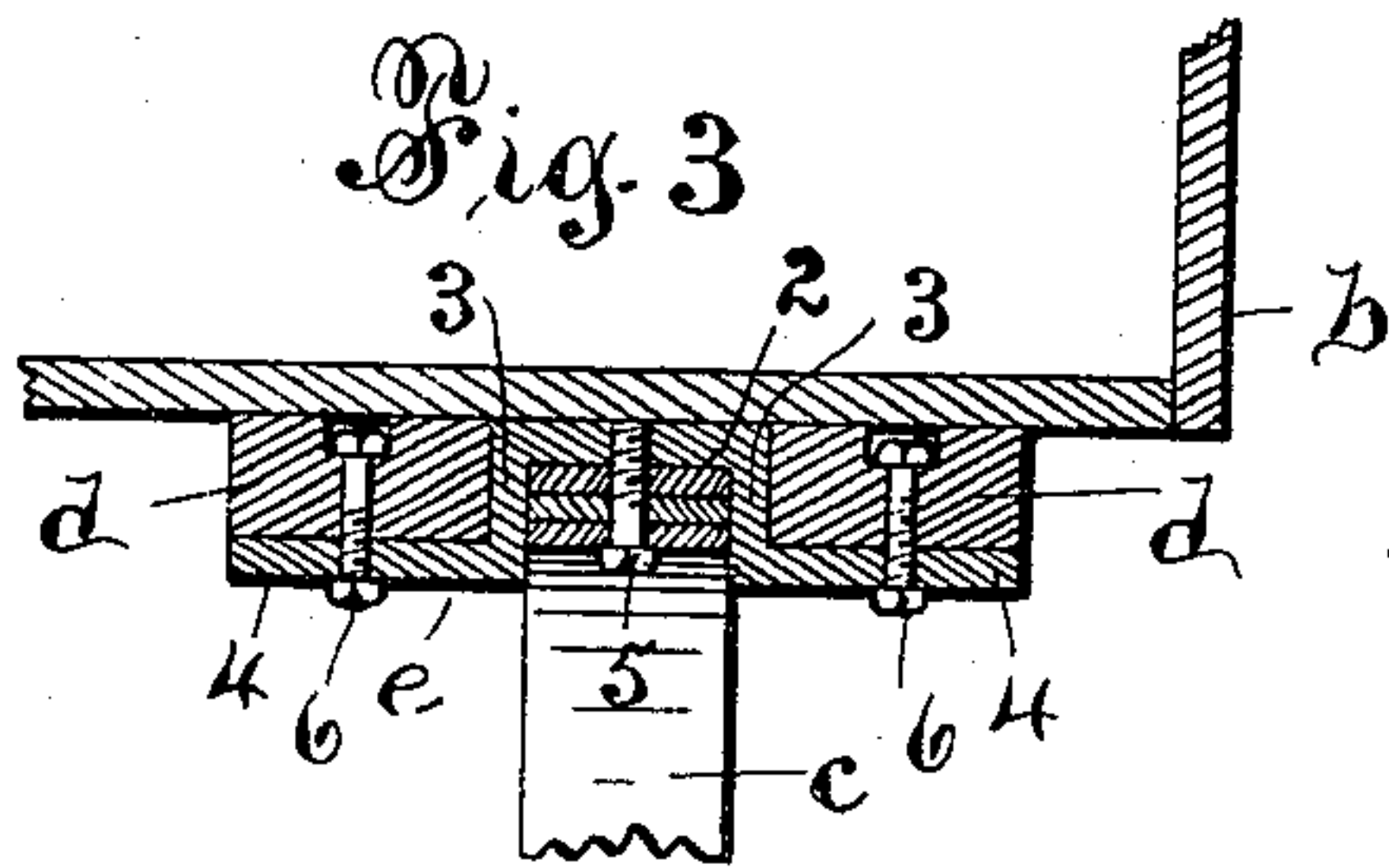
