

UNITED STATES PATENT OFFICE.

GEORGE STRICKER, OF CATAWISSA, PENNSYLVANIA.

IMPROVEMENT IN VEHICLE-SPRINGS.

Specification forming part of Letters Patent No. **203,213**, dated April 30, 1878; application filed February 26, 1878.

To all whom it may concern:

Be it known that I, GEORGE STRICKER, of Catawissa, in the county of Columbia, and in the State of Pennsylvania, have invented certain new and useful Improvements in Vehicle-Springs; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

My invention relates to side-spring vehicles; and it consists in a centrally-divided spring-bar mounted upon two posts, and their inner ends jointed together, and in the combination of parts, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, which represents a perspective view of my invention.

A represents the front axle with head-block B, and this head-block connected by the perch C with the hind axle D.

On the hind axle D are two upright posts, *a a*, connected by means of cross-braces *b*, which are formed with collars *b'* on their ends, to fit on said posts.

The spring-bar is made in two parts, F and F', which are placed upon the upper ends of the posts *a a*, and the outer end of each part has a brace, *d*, secured to it, the inner end of such brace being formed with a collar, *d'*, to go around the post *a* at the lower end, as shown. The upper ends of the posts *a a* are further connected to the perch by braces *e e*, and other braces, *f f*, connect the hind axle and the perch.

The inner ends of the two parts or bars F F' are connected together by a rounded projection or ball, *i*, being formed on the end of the bar F', and fitting in a corresponding socket, *h*, formed on the end of the part F.

H H' represent the side springs, the front ends of which are wrapped around or otherwise connected to the ends of the head-block B, and their rear ends are connected to clips *m m* under the outer ends of the bar F F'.

It will readily be seen that when either of the springs, say H, is pressed down, the outer end of the bar F will be thrown outward, it turning upon its post, and by the joint *h i* the bar F' is moved precisely in the same manner, thereby drawing the spring H' down in the same proportion as the spring H is pressed down; and thus the device constitutes a perfect equalizer to retain the body of the vehicle in proper position.

Though I have described the bar F F' as applied to the rear ends of the side springs, it may be equally as well applied to the front ends thereof, or to both, if so desired.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a side-spring vehicle, a spring-bar, F F', made in two parts, mounted upon separate posts and their inner ends jointed together, substantially as herein set forth.

2. The combination of the side springs H H', the bars F F', with center joint *h i*, and the posts *a a*, substantially as and for the purposes herein set forth.

3. The combination of the posts *a a*, jointed bars F F', cross-braces *b b*, with collars *b' b'*, and the end braces *d d*, with collars *d' d'*, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand and seal this 28th day of January, 1878.

GEORGE STRICKER. [L. S.]

Witnesses:

M. G. HUGHES,
J. B. KNITTLE.