

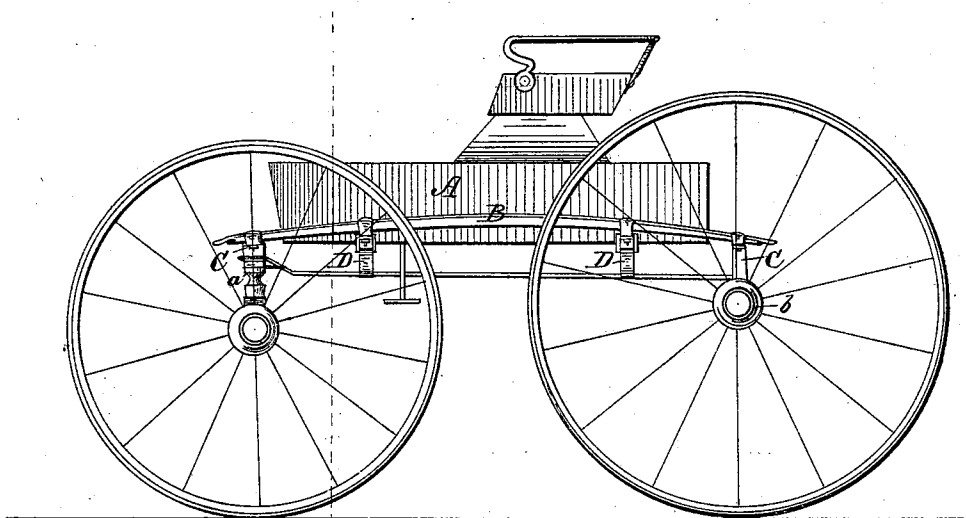
(No Model.)

L. A. MELBURN.  
SIDE BAR VEHICLE.

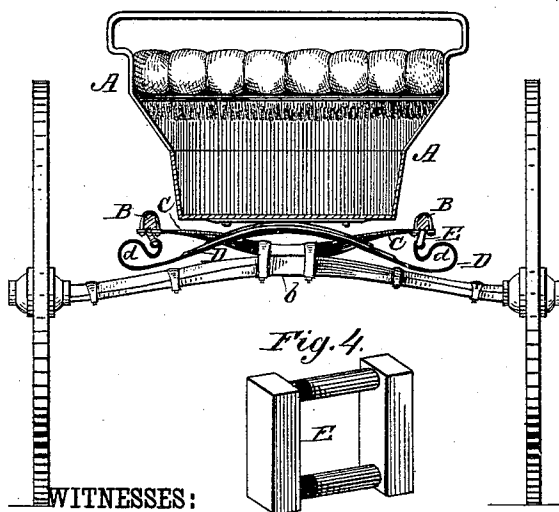
No. 250,565.

Patented Dec. 6, 1881.

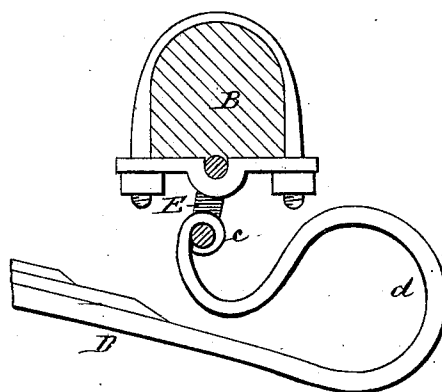
*Fig. 1.*



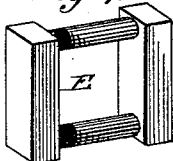
*Fig. 2.*



*Fig. 3.*



*Fig. 4.*



WITNESSES:

*Thos. Houghton.*  
*Amos W. Hart*

INVENTOR:

*L. A. Melburn*  
BY *Wm. C. Le*

ATTORNEYS.

# UNITED STATES PATENT OFFICE.

LAFAYETTE A. MELBURN, OF DENVER, COLORADO.

## SIDE-BAR VEHICLE.

SPECIFICATION forming part of Letters Patent No. 250,565, dated December 6, 1881.

Application filed August 27, 1881. (No model.)

*To all whom it may concern:*

Be it known that I, LAFAYETTE A. MELBURN, of Denver, in the county of Arapahoe and State of Colorado, have invented a new and useful Improvement in Side-Bar Vehicles; and I do hereby declare that the following is a full, clear, and exact description of the same.

My invention consists in a certain improvement in the class of side-bar vehicles, more particularly in buggies, which are constructed upon what is commonly termed the "Brewster" pattern. The springs that support the bodies of such buggies require to be made very stiff, in order to have the requisite strength, and, being also short, they lack that degree of elasticity necessary to render the vehicle comfortable to the occupant when passing over ordinary roads. In attempts heretofore made to remedy this defect various so-called improvements have been made in the form and arrangement of the springs, but without the desired success, since the result has been a noticeable, if not striking, inelegance of appearance, and considerable addition to the cost and complication of structure of the buggy, besides lessened efficiency in use.

I have devised an improvement in the form and arrangement of the springs which overcomes the above-stated defect of the Brewster without the disadvantages of the mentioned improvements thereon.

I will proceed to describe my invention by reference to the accompanying drawings, in which—

Figure 1 is a side view of a side-bar buggy provided with springs constructed and arranged according to my invention. Fig. 2 is a vertical transverse section of the same. Fig. 3 is a detail cross-section, showing the end of a spring and the means for attaching it to a side bar. Fig. 4 is a perspective view of the shackle-link.

The body A of the buggy is supported by the side bars, B B, which are, in turn, supported by springs C C, secured to the front head-block, a, and rear axle, b, in the usual way. The body A rests on and is bolted to the convex middle portion of springs D D, as

in the Brewster and various other well-known varieties of side-bar buggies.

My improvement consists in extending the ends of said springs, curving them reversely—that is to say, first upward, then backward and downward, and next upward again, as shown in the drawings—the eyes c to receive the shackle-links being formed on such upturned extremities.

It will be perceived that by such construction of the springs I obtain a degree of elasticity corresponding to and necessarily resulting from their increased length and peculiar curve. This advantage is of great importance, since it relieves the body A of the vehicle of the slight yet continuous and annoying jars or concussions incident to use, besides adding to the durability and safety of the vehicle. It removes, in fact, the chief objection to the Brewster buggy, and renders it comfortable and pleasant for the occupant.

It will be further observed that the bent portions d of the springs, being below the bottom of the body A, are thus not only out of the way, so that they offer no obstruction to getting into or out of the buggy, but, what is of even greater importance, do not conceal from view any portion of the side of the body, so that the buggy has the same elegant and attractive appearance as the ordinary Brewster.

Another advantage is secured by the peculiar construction or curves of the ends of the springs, since, as will be seen in Fig. 3, the upward bend which terminates in the eye c not only adapts them for connection with the shackle-links E, but affords the requisite space for the nut on the outer leg of the clip.

I do not claim, broadly, buggy-springs having their ends curved reversely; but

What I do claim is—

1. The combination, with the buggy-body A, side bars, B B, and pendent shackle-links, of the body-supporting cross-springs D D, having their ends curved upward, then inward and downward, whereby increased length and elasticity of such springs is secured, and the traction or pull on the side bars is in the

same vertical plane with them, as shown and described.

2. The combination, with the buggy-body  
A, side bars, B B, shackles, and springs C C  
5 attached to the front and rear portions of the  
running-gear, of the cross-springs D D, hav-  
ing their end portions curved reversely and

the extremities of the same bent upward and  
provided with an eye, e, as and for the pur-  
pose specified.

L. A. MELBURN.

Witnesses:

SOLOMON C. KEMON,  
AMOS W. HART.