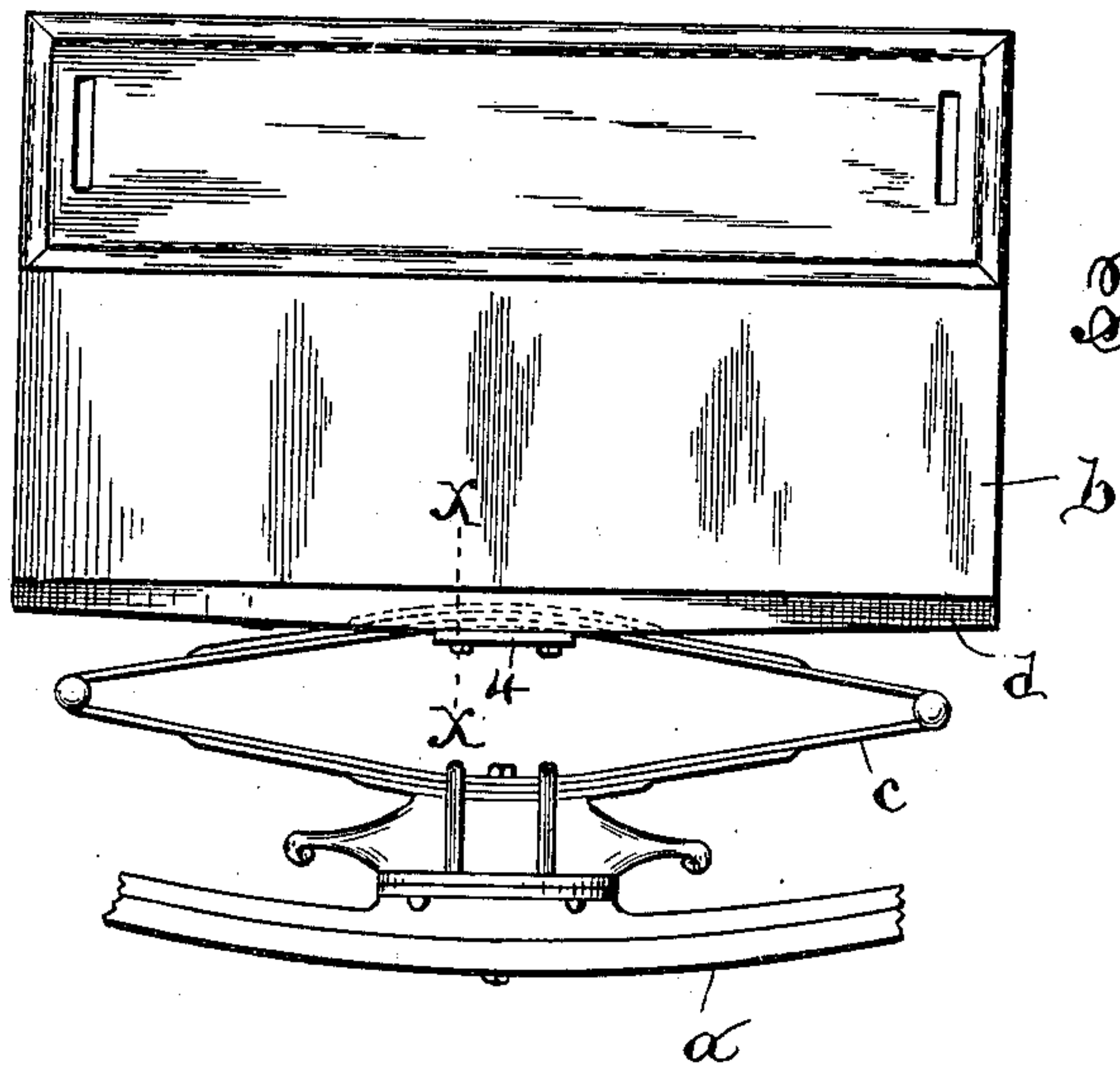
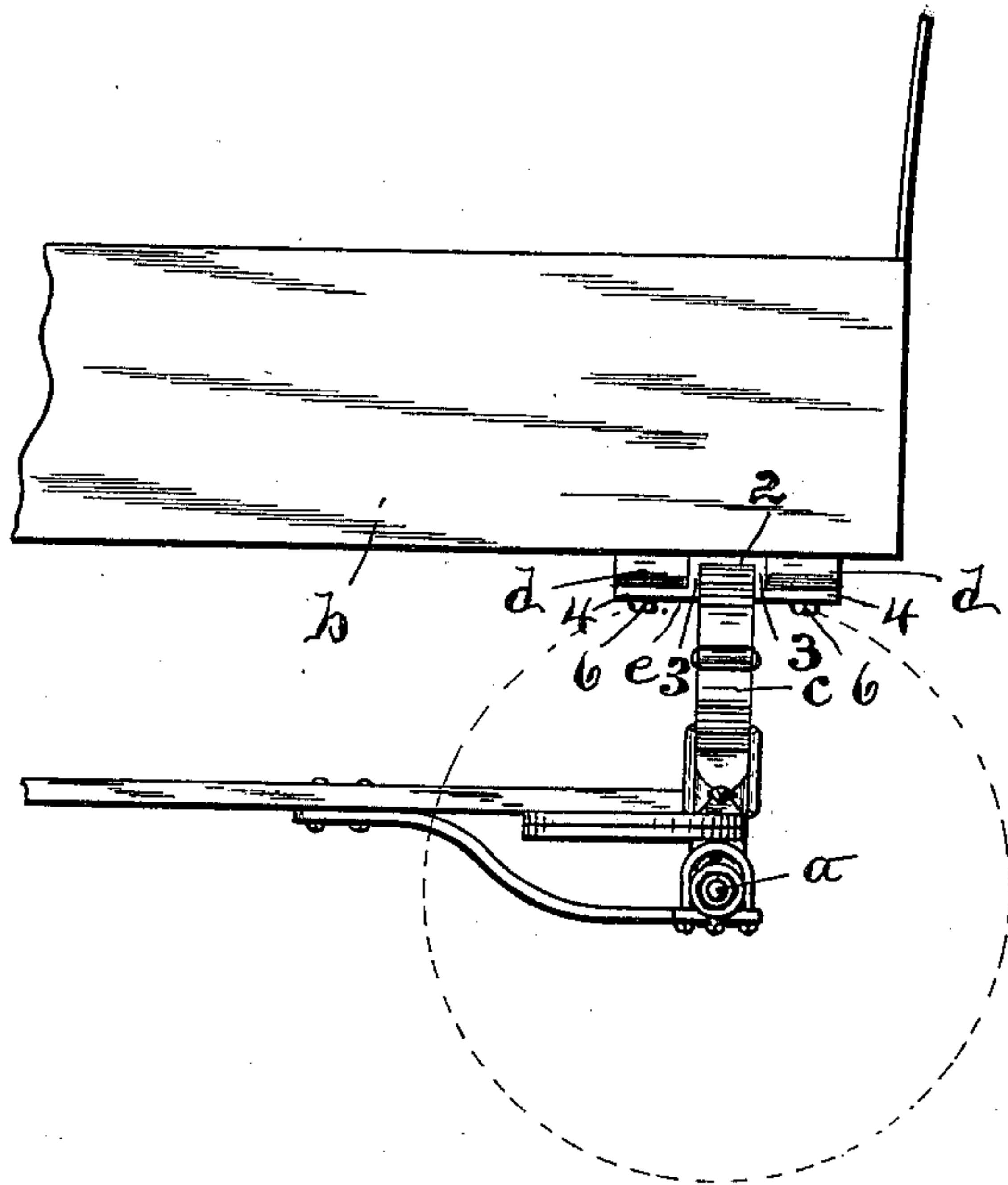
No. 658,285.

Patented Sept. 18, 1900.

A. SCHUBERT.
SPRING VEHICLE.

(Application filed Sept. 13, 1899.)

(No Model.)



WITNESSES:

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UNITED STATES PATENT OFFICE.

AUGUST SCHUBERT, OF ONEIDA, NEW YORK, ASSIGNOR TO THE SCHUBERT BROS. GEAR COMPANY, OF SAME PLACE.

SPRING-VEHICLE.

SPECIFICATION forming part of Letters Patent No. 658,285, dated September 18, 1900.

Application filed September 13, 1899. Serial No. 730,301. (No model.)

To all whom it may concern:

Be it known that I, AUGUST SCHUBERT, a citizen of the United States, and a resident of Oneida, in the county of Madison, in the State of New York, have invented new and useful Improvements in Spring-Vehicles, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

10 This invention relates to the class of spring-vehicles which have the ends of the body extending over cross-springs, upon which the body is supported.

15 The object of this invention is to provide said class of vehicles with firmer and more secure supports and at the same time hang the body as low as possible and effectually brace the spring from rocking forward or back and out of a vertical position, and thus obviate excessive torsional strain of the spring and its fastenings.

20 To that end the invention consists in the novel construction and arrangement of parts, as hereinafter fully described, and set forth in the claim.

25 In the annexed drawings, Figure 1 is a side view of the front end portion of a vehicle-body supported on the cross-spring by my improved supporting devices. Fig. 2 is a front end view of the same, and Fig. 3 is an enlarged vertical transverse section on line X X in Fig. 2.

Similar letters of reference indicate corresponding parts.

35 *a* represents the front axle of a vehicle.

b denotes the body, and *c* the cross-spring which supports the front end portion of the body extending over the top of said spring, as shown in Fig. 1 of the drawings.

40 In order to carry the body *b* as low as possible over the top of the cross-spring, I attach directly to the under side of the said body horizontal cross-bars *d d*, which are disposed contiguous to the front and rear of the spring *c*, and thus brace the top of the spring between them and effectually restrain the same from swaying forward and backward. Said cross-bars are secured to the spring *c* by means of a metal saddle *e*, formed of a hori-

zontal central portion 2, vertical portions 3 3 50 extending downward from said central portion, and horizontal end portions 4 4, extending from the lower ends of said vertical portions, as particularly shown in Fig. 3 of the drawings. Said saddle rides with its central 55 portion 2 upon the central portion of the cross-spring *c* and embraces the front and rear of the spring by the vertical portions 3 3, leaving the horizontal end portions 4 4 projecting from the front and rear of the spring 60 some distance beneath the top of the spring to support the cross-bars *d d* with their tops flush with the top of the horizontal central portion of the saddle to carry the bottom of the body *b* over the spring and contiguous or 65 in proximity to the top of the spring. The saddle *e* is fastened to the spring either by bolts 5 passing through said parts or by other suitable means. The cross-bars *d d* are secured to the end portions 4 4 of the saddle, 70 preferably by means of bolts 6 6, having their heads countersunk in the tops of the bars and provided with nuts on their lower ends.

What I claim is—

75 The combination with the cross-spring and the body, of a saddle comprising a horizontal central portion riding upon the top of the spring, vertical portions extending downward from said central portions and embracing 80 the front and rear of the spring, and horizontal end portions extending from the lower ends of the vertical portions, cross-bars attached directly to the under side of the body and contiguous to the front and rear of the 85 spring, said cross-bars being supported upon the horizontal end portions of the saddle and having their tops flush with the top of the horizontal central portion of the saddle to carry the body over said spring and contiguous to 90 the top thereof, and means for fastening said saddle to the spring and to the cross-bars, substantially as set forth.

AUGUST SCHUBERT. [L. S.]

Witnesses:

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