

(No Model.)

G. DELKER
SPRING VEHICLE.

No. 262,016.

Patented Aug. 1, 1882.

Fig 1.

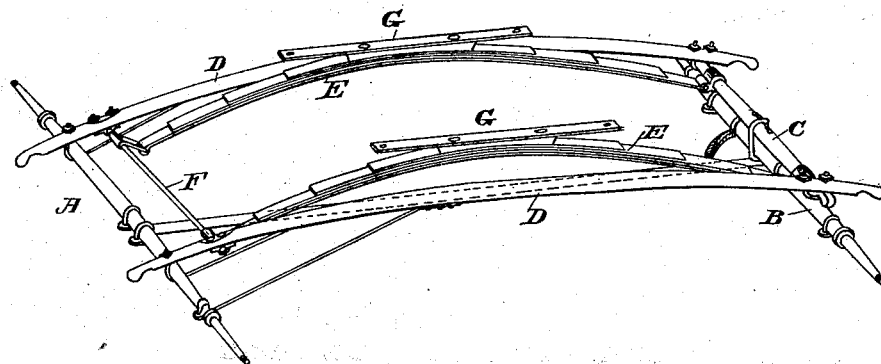


Fig 2.

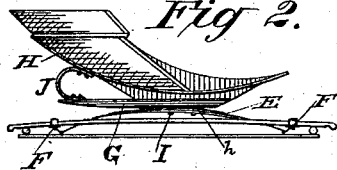


Fig 3.

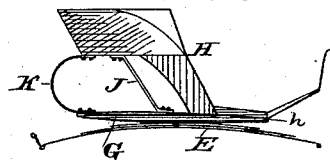


Fig 4.

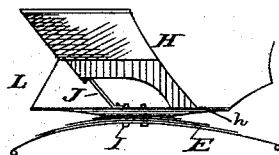


Fig 5.

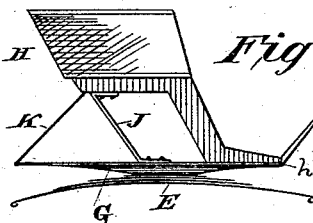
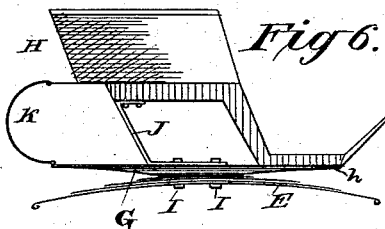


Fig 6.



Attest:
Geo. T. Smallwood Jr.
L. M. Hopkins.

Inventor
George Delker
BY *Knight*
attys.

UNITED STATES PATENT OFFICE.

GEORGE DELKER, OF HENDERSON, KENTUCKY.

SPRING-VEHICLE.

SPECIFICATION forming part of Letters Patent No. 262,016, dated August 1, 1882.

Application filed December 7, 1881. (No model.)

To all whom it may concern:

Be it known that I, GEORGE DELKER, a citizen of the United States, residing at Henderson, in the county of Henderson and State of Kentucky, have invented certain Improvements in Spring-Vehicles, of which the following is a specification.

My invention relates to a mode of combining a phaeton shaped body or one elevated at back with a side-spring gear. To this end I construct the body with a flat portion which in some styles will be central and in other styles in front of the center, and I attach such flat portion or base of the body to longitudinal rigid bars or side bolsters, bolted, clipped, or otherwise secured to the side springs at or near their centers, as hereinafter described.

The invention further consists in combining with the aforesaid phaeton-shaped body, or a body elevated at back and having a flat base portion, (when the said flat base portion is in front of the center by which the attachment is to be made to the side springs,) rigid braces supporting the back part from the rigid bars before referred to, by which the body is connected to the center or near the center of the side springs.

My present invention, in common with others for which I have heretofore obtained Letters Patent, has for its object the adaptation of phaeton styles to side-spring gears in such a manner as to permit the use of high front wheels without a cranked or downwardly-bent front axle, and with a rigidly-braced connection between the front and back parts of the gear, which will prevent the straining of the wheels out of parallel planes in the event of the vehicle being loaded unequally or more heavily on one side than on the other.

In order that my invention may be understood, I will proceed to describe it with reference to the accompanying drawings, which illustrate my improvements under various modifications, all, however, embodying one and the same principle.

Figure 1 is a perspective view of one style of side-spring gear to which my phaeton-body and improved supports are applicable. Figs. 2, 3, 4, 5, and 6 are side views, illustrating my improved mode of applying different forms of

bodies and supports to the said side-spring gear.

A represents the rear axle; B, the front axle; C, the front cross-bar; D D, the side bars connecting the rear axle, A, and the cross-bar C in customary manner; E E, side springs hung at back to a transverse equalizing bar or rod, F, and in front to the cross-bar C; or they may be shortened up and attached to the side bars in the same way front and back.

G G represent side bolsters, which may be of wood, iron, or steel, mounted upon the centers of the side springs, E E, for the reception of the body H.

The body is shown at H under various forms in the different figures. It is formed with a flat base, *h*, which, in the illustration shown in Fig. 2, is at or near the center of the body, adapting it to be secured by the same bolts, I I, which pass directly through the centers of the side bolsters, G, and the side springs, E. Figs. 3, 4, 5, and 6 illustrate different forms in which the flat attaching-base *h* necessarily comes in front of the center of the body, so as to rest upon the forward ends of the side bolsters, G, the said bolsters being fastened at their centers by bolts I I, or clips or equivalent means, to the centers of the springs, as before.

J J represent rigid brace-bars of different forms for supporting the rear end of the body H in these cases where its form brings the supporting-base in front of the center. The form shown in Fig. 3 is adapted for the use of light curved bars or rods, as shown at K K, simply for the purpose of giving a finish, the braces J J being relied on for back support. Fig. 2 illustrates the use of transverse bars F, both front and back, for the suspension of the side springs, the springs being shortened up. I am thus enabled to hang the body lower. Any of the styles of body may be hung in this way.

In Fig. 4 L represents leather straps for the purpose of imparting a finish, instead of the light irons K. In Fig. 5 light bars K are shown under another form and arrangement, and in Fig. 6 light curved bars, constituting false or mock C-springs, which may be connected to the back of the body by leather straps. These embellishments to impart a finish are

shown for the purpose of illustrating various modes in which a finish may be imparted to the work, and will serve to suggest others.

Having thus described my invention, the following is what I claim as new and desire to secure by Letters Patent:

1. A body of phaeton shape, or elevated at back, supported from the centers of side springs, E E, through the medium of side bolsters, G G, to which the flat base *h* of the body is secured, substantially as herein described.

2. The combination of a body, H, having a flat base, *h*, and an elevated back, with side bolsters, G G, rear supporting-braces, J J, side springs, E E, and connecting bolts or clips I I, substantially as and for the purposes set forth.

GEORGE DELKER.

Witnesses:

I. E. WITHERS,
JULIUS N. JORGENSEN